

ITEM 8 – Information

May 18, 2022

Comments on the Air Quality Conformity Analysis of the Plan and TIP,
and the 2022 Update to Visualize 2045, FY 2023-2026 TIP

Background:

Staff will brief the TPB on the comments received during the 30-day public comment period from April 1-May 1 2022, for the Air Quality Conformity Analysis of the draft Plan and TIP, the draft plan, and draft TIP.

Comments on the Air Quality Conformity Findings, 2022 Update and FY 23-26 TIP

Stacy Cook

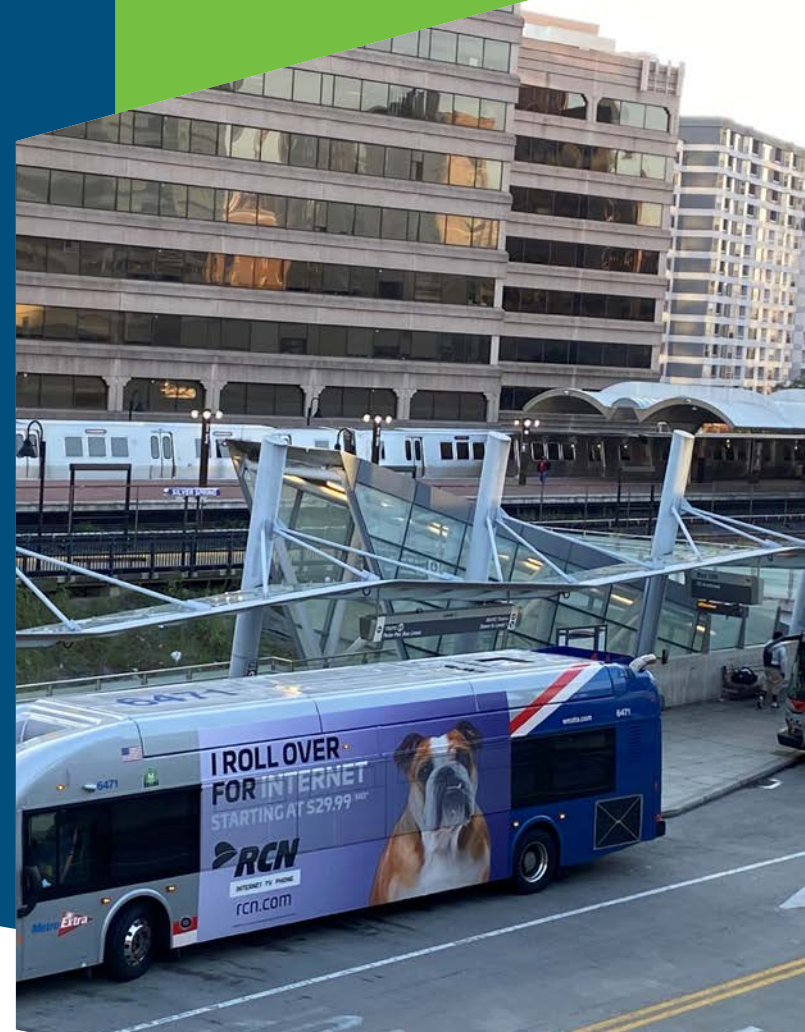
TPB Transportation Planner

Transportation Planning Board

May 18, 2022

Agenda Item #8

visualize
2045 A long-range
transportation plan
for the National
Capital Region



(Cook/TPB)

Agenda Item #8

- What aspects of the plan and TIP can/cannot change now?
- Purpose of Comment Period
- Comment Period Notice
- Comments Received by Number
- Comment Themes
- Project Specific Comments
- Summary review of Comment Period Packet
 - Comment/Response Summary Memorandum
 - Attachment A: Letters Received and Comment Compilation

The plan and TIP: What Can Be Revised Now? What Cannot?

Examples of what can change	What cannot change
<ul style="list-style-type: none">• General text of the plan and TIP• Project descriptions (for clarity, not to include new capacity impacts)• Descriptive data• PBPP targets and data (revisions will capture very recent data and target updates)• URLs, photos• Project costs- many updates expected for the final TIP• Policy Priorities and Goals if the board took action to do so	<ul style="list-style-type: none">• Conformity inputs: projects, programs and policies included in the technical inputs for the Air Quality Conformity analysis (which is complete) cannot be added or deleted until the next plan update• Information required to meet federal requirements cannot be removed

Consistent with past plan cycles, comments on projects, programs and polices included in the constrained element would serve as input of agencies for the next/future updates of the plan.

2022 Comment Period - Notice

Conducted
from April 1 -
May 1, 2022

- The TPB staff advertised the public comment period via:
 - TPB's public comment email distribution list
 - Social media
 - TPB News
 - Newspaper advertisements: Washington Post, Washington Hispanic, and the Afro-American Newspapers.
- Staff shared information about the public comment period with the TPB's Technical, Community and the Access for All Advisory Committees.
- A comment form was available on the TPB comment page: mwcog.org/tpbcomment
- All materials provided for review were available online at: [Draft Plan - TPB Visualize 2045](#)

Comments Received – Summary

Platforms for commenting	Comments received
Sending email to tpbcomment@mwkog.org	483
Writing a letter to the TPB Chair at TPB (USPS)	1
Using the form online at mwkog.org/tpbcomment	34
Calling the TPB Public Comment Line at (202) 962-3262 and leaving a 3-minute message	0

Comments Received – Summary

Commentor	Comments received
Individuals	506
Non-Profit Organizations	10
Members of TPB	1
Advisory Committee	1
Business & For-Profit Organizations	0

TPB staff also worked with technical staff from jurisdictions in their review to correct or clarify information, primarily in Appendix B of the plan and the TIP.

Overarching Comment Themes

1. Concerns over official status of the MDOT Op Lanes projects in the constrained element of the plan (143 comments)
2. Stop climate change: adopt the full slate of climate strategies (263 comments)
3. Improve the safety of the transportation system (5 comments)
4. Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
5. Consider Equity in Transportation Planning (41 comments)
6. Opposition to and support for highway expansion and road widening (303 comments)
7. Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

Project Specific Comments

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

Also, a letter was received that includes a series of tables with comments or suggestions for numerous projects. This will be included in the comment listing for TPB member and technical agency consideration.

Public Comment Topics

- Topic 1: Concerns over the official status of the MDOT Op Lanes projects in the constrained element of the plan (143 comments)

- Example excerpt:

“....Item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development will move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).”

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

Public Comment Topics

- Topic 2: Stop climate change: adopt the full slate of climate strategies (263 comments)
 - Example excerpts:
 - “Specifically, I call on you to:
 - Set specific, numerical performance targets in Visualize 2045 informed by TPB’s climate study....
 - Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2...”

Public Comment Topics

- Topic 3: Improve the safety of the transportation system (5 comments)

- Example excerpt:

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

Public Comment Topics

- Topic 4: Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
 - Example excerpt:

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

Public Comment Topics

- Topic 5: Consider Equity in Transportation Planning (41 comments)

- Example excerpt 1:

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

- Example excerpt 2:

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

Public Comment Topics

- Topic 6: Opposition to and support for highway expansion and road widening (303 comments)

- Example excerpt 1:

“There is ample evidence that increasing freeway capacity does not reduce traffic in the long term. Indeed, look at LA and the Bay Area, which have been building freeways for decades and still boast the nation's worst traffic.”

- Example excerpt 2:

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

Public Comment Topics

- Topic 7: Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

- Example excerpt:

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

Next Steps

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



MEMORANDUM

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

PURPOSE

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

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

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

This memorandum includes the following attachments:

- Attachment A: Comment Compilation and Letters Received

BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the Air Quality Conformity analysis of the TPB's long-range transportation plan, Visualize 2045 (2022 update), and the FY 2023-2026 TIP. The TPB staff provided a public comment and interagency review period for the technical inputs from April 2, 2021 through May 3, 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that the TPB staff used to conduct the required federal Air Quality Conformity analysis, approximately a nine-month task. [Appendix C of the Visualize 2045, 2022 Update](#) lists these inputs¹.

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

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

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

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

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

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

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

2022 PUBLIC COMMENT PERIOD

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

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

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

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

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

Table 1 Platforms for Comments and Number of Comments Received

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

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

SUMMARY: COMMENTS THEMES/TOPICS AND PROJECT SPECIFIC COMMENTS

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

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

Summary

The comments received included:

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

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

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

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

Comment Specific to the Air Quality Conformity Determination

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

Comment Topics

Most of the comments included referenced the following topics:

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

Project Specific Comments

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

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

COMMENT SPECIFIC TO AIR QUALITY CONFORMITY DETERMINATION

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

Comment Excerpt: The technical component of the comment follows:

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

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

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

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

TPB’s Response

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

COMMENT TOPICS

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

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

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

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

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

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

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

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

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

Clarification in response to the Sierra Club Press release

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

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

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

The TPB's Clarification and correction:

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

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

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

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

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

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

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

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

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

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

Example Comment Excerpt: Adopt the Full Slate of Climate Strategies

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

Example Comment Excerpt:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Example Comment Excerpt 1:

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

Example Comment Excerpt 2:

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

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

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

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

Example Comment Excerpt:

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

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

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

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

Example Comment Excerpt 1

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

Example Comment Excerpt 2:

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

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

PROJECT- SPECIFIC COMMENTS AND RESPONSES

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

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

PROJECT-SPECIFIC COMMENTS

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

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



PROJECTS IN MARYLAND:

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

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

Example Comment Excerpt: (public comment)

“Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home....”

...The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the Region's long range plan!”

Maryland Department of Transportation Response

The comments incorrectly assert that Op Lanes Maryland would cause houses to be lost, privatize State highways, increase traffic and unnecessarily impact the environment and social equity. These claims are not accurate and ignore the significant benefits the program will provide to the National Capital Region.

The I-495 & I-270 Managed Lanes Study's Preferred Alternative would provide a two-lane, high occupancy toll (HOT) managed lanes network on I-495 and I-270 within the limits of Phase 1 South only. On I-495, the Preferred Alternative would add two new HOT managed lanes in each direction from south of the George Washington Memorial Parkway in Fairfax County, Va. to west of MD 187. On I-270, the alternative would convert the one existing high occupancy vehicle (HOV) lane in each direction to a HOT managed lane and add one new HOT managed lane in each direction from I-495 to north of I-370 including on the I-270 east spur. Potential improvements in the northbound section of I-270 being evaluated under a separate pre-NEPA study are also included in Visualize 2045 for construction by 2030. No action or no improvements would be included at this time on I-495 east of



the I-270 east spur to MD 5 and are only included in Visualize 2045 for study. This is consistent with the TPB Resolution R2-2022 and MDOT's statements when the Preferred Alternative for Phase 1 South was announced in May 2021 that any improvements on I-495 east of the I-270 east spur would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders, and local agencies.

The Phase 1 South Preferred Alternative would **replace the more than 60-year-old American Legion Bridge (ALB)**, address existing traffic and long-term traffic growth, reduce congestion, enhance trip reliability, support regional transit improvements, foster new opportunities for transit and increased carpool/vanpool/ridesharing that would help reduce reliance on single occupancy vehicles in the National Capital Region, and improve the movement of goods and services.

Using toll rates approved during the Maryland Transportation Authority's Phase 1 South Toll Rate Range Setting Process in 2021, the HOT managed lanes will use dynamic pricing on a real-time basis to optimally manage traffic capacity to provide more reliable free-flowing highway travel speeds and travel times. This is an important congestion-pricing tool to keep the facility meeting or exceeding the operational metrics of travel speed and travel volumes that has been successfully implemented in many locations around the country, including in Virginia. The average toll in the new HOT lanes is estimated to be \$3.95 per trip in Phase 1 South.

Further, the **existing general-purpose lanes will remain free** for everyone's use. Travelers would have the option either to travel for free in the general-purpose lanes or pay a toll to use the HOT lanes. The HOT lanes would also result in **new opportunities for rapid transit bus services** connecting people and jobs throughout the region. The HOT lanes in Phase 1 South: American Legion Bridge I-270 to I-370 will allow toll-free travel for buses, carpools/vanpools with three or more people (HOV-3+), and motorcycles. As the detailed traffic analysis for Phase 1 South has revealed, it will also result in reduced congestion in most segments of the general purpose lanes so even those who choose not to pay anything will see travel time benefits.

In consideration of MDOT's interest in having an equitable transportation solution for all users, MDOT SHA has incorporated elements into the Preferred Alternative that support fair, accessible, and affordable transportation options for all users. Some of those elements include:

- Toll-free travel for new buses, carpools/vanpools with three or more (3+) occupants on managed lanes for a faster, more reliable trip,
- Replacing, upgrading or constructing new pedestrian and bicycle facilities consistent with local master plans including a new shared use path across the American Bridge allowing for interstate bicycle travel, and
- Enhancing transit connectivity and mobility by providing direct and indirect access from the HOT lanes to transit stations, increasing the number of bus bays at the WMATA Shady Grove Metrorail Station, and increasing parking capacity at the Westfield Montgomery Mall Transit Center.

Transportation experts have analyzed pandemic traffic conditions and future traffic demand inputs and note that traffic volumes have continued to recover since the rollout of the vaccines in early 2021, and pre-pandemic projections for job and population growth in the National Capital Region remain on track. To adapt to the ongoing and potential long-term travel impacts associated with the pandemic, MDOT SHA developed a COVID-19 Travel Analysis and Monitoring Plan. This plan was

included in the Managed Lanes Study's Supplemental Draft Environmental Impact Statement (SDEIS) and will be updated as well in the Final Environmental Impact Statement with Sensitivity Analysis using the MWCOG Regional Forecasting Model for 2045.

Regarding the State of Maryland's decision to utilize a public-private partnership (P3), a P3 is an alternative model for delivery of a capital project in which the governmental sector works with the private entities, bringing new capital investment that would not otherwise be available today. The particular P3 model identified for the Managed Lanes Study is a progressive multi step approach. This P3 model, like others, seeks to make the most of private sector expertise, innovation, and financing to deliver public infrastructure for the benefit of the public owner and users of the infrastructure. This P3 Agreement includes designing, building, financing, operating, and maintaining a transportation facility, however, **MDOT SHA would continue to own all lanes and infrastructure on I-495 and I-270** and ensure the highway meets their intended transportation function.

The letter erroneously asserts that houses will be lost, but the Preferred Alternative of the I-495 & I-270 Managed Lanes Study requires no residential or business displacements and **avoids significant environmental and community impacts, including** more than 100 acres of parkland. MDOT SHA has developed a comprehensive mitigation plan for unavoidable impacts, which includes reforestation, water quality improvements, and stormwater management.

Finally, the letter claims that the environmental study found that drivers would need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. This comment appears to be based on singling out selected data that was included in Appendix A of the SDEIS, while ignoring the bulk of the data and the overall conclusions of the study. The main conclusions of the study are that the Preferred Alternative will increase speeds, improve reliability, and reduce travel times and delays along I-495, I-270, and the surrounding local roadway network compared to the No Build Alternative.

Overall, the Preferred Alternative will improve travel time for all users, including those using the general purpose lanes. In general, the results presented in the SDEIS meet this goal. The average speed in the general purpose lanes under the Preferred Alternative is **5 mph greater** than the average speed under the No Build Alternative (SDEIS Table 3-4) and the average travel time index in the general purpose lanes is also improved under the Preferred Alternative (SDEIS Table 3-7). This is despite build improvements only being included within about one-third of the limits of the Managed Lanes Study.

Since the SDEIS, the design of the Preferred Alternative has been refined in response to feedback from the public and stakeholders. The below tables demonstrates that travel speeds improve in both the morning and evening peak hours:

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	35	50	+15 mph
		HOT Lanes	-	62	+27 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	38	55	+17 mph
		HOT Lanes	-	63	+25 mph
PM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	22	52	+30 mph
		HOT Lanes	-	63	+41 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	14	15	+1 mph
		HOT Lanes	-	62	+48 mph

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	55	61	+6 mph
		HOT Lanes	-	63	+8 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	44	45	+1 mph
		HOT Lanes	-	62	+18 mph
PM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	27	27	0 mph
		HOT Lanes	-	45	+18 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	57	58	+1 mph
		HOT Lanes	-	63	+6 mph

B. New Hampshire BRT

A comment was received suggesting that there was an error in the constrained element and plan document regarding the extent of the Montgomery County, MD New Hampshire BRT project limits. The project sponsors provided clarifying information as to why the constrained element and other text regarding this project are correct. The commentor also suggests that the project completion date be accelerated.

Comment Excerpt:

"I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

A Comment on Timing:

In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Montgomery County Department of Transportation Response

Thank you for these comments. The comment is correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. Any infrastructure improvements included beyond Eastern Avenue would be in the District of Columbia, and DDOT would need to identify them in their element of the LRTP. In terms of the completion year, it could be earlier than 2045 depending on funding availability and the nature of the project that emerges from the planning study.

District of Columbia Department of Transportation Response

DDOT is always pleased to coordinate with our neighboring jurisdictions to improve mobility throughout the region. Montgomery County has been in touch with DDOT's Transit Delivery Division regarding this project and discussions are currently ongoing about the potential to extend the project beyond Eastern Avenue to the Fort Totten Metro Station

PROJECTS IN VIRGINIA

C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897)

Comment Excerpt:

"The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the "VA 234 Bypass Extension North" beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.



The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.”

Virginia Department of Transportation Response

We agree that this project title and description is confusing. Staff will work with TPB to update the title and description for the update to Visualize 2045.

Prince William County Department of Transportation Response

As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be focusing on analyzing local improvements and solutions.

D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) Comment Excerpt

“We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.”

Loudoun County Department of Transportation Response

The [US 15 Widening between Battlefield Parkway and Montresor Road](#), is already under design and is fully funded, including NVTAs 70% funds. The project has received design endorsement from the Loudoun County Board of Supervisors. The design of the segment of Route 50 between Montresor Road and Point of Rocks is being presented to the Board of Supervisors remains under consideration and will be presented to the Board of Supervisor’s at a future meeting.

E. Manassas National Battlefield Park Bypass (CE3061)

Comment Excerpt

“Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park

Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.”

Virginia Department of Transportation Response

The construction and alignment of Manassas Battlefield Bypass was tied to the construction of Bi-County Bypass. The Bi-County Bypass has been removed by Prince William County from the County’s Comprehensive Plan. VDOT is unable to proceed with further design or right of way acquisition for the CTB-approved West Two alignment (Bi-County Bypass) due to significant opposition expressed for that alignment from the public and several legislators, lack of locality consensus about the preferred alignment, and uncertain funding prospects since applications for competitive funding programs are submitted by localities or NVTVA.

The Manassas Battlefield Bypass (planned as a new construction road from US Rte 29 west of Centreville to East of Gainesville via Rte 234) status is “on hold” pending decision by National Park Service (NPS) to proceed with Environmental Study.

Here is the link to NPS site showing the road alignment:

https://www.nps.gov/orgs/1548/upload/Manassas_Bypass-03_2016.pdf

The yellow line on the map starting at “Interstate 66” and ending at State Route 234 (black line to the North) indicates the Bi-County alignment.

NPS decision is shown on the following web

page: <https://parkplanning.nps.gov/projectHome.cfm?projectId=39958>

Last paragraph is copied below for your convenience, summary is shown on the highlighted link;

“This Draft Environment Impact Statement was published in 2005

- https://parkplanning.nps.gov/battlefield_bypass_DEIS

Due to the period of time that has passed since the 2005 Draft EIS, and changes in the land use in some areas surrounding the park, the National Park Service has decided to not pursue the Battlefield Bypass Final EIS at this time. This decision has been documented in the Federal Register on February 9, 2018 - <https://federalregister.gov/d/2018-02602> .”

Prince William County Department of Transportation Response

The Manassas Battlefield Parkway is currently in Prince William County’s Comprehensive Plan. As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be analyzing multiple options in the Traffic Demand Model, including the Manassas Battlefield Parkway and Route 29 Alternate Road, to alleviate current congestion and meet traffic future demands for the project area.

Fairfax County Department of Transportation Response

Fairfax County Department of Transportation awarded a Design-Build contract to Shirley Contracting Company in June 2020 to widen Route 28 within Fairfax County from the Prince William/ Fairfax County line (Bull Run bridge), north to Upperridge Drive/ Old Centreville Road (just south of RT 29)



from four to six lanes (three lanes in each direction). Substantial completion is expected by summer 2023, with final completion by late 2023.

Prince William County has proposed the Manassas RT 28 Bypass. Fairfax County has been and will continue to coordinate with Prince William County as they develop this project, but Fairfax County is not providing any funding for this project.

F. VA 28 Manassas Bypass (CE1865)

Comment Excerpt

“In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.⁸ Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.”

Prince William County Department of Transportation Response

Prince William County continues to support efforts to improve existing Route 28 through operational and safety improvements identified in the VDOT Route 28 STARS study. The Route 28 Bypass was the preferred project location identified in an extensive planning effort that began in 2016 and endorsed by the Board of County Supervisors in September 2020, to provide the greatest long-term positive impacts on traffic congestion at the lowest cost. Since the Board endorsed the Bypass, Prince William County has hosted eight public meetings, including meetings focused exclusively on environmental and right-of-way impacts, and continues to work with the community to mitigate these impacts through the design phase. The County is also installing flood gauges and evaluating options for additional efforts as part of the project to reduce the flooding that occurs in this area.

G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737)

Comment Excerpt

“Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.”

Loudoun County Department of Transportation Response

This project provides for the planning, design, right-of-way acquisition, and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared-use path along the new travel lanes, a grade separated pedestrian crossing of Northstar Boulevard to facilitate pedestrian access to John Champe High School, modification of new traffic signals where warranted. Construction is currently planned for 2028.

ATTACHMENT A - COMMENT COMPILATION AND LETTERS RECEIVED

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April 29, 2022

Hon. Pamela Sebesky
Chair, Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002-4239

Re: TPB Climate and Transportation Plans

Dear Chair Sebesky, Vice Chair Collins, Vice Chair Henderson, and members of the TPB,

The Rockville Mayor and Council hereby submits comments in response to the TPB request for comment released on April 1, 2022 ([DRAFT-FINAL 2022-Update-to-Visualize-2045 LRTP.pdf \(visualize2045.org\)](#)). We continue to see this as a plan from the 1980's with no regard for today's values of equity, inclusion, and protection of our environment. Buried in the over 1,400 pages released, item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development *will* move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).

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

This text contradicts the TPB vote of July 21, 2021, that identifies most of this area only for **study** ([Resolution R2-2022 - Add MDOT TRP and transit commitments3.pdf](#)).

The 'clarification' offered on the TPB web page ([Clarification-in-Response-to-Sierra-Club-Press-Release .pdf \(visualize2045.org\)](#)) gives little comfort since it validates the main thrust of the Sierra Club communique. From the penultimate bullet of the 'clarification':

"The funding amount listed is for the planning, preliminary engineering, and design of the southern segment that has been approved for construction and funding for studying the eastern segment that has NOT been approved for construction."

The clarification says that the TPB will "work with MDOT to clarify the description".

MAYOR
Bridget Donnell Newton

COUNCIL
Monique Ashton
Beryl L. Feinberg
David Myles
Mark Pierzchala

CITY MANAGER
Robert DiSpirito

CITY CLERK/DIRECTOR OF
COUNCIL OPERATIONS
Sara Taylor-Ferrell

CORPORATE COUNSEL
Robert E. Dawson

Rockville is unconvinced that the original wording was accidental. It seems to us that the continual shifting of the title and scope of the project is intended to ensure public confusion and therefore completion of the entire project as originally proposed. The omission of this area from construction was an important reason that several jurisdictions reversed their positions from the June 16, 2021, TPB vote. This is important to the City of Rockville because the June 16, 2021, TPB vote deleted the entire Op Lanes Maryland project, including the I-270 portion.

The Op Lanes Maryland project will not address congestion where it truly occurs (north of Clarksburg) where 6 lanes change to 4 and then 2. The Op Lanes Maryland Project threatens nine (9) abutting neighborhoods of the City of Rockville, 5 parks and open space where animals and fowl have found respite from previous habitat destruction. The Op Lanes Maryland project will further contribute to climate change through increase of traffic, due in turn, to further development sprawl. The climate change impacts include greenhouse gas emissions which will be in conflict with the goals as stated by TPB.

Recent international events, including the pandemic and Russia's invasion of Ukraine, remind us that the international supply of oil is volatile and that consumers in the U.S. and throughout the world remain vulnerable to large swings in fuel prices. The Op Lanes Maryland project will exacerbate this situation by increasing demand for fossil fuels.

The City of Rockville encourages the TPB to reconsider this entire proposal with its roots in a pre-pandemic era, to review the environmental costs associated with adding more pavement, air and noise pollution, and destruction of natural habitats. We ask that you consider the changes in workplace arrangements with more flexibility for work from home and tele-med visits. The environmental and social injustices that we are finally acknowledging and working towards remediating will be negated by a pay to drive system on one of our Regions most important corridors.

The Op Lanes Maryland Program, like its counterpart in Virginia, works for those who can and want to afford the toll lanes, and by design, keeps those who cannot or will not, in continual and planned-for congestion. That's why it doesn't work in Virginia and it why it won't work in Maryland. Please reconsider and support a plan that includes alternatives that addresses our mutual goals of

Equity, Inclusion and Protection of our Climate.

Sincerely,


Bridget Donnell Newton, Mayor


Monique Ashton, Councilmember


Beryl L. Feinberg, Councilmember


David Myles, Councilmember


Mark Pierzchala, Councilmember

Mayor and Council, City of Rockville

cc: Chuck Bean, Executive Director of Metropolitan Council of Governments
Kanti Srikanth, TPB Staff Director; COG Deputy Executive Director for
Metropolitan Planning



April 13, 2022

The Honorable Pamela Sebesky, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Sebesky:

Thank you for providing an opportunity to comment on the draft air quality conformity analysis for the 2022 amendment to the Visualize 2045 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan.

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

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

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

Thank you again for the opportunity to comment on the draft conformity analysis for the 2022 amendment to the Visualize 2045 plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Takis Karantonis'.

Hon. Takis Karantonis
Chair, Metropolitan Washington Air Quality Committee



MEMORANDUM

TO: Transportation Planning Board
FROM: Canek Aguirre, Chair, Access for All Advisory Committee
SUBJECT: AFA Comments on the Visualize 2045 Draft
DATE: May 1, 2022

At the April 8, 2022 Access for All Advisory (AFA) Committee meeting, TPB staff presented on the region's long-range metropolitan transportation plan, Visualize 2045. A question/comment session followed the presentation, from the perspective of the populations the AFA represents, traditionally underserved communities. Due to time constraints and to capture comments from those who could not attend, a follow up email was sent to AFA members with materials and instructions for additional comment.

The AFA had 4 summary comments and the following pages categorize them. Comments are organized in two categories: general recommendations and specific recommendations.

In making these recommendations the AFA wants to stress to the TPB the importance of increasing access to all modes of transportation for traditionally underserved communities by decreasing equity disparities.

GENERAL RECOMMENDATIONS

THE AFA RECOMMENDS THAT VISUALIZE 2045:

- Prioritize alternatives to driving
 - Provide more incentives for not driving to work and for using of public transportation
 - Expand the construction and use of bike and walking trails
 - Promote teleworking
 - Increase light and commuter rail frequency by MARC and VRE
- Promote the use of electric vehicles to reduce greenhouse gases by increasing electric bus fleets across the region
- Increase funding and opportunities for implementing transportation projects by encouraging public/private partnerships, especially in jurisdictions that don't have enough funding to support their projects
- Reduce accidents, road Rage, and fatalities on the region's roads by enforcing speed
- Reduce congestion on the region's roads

SPECIFIC RECOMMENDATIONS

THE AFA RECOMMENDS THAT VISUALIZE 2045 and the TPB should:

- Analyze the impact of congestion on quality of life for people with disabilities who cannot drive themselves and are most likely to be in a core area that is close to downtown so they can access public transit or paratransit
- Analyze demographic change for a particular population, like the percentage of people with disabilities, when looking at the change in population
- Measure mobility for things that do not involve jobs, like walking to worship, recreational activity, visiting family, etc
- Consider a special/partial analysis of the impacts of COVID on things like congestion and transit use
- Consider separating out the percentages of biking vs. walking and make efforts to reach out to all populations, not just the younger people who bike who would be more likely to respond to a survey
- Extend the Metrorail system in locations with expected future growth to relieve congestion. For example, Indian Head Highway in southern Prince George's County, and in Charles County
- Incorporate Superconducting Magnetic Levitation into the transportation matrix

**Comments Received on the Draft Visualize 2045
Long-Range Transportation Plan, Draft Air Quality Conformity Analysis of the
Constrained Element of Visualize 2045, and the Draft FY 2023-2026 TIP**

Visualize 2045

Submitted by: A non-profit

Mayer, Doug *Annapolis, Maryland 21401*

Traffic Relief NOW

Subject: Traffic Relief NOW Coalition Letter to TPB

Please find attached a coalition letter to TPB signed by Traffic Relief NOW Coalition Members.

Conca, Cheri *Leesburg, Virginia 20176*

Sierra Club Virginia Chapter

Subject: Visualize 2045

Submitted by: An individual

Kistler, Jacqueline *Silver Spring, Maryland 20910*

Subject: Strong Opposition to Widening 495

As a homeowner and resident of one of the communities that would be directly impacted by the project, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The pollution, reduction to parks and green space, and the impact on trees in our community is unacceptable. That the project would impact 15 parks and over 1,200 trees is devastating. At a time when our nation is grappling with climate change, all investments in transportation should be green or to encourage more environmentally friendly modes of transportation. Let's make public transportation the future of Montgomery County and enrich our future with preservation of our parks and green space and reduced emissions. I reiterate that I remain strongly in opposition to widening 495 fully, beyond the American Legior Bridge.

Glaw, Lydia *Gaithersburg, Maryland 20878*

Subject: Plan needs to address climate

Dear TPB Chair Sebesky and Board members, This draft of Visualize 2045 does not reduce emissions any more than the last one, despite 84% of residents calling for it. The proportion of spending on highway expansion vs. transit is very skewed. There is no real focus on attempting to shift commuters to transit. Please make the the following feasible changes to Visualize 2045: - Set specific goals: emissions reduction, electric vehicles (20 to 25% of vehicles on the road by 2030), and reduction of per capita passenger vehicle miles traveled by 15 to 20% by 2030. - Pursue walkable, transit-oriented land use; provide commuter benefits that encourage transit; invest in electric vehicle infrastructure and programs. -Don't expand highways - it's unnecessary and induces more driving and sprawl. Sincerely, Lydia Glaw

Wasserstein, Joyce *Bethesda, Maryland 20817*

Subject: Widening Beltway 495

Having lived in the neighborhood that will be directly impacted by widening the Beltway, I know well the concerns of those living there. Despite Gov Hogan's promise that "not a single home will be destroyed," in fact several will be demolished to create the exit ramp onto Colesville road and the character of the neighborhood will be impacted very negatively. The construction will take property from Blair High School, the YMCA and part of Holy Cross Hospital. This area in Silver Spring is densely populated and neighborhoods are close knit. Encroaching on these areas for a wider highway is short-sighted and a very negative step for the county.

Hemming, Heidi *Silver Spring, Maryland 20910*

Subject: Beltway Widening

I have lived in my silver spring neighborhood that adjoins 495 for 20 years and I know that traffic congestion is a problem. But widening the beltway is not the answer. This project would destroy my neighborhood, one that is full of smaller, more affordable housing where many immigrant families live. Toll lanes are a regressive tax that is all about profit for the construction company and its shareholders. Creating toll lanes on the beltway would disproportionately hurt lower and even medium income people and in the end, not solve the problem of traffic. In fact, it could lead to more congestion in the free lanes and on adjoining roads, not to mention make any kind of commuting a living hell while being constructed. Estimates are that 500 acres of tree canopy will be lost, not to mention the degradation of waterways. Public roads should be public and I and my neighbors should not have to pay as much as 40\$ to drive the length from 370 to 270. Why are we being ignored? Please listen!!!

Patti, Kevin

Silver Spring, Maryland 20910

20910

Subject: 495

Please don't expand the beltway. It is the wrong response to the problem we face with traffic. If the project goes forward, I am sure it will have a negative effect on my home and neighborhood which is close to 495 in Silver Spring. In addition the project would have a unjust effect on the Order of Moses Cemetery on Seven Locks Road.

Fallon, Angela

Silver Spring, Maryland 20910

Subject: Stop Beltway Expansion

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with east accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

Daugherty, Megan

Falls Church, Virginia 22044

Subject: Don't Widen the roads

Widening the roads has proven not to assist with traffic. Instead, we should work on increasing the availability of public transport. Why not start with opening the silver line extension and increasing the number of trains?

Powers, Stephanie

Silver Spring, Maryland 20904

Subject: The Beltway should not be expanded in Maryland

Please do NOT expand 495 in Maryland. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Ongoing studies have not predicted any long term reduction in traffic with lane expansions, nor has this ever worked historically; traffic always increases to fill new roadways. We need public transportation expansion and plans which preserve our green belts and neighborhoods. Environmentally speaking, rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our family's green spaces. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). It is also a much more cost effective solution. We need to prioritize public transportation above car-centric suggestions.

Hicks, Neal

Arlington, Virginia 22204

None

Subject: Invest in biking and micro mobility

The most efficient way to travel in this region is to bicycle to the metro and take your bike on the train to your next destination. I live 1 mile from Ballston and it is very easy to bike there and use Metro to get into DC. Currently, it is difficult to take your bike onto the train and get inside metro stations. We should find ways to make it easier to bring your bike into the station and also bring it onto an actual train. Right now I find I am in the way of other commuters and would love if I had a dedicated train car to put my bike up onto a hook vertically. Also, please remove cars from Wilson blvd in Arlington from Ballston to Clarendon. It would do so much for this region. Look to NYC open streets and king street in Alexandria. No one is begging to bring cars back there

Holland, Frank

SILVER SPRING, Maryland 20910

Subject: Misguided Beltway Expansion

As a current homeowner in Woodside Forest and a native Californian with a deep historical understanding of the negative impacts of freeway expansion on urban and suburban communities, I beg you to reconsider the plan to widen the Beltway through Montgomery County. There is ample evidence that increasing freeway capacity does not reduce traffic in the long term. Indeed, look at LA and the Bay Area, which have been building freeways for decades and still boast the nation's worst traffic. In addition to facilitating increased GHG emissions and noise pollution, the Beltway expansion will destroy large swaths of neighborhoods and green space in a way that directly contradicts best practices for smart growth and environmental quality. Across the nation, cities and counties are grappling with the ill-conceived highway construction of the past. Please don't do it for the sake of our children, our homes, our neighborhoods, and our planet - do not ignore the hard-earned lessons of the past.

Silver, Ellen

Silver Spring, Maryland 20910

Subject: Do not expand the Beltway

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys our green spaces. Public transportation should be the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue).

Davison, Jennifer

Silver Spring, Maryland 20910

Subject: beltway expansion

As a Montgomery County and Woodside Forest resident, I'm concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County.

Yuan, Morgan

Silver Spring, Maryland 20910

Subject: Beltway expansion

Please remove the beltway expansion from the long-range plan - many of us live in close proximity to the beltway already and this would present not only a personal nuisance to us but overall would degrade the quality of the community. Why don't we focus on improving public transportation and reducing the number of cars on the road guzzling gas overall instead?

Wall, Rebecca

Silver Spring, Maryland 20910

Subject: Don't expand the beltway

I am writing to express my vigorous opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities. I am writing to express my vigorous

opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities.

Schauf, Lauren

Silver Spring, Maryland 20910

Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

I am saddened and horrified that such an environmentally destructive plan is being considered. The losses of mature trees, green space, habitat, and suburban nature are not small. Now is the time we need to be protecting these treasures and preserving these healthy natural spaces for our children. Please do not destroy such a resource in our community. Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer. Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities. Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Vasse, Mary

Silver Spring, Maryland

Potomac Conservancy

Subject:

I am Montgomery County resident, I believe the Transportation Planning Board makes a huge mistake with the draft long range plan's inclusion of an expanded beltway through the northern section, from 270 to the east. It defies the July 2021 decision. Is irresponsible and will be ineffective. Let's do better. Let's NOT add toll lanes to the majority of the Beltway. If you need more lanes between 270 and the bridge, that's the only part that makes sense from a traffic management perspective. I have a graduate degree in regional planning. Evidence shows no long term reduction in traffic with lane expansions. Let's be proud of our region for solving a traffic problem with a real solution - public transit. Instead of making this a has-been community with a degraded environment. Let's enrich our county with a clean environment, business centers and accessibility. All of this will add tax revenue and economic success. An expanded Beltway throughout this plan will not. -Mary Vasse Why do you support wrecking our local environment?

Peabody, David

Alexandria, Virginia 22305

Subject: Visualize 2045

I am concerned that the Visualize 2045 Plan makes no substantive changes in transportation policy and simply offers a BAU approach to more roads, more traffic, and more ghg emissions. For economic reasons alone, not to mention climate change component, this plan is fundamentally flawed. It is flawed because it does not consider the huge disruption now underway in transportation: the advent of autonomous on-demand electric vehicles (AODEVs). This disruption is already underway and by 2030 will be here. The change will be simple but profound: instead of nearly every individual owning a car that is parked 96% of the time, fleets of AODEVs, with each vehicle in use 96% of the time, will provide the transportation needs of most of the population. Economics is driving this, because individual's cost of transportation will drop ten-fold with the advent of transportation as a service (TAS). (see concluding comments below) continued from above... The implications of this for our transportation system, and indeed the economy itself, are profound. Because the number of vehicles on the road will be decimated, we will no longer need the vast network of roads and parking areas you now plan to expand. It is totally irresponsible for anyone in transportation planning not to take this disruption into account. To learn more about it, listen to Stanford professor Tony Seba's 2020 keynote address to the North Carolina DOT Transportation Summit. (<https://www.youtube.com/watch?v=y916mxioi0E>)

Muchnick, Allen

Manassas, Virginia 20110

Subject: Visualize 2045 Financial Plan (Appendix A)

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees. In particular, the various revenue sources should be reported & aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal general fund support, private sector) and 3) transit fares. Most motorists falsely believe that motorist user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

Withheld, Name

NVA, Virginia 20000

Subject: Transportation Capacity

An aggressive work from home posture during COVID-19 solved the NCR's transportation challenges almost completely. No capacity became excess capacity almost over night. Now, executives expecting that their professional staff resume their daily commute should be required to have a much greater level of skin in the game for transportation cost-sharing now that their shortsightedness and arguably obsolete cling to daily office life has been shown to be unnecessary. Aggressive tax overlays should be applied to the NCR business districts to compel corporations contributing to congestion to subsidize regional transportation improvements if we're just going to pretend we didn't learn any lessons since 2019. Relief from these taxes should be tied to a progressive telework program.

Patwardhan, Kripa

Herndon, Virginia 20171

Subject: please help foster a shift AWAY from car culture!

Any plan that is remotely serious will involve making it easier to not drive and discourage driving and car ownership. We need to reduce VMT altogether. That's it.

Landry, Gail

Gaithersburg, Maryland 20877

Subject: Vision for a better transportation future

The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture. Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city. Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't own cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving. These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

Malpeli, Eric

Arlington, Virginia 22207

Subject: TPB Comment

The plan is heavily biased towards new freeway construction. For example, on page 175 the document states the Visualize 2045 update calls for 682 new lane miles of expressways and freeways. The same page says the envisioned expansion of metro rail and light rail combined is five miles. Only 87 miles of BRT are added and 16 miles of commuter rail. Significantly more emphasis should be given to mass transit, particular in already built up urban and suburban areas that can absorb more people through more density and improved transit. This would be financially more viable for local governments than new greenfield development.

Ward, Steve

McLean, Virginia 22012

Subject: Re-Balance Visualize 2045 Plan

The draft plan needs to be reworked to:

- Prioritize infrastructure spending to shift more travel to transit, biking, and walking.
- Expand existing and build new trail and shared use path networks and install connected and protect bike lane networks.
- Set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and expand bike share networks featuring e-bikes.
- Alter plans to reduce per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary.
- Adopt a plan that will foster more walkable, transit-oriented communities.

McMahon, Melissa

Alexandria, Virginia 22314

Subject: Draft Visualize 2045 Plan doesn't get us where we need to go

To whom it may concern, I'm writing a short personal note to emphasize how disappointing the current draft 2045 plan is with respect to helping the region achieve its mobility, land use, equity and sustainability goals. There is no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan. We must reduce car dependence. It devotes twice as much to highway and road capacity expansion compared to expanding pedestrian, bicycle and transit networks. This makes no sense when the latter investments most strongly achieve our goals. The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.

Villemarette, John

Kensington, Maryland 20895

PPC, LLC

Subject: Visualize 2045 Plan

The document does not present well online and certainly is not written as a Vision for 2045. It contains endless detail on SHA and its standard way of doing business. It contains no forward thinking. I would of thought given the evolution in transportation, integration of climate and environment, and increased human interaction it would of been something more than this. First off, for public viewing it should be accessible via smart phone. It needs serious editing to remove all that static business as usual verbiage. Bike path construction is constrained due to funding source, priority is given to "black, areas of poverty or both" to make sure their not "racist", is this the vision? Are there racist roads, bike paths, and sidewalks? Who wrote this stuff? Did anyone above mid management actually this document? This can't an organizational vision statement. Sorry guys this misses the mark --people of changed, their needs have changed, this document is a miss on all accounts I believe the TPB has a responsibility to distribute and communicate with the citizens. By their very charter they can not absolve themselves from responsibility for not pushing back on SHA. I'm sure everyone was to busy to read all 236 pages of this "report". Never fear I can assure you few people will, its a hulking patchwork of government ease. Heavy with traffic, passive prose, engineering jargon its sole purpose is make it appear as though SHA has a vision 2045. In reality this plan is business as usual, more bigger highways, optimize traffic flow, minimize interference from pedestrians and all other forms of transportation. And if they can keep the public out of the conversation -goal achieved. Thats what SHA does, and their good at it. Traffic is speeding up everywhere in the county.

Koenig, Stephen

Alexandria, Virginia 22301

Subject: Visualize 2045 : Comments on Draft

Weaknesses of the draft:

- No greenhouse gas emissions reduction from previous plan.
- No reduction of single occupancy vehicles from previous plan.
- Under investment in transit, bicycle, and pedestrian networks.
- Over investment in highway and road capacity.
- Inadequate targets for shifting to non-auto travel modes.
- Inadequate targets for adopting electric vehicles.

Harmic, Sam

Fairfax, Virginia 22030

Subject: Would like to see less automobile focus

Hello, as someone who was born and raised here in the DMV I am convinced that the only correct way forwards is to drastically reduce the amount of car trips as soon as possible. I was delighted to see the increased emphasis on multimodal transportation in the plan, however I would like to see even more budget prioritization on reducing environmental impacts through bicycling, pedestrian, & transit infrastructure. I would also like to see plans to reduce

vehicle trips traveled by 2045. I truly believe that, while by no means easy, we can turn the DMV into a better place to live, work, and coexist though creating walkable vibrant communities. Thank you, Sam Harmic

Clark, Alexander

Alexandria, Virginia 22314

Subject: Concerning absence of ambition

This plan is grossly inadequate, and guarantees that the region will fail to meet objectives for emissions reduction that are necessary for maintaining a livable planet for the Earth's most vulnerable people. Proposed plan makes no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan adopted four years ago. The plan devotes twice as much to highway and road capacity expansion (\$28.2B) compared to expanding pedestrian, bicycle and transit networks (\$14.6B). This is intentionally willing a catastrophe into existence. Plan can be improved by setting specific numeric targets for shifting drastically more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Must we live in a way that consigns the global poor (and the unfortunate in our own communities), to lives of misery, instability, and inescapable heat? This plan, gives a loud, clear answer: YES. Yes, we want the climate to change rapidly. Yes, we want droughts and heatwaves and crop failures. That is what half-hearted, incremental changes mean. Transit policy is climate policy. It could be otherwise. Together we can build an effective, and sustainable future, but that future requires bolder planning.

Kuschmider, Rebekah

Kensington, Maryland 20895

Subject: Beltway Widening

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan could hasten plans to add toll lanes to the majority of the Beltway. This is in direct contradiction to the July 2021 decision on the issue. There is no evidence to suggest a long term reduction in traffic with lane expansions. Moreover, the expansion would encroach on residential and park land in an inexcusable way, We need public transportation expansion and to preserve our green belts and neighborhoods. This plan destroys mature trees and decreases our children's green space. It encourages automobile use, which is a negative impact on air quality. MoCo should focus on drawing workplaces closer to residential areas and improving public transit. That would reduce commute times, improve quality of life, and preserve our natural environment.

Snyder, Joanna

Silver Spring, Maryland 20910

Lawrence Hall of Science

Subject: evidence-based investment in climate and future

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of MoCo. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up. Let's enrich our county with accessibility to business and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green spaces.

Bruns, Stephen E

Frederick, Maryland 21701

Subject: Toll Roads

No Toll Roads. Period!

Hillsberg, Bonnie

Silver Spring, Maryland 20910

Subject: Beltway Expansion -not the way to go

The expansion of the Beltway is the wrong thing to do. When you build they will come. This is 20th century thinking. The evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion to preserve our green belts, our health and our neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Expanding the beltway will raze homes & construction sites will impinge upon neighborhoods

for years to come Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easy accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. A 50 year public partnership is ludicrous. These arrangements generally fail. It will wind up where the tax payer who will bear the brunt financially. Public partnerships only work when the private sector has incentives to complete the work on time and within budget Just look at the Purple line -a prime example of a project that was poorly managed and was delayed numerous times and is well over budgeted. Larry Hogan and cronies are pushing the beltway expansion at the cost of the taxpayer with no consideration to the damage this will do to Maryland in the end. Last but not least - look at Europe. No country expands there roads - they expand their public transportation and it works like a charm. Stop the expansion of the beltway carnage from happening! It does NOT make sense!

April 29, 2022

The Honorable Pamela Sebesky, TPB Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

By E-mail TPBcomment@mwkog.org

Dear Chair Sebesky,

We urge you and the TPB board to approve the “Visualize 2045 Long Range Transportation Plan” and ask that none of the projects listed in the plan be removed, especially the New American Legion Bridge, I-270 Traffic Relief Plan.

These projects will improve access to key economic centers, reduce congestion, and boost regional economic activity and job creation.

According to a recent study by George Mason University (GMU), Phase 1 will support about 43,600 construction related jobs. These are much needed jobs with good wages, translating to \$3.3 billion in labor income for the region (salaries, wages and benefits). This will provide a much-needed boost to our economy, area residents, and workers.

Long-term forecasts indicate continued growth in traffic, as the National Capital Region is projected to add another 1.3 million more residents and 1 million more jobs by 2045. The analysis of the current plan shows that it will meet all federal air quality standards to reduce regional air pollution, increase transit trips by 28%, and walk and bike trips by 39%.

A significant reduction in traffic congestion will improve our region’s quality of life and make the region a more attractive place to do businesses, live and visit.

We thank you for the opportunity to provide comments and available to answer questions you or other board members may have.

Sincerely,



Jack McDougale
President and CEO



Washington Airports Task Force



www.washingtonairports.com

April 29, 2022

Dear Transportation Planning Board:

The Washington Airports Task Force, a 501(c)(3) Virginia Corporation dedicated to enhancing and expanding aviation services to Virginia and the Metropolitan Washington Region, is asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving, including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,



Keith W. Meurlin
President

BOARD OF DIRECTORS

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George Mason University

Kathleen Linehan
Alpha Corporation

John W. Marriott, III
JWM Family Enterprises LP

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TMG Construction Corporation

Juliana May
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Clay McConnell

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Carolina Mederos
Squire Patton Boggs (US) LLP

Mary Miller
Signature Flight Support

John G. Milliken
George Mason University

The Honorable Norman Y. Mineta
Mineta and Associates, LLC

Michael L. O'Reilly
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Steven B. Peterson
Peterson Real Estate (PRE)

Thomas F. Pumpelly
PCI Financial Group

Leo J. Schefer

Mark Sharer
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Stu Solomon
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Jason Stanford
Northern Virginia Transportation Alliance

Kurt Thompson
Dewberry

David F. Traynham

Andrew VanHorn
Dweck Properties

Jerry A. Van Voorhis
ACRE Investment Management, LLC

Martin D. "Art" Walsh
Walsh Colucci Lubeley & Walsh, PC

David C. Whitestone
Holland & Knight, LLP

Paul J. Wiedefeld, A.A.E.
WMATA

The Honorable Anthony A. Williams
Federal City Council

EX-OFFICIO

Victor Hoskins
Fairfax County EDA

Buddy Rizer
Loudoun County EDA



April 30, 2022

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

Dear TPB Chair Sebesky and other elected officials of the National Capital Region,

On behalf of the Board of Directors and our 1,100 members of Northern Virginia Families for Safe Streets (NoVA FSS) we ask that you consider changes to the TPB Visualize 2045 plan. We ask that the plan be modified by:

- Setting specific, numerical targets for:
 - adopting electric vehicles (20 to 25% of vehicles on the road by 2030),
 - reducing per capita passenger vehicle miles traveled by 20% by 2030 and,
 - shifting more travel to transit, walking and biking
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl

NoVA FSS has three chapters. Namely,

- Alexandria FSS,
- Arlington FSS and
- Fairfax FSS.

We are focused on pedestrian, cyclist and all vulnerable road user's safety on our streets and roads. We are an all-volunteer, not-for-profit organization that advocates for traffic regulation and road infrastructure changes to improve safety on our streets. Learn more at <https://novasafestreets.org>

Thank you.

Respectfully,
Mike

Mike Doyle
Founding Member - Alexandria Families For Safe Streets (AFSS)
Member - Arlington Families for Safe Streets (Arl FSS)
Member - Fairfax Families for Safe Streets (Ffx FSS)
Founding Member – Northern Virginia Families for Safe Streets (NoVA FSS)

Northern Virginia Families For Safe Streets
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Coalition for Smarter Growth | Faith Alliance for Climate Solutions | Audubon Naturalist Society | Sierra Club - Maryland Chapter | Virginia Conservation Network | Washington Area Bicyclist Association | Prince William Conservation Alliance | Active Prince William | Citizens Against Beltway Expansion | Fairfax Alliance for Better Bicycling | Northern Virginia Families for Safe Streets | Piedmont Environmental Council | YIMBYs of Northern Virginia | Green New Deal - Virginia | Sierra Club - Virginia Chapter | Center for Sustainable Communities | Audubon Society of Northern Virginia | Southern Environmental Law Center | Friends of Dyke Marsh | TAME Coalition | Lewinsville Faith in Action | Don'tWiden270.org | Lynnhaven River NOW | RVA Rapid Transit | Sustainable Mobility for Arlington County | Indivisible Howard | Conservancy for Charles County | Alexandria Bicycle and Pedestrian Advisory Committee | Mobilize Frederick | Bike Loudoun | Audubon Society of Central Maryland | Mattawoman Watershed Society | Chapmans Forest Foundation | Livable Alexandria | Greater Washington Clean Cities Coalition

May 1, 2022

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

Dear TPB Chair Sebesky, TPB members, and other elected officials of the National Capital Region:

The following comments are provided by 35 organizations spanning the Greater Washington region. At the start of the Visualize 2045 process, in December 2020, the TPB board voted to craft a different plan that would better reflect the region's adopted policy. The solicitation guide for projects stated this clearly:

TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP.

Before finalizing the draft list of projects, TPB members were briefed on the initial results of their [Climate Change Mitigation Study](#). They heard a clear consensus of national research and studies from this region that only by both shifting more travel to transit, biking and walking combined with adopting electric vehicles would they meet their climate targets

Then, a year ago, after looking at the proposed projects, the public overwhelmingly commented to TPB that the draft plan didn't do enough to meet our climate goals and needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Yet the TPB board members made no substantive changes, and the Visualize 2045 plan and its performance on important measures like greenhouse gas emissions and car dependence is largely the same as the last adopted plan from 2018. This is unacceptable.

There are other major developments since the previous plan that we would expect to see reflected in this plan's mix of projects and performance:

- The Council of Governments adopted a new climate plan in November 2020, with multiple transportation recommendations that are relevant to Visualize 2045 – and TPB even endorsed the plan's new 2030 climate target.
- The region's officials made new policy commitments to prioritize planning, development and infrastructure investment around transit stations. Representatives on COG adopted in 2019 the Regional Housing Targets, which seek to focus 75% of new housing near transit, and TPB last Fall voted unanimously to endorse the COG high-capacity transit station planning framework and directed its members to make it a priority.
- TPB board members heard the results of the agency's Voices of the Region scientific survey of 2,400 residents, in which 84% said they wanted their elected officials to consider climate change in planning transportation. The responses to other questions also made clear that residents want to prioritize clean transportation and options to driving and that your investments should reflect that.
- A significant lasting increase in telework is anticipated, reducing the purported need for many road widening projects that are premised on addressing peak-hour vehicle congestion.
- And if those weren't enough, the increasingly dire warnings of scientists on climate change – and effects experienced now in your communities – would be sufficient for decisionmakers to make real changes with some urgency.

However, almost no projects changed since the last plan: one major project had a change, one new major transit project was added, and one major new road project was added – a new arterial cutting through a forest. While this Visualize 2045 adds 100 more pages since the last one and devotes ink to worthwhile policy topics, it's the projects that matter and that are reflected in the performance:

- This Visualize 2045 makes no progress in reducing greenhouse gas emissions since the previous plan. Its forecast emissions levels in 2030 and 2045 are far above the region's targets and are essentially the same as those achieved by the 2018 plan.
- Despite more evidence on the impacts of induced demand, this plan devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.

- These project priorities and the land use decisions of various TPB jurisdictions leave too many residents stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.¹
- The plan maintains and, in the case of Prince George's County and other areas, even worsens the east-west divide of inequitable job access. At a regional level the almost \$30 billion in road expansion leaves job access barely above current levels. While the transit-oriented land use and transit investments in the plan - albeit modest and below the levels the region needs - provide much more improvement in job access at a regional level, at much less cost. This transit-oriented development, infrastructure and housing strategy, which you endorsed, should be the core focus of the projects you are funding and would result in far better outcomes for access to jobs, equity, climate, and overall performance of the transportation network.
- There are worthwhile projects in this plan that we support. However, the plan also commits to adding nearly 900 new lane miles of highways and other major roads, which will result in billions of miles of additional driving per year - on top of that anticipated from population and job growth – and undermining your transit investments.
- Key findings of the TPB's climate study need to be more clearly articulated in the plan's text: that the region can achieve its climate targets but only by shifting more travel to walking, biking and transit; by reducing trip distances through better land use and more housing options near transit; and by rapid adoption of electric vehicles.

We call on you to make the necessary and feasible changes to this Visualize 2045 plan and set the stage for a more comprehensive overhaul of the plan by 2024:

1. Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these informative goals, which are based on the findings of TPB's climate change study, will this plan be informative to our decisionmakers and hold them accountable.
2. Endorse the full slate of strategies that TPB's own climate study shows are necessary, including walkable, bikeable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.

¹ For passenger vehicles, this translates to a 5.6% reduction in per capita VMT; however, TPB's climate study found that the region needs a reduction of 15-20% by 2030, in addition to quickly adopting electric vehicles, to achieve safe levels of greenhouse gas emissions.

3. Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.
4. Commit to a major regional study to develop actions that reduce the east-west jobs and housing divide, put more homes near transit, and more equitably and sustainably price our transportation system. TPB can begin the work as soon as this summer using the climate funding in its adopted FY23 Unified Planning Work Program.

This is the minimum that you must do now toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

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To: TPB Public Comment

From: Stewart Schwartz, Executive Director
Bill Pugh, Senior Policy Fellow

Date: May 1, 2022

Re.: Comments on draft Visualize 2045 long-range transportation plan

Summary:

1. Our primary comments are contained in the joint letter with over 30 other organizations from across TPB's region. In summary, these are:
 - Many TPB members put business-as-usual projects into the plan despite TPB requirements, adopted regional policies, and overwhelming public comments which call for prioritizing projects that support transit-oriented communities, non-auto modes and fighting climate change.
 - As a result, this Visualize 2045 fails to make progress on climate change or car dependence since TPB's last plan from 2018.
 - This is unacceptable, but you can still change this, through the steps our groups ask for in that letter.
2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members submissions drafted by transportation staff claim that they will reduce climate pollution. Research shows that road expansion induces additional demand and increases greenhouse gas emissions.
3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George's County being left behind in job access and also without robust transit options.
4. The "Mitigating Climate Change" section of the plan needs revision to clearly communicate the key takeaways of TPB's climate study:
 - Achieving regional climate targets to keep emissions at safe levels is doable,
 - This requires specific levels of per capita VMT reduction and EV adoption,
 - The full slate of mode shift and vehicle strategies are needed, and
 - TPB members must commit to these goals and strategies and take action.
5. The Voices of the Region surveys and focus groups were excellent but the results were presented to board members late in the process. Nevertheless, they show strong support for addressing climate change in our transportation plan and prioritizing transit, walk, and bike modes.
6. The performance results need to be further broken out by sub-areas (core, inner, outer) and also reported in detail in a technical appendix to inform TPB members and stakeholders.
7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies.

8. There are Important lessons learned from this process that TPB staff need to start applying now to prepare for a successful update to the plan starting this Fall and due in 2024 per resolution of the TPB.
9. Comments on specific projects are provided in the attached tables.

Details:

1. Our primary comments are provided in the joint letter with over 30 other organizations from across TPB's region.

In summary these are:

- Many TPB members submitted a business-as-usual set of projects heavy on roadway capacity expansion that ignored the new project submission policy guidance, the initial results of TPB's climate change mitigation study, Voices of the Region survey results, and public comments received on the draft project list and conformity inputs.
- Too many TPB members ignored their own adopted policy commitments, including the COG 2030 Climate and Energy Action Plan, 2010 Region Forward vision plan, 2019 Regional Housing Targets, and 2021 high-capacity transit station planning framework.
- TPB members were offered an opportunity to change their project inputs last summer but made no substantive changes in the current plan.
- The letter lays out changes necessary to improve the Visualize 2045 plan, such as setting specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030, and committing to pursue the full slate of strategies that TPB's climate change study shows are necessary to meet the region's adopted 2030 climate target.

Below are additional points not covered in the joint letter.

2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members claim road expansion projects will reduce climate pollution.

- Visualize 2045 fails to address and explain the important factor of induced demand or induced travel, which is critical for understanding how transportation investments, in particular road expansion, perform over time. The plan needs to analyze and report how its \$28.2 billion in highway and arterial expansion projects will induce more vehicle miles traveled and explain to TPB member agencies and the public why many of these projects – and the auto-oriented land use that accompanies them – will not improve accessibility to jobs, services and homes in the long-term.
- Using the State Highway Induced Frequency of Travel calculator (shift.rmi.org), CSG estimates that the 893 new lane miles of highways and arterials proposed in this Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled each year.¹ This travel would largely occur

¹ CSG reports this induced VMT as an order-of-magnitude number. Visualize 2045 (p. 175) does not provide a breakdown of the 682 miles of new freeway/expressway lanes and 211 miles of new arterial lanes by functional class or jurisdiction. CSG estimated the portions of these lane mile totals likely to

on top of that anticipated from population and job growth, and is a significant relative increase in highway and arterial VMT.

- Without this massive increase in driving demand – and by instead shifting much of that investment to build walkable, bikeable transit-oriented communities – Visualize 2045 could achieve the much larger reductions in per capita VMT that TPB’s own climate study says are needed.
- The plan notes that for 185 projects, their sponsor agencies claimed the projects would help the region attain its goal of reducing greenhouse gas emissions by 50% by 2030. However, many of these projects are for roadway capacity expansion and the boilerplate justification statements by several agencies are unsubstantiated, choosing to ignore the evidence that induced demand offsets the short-term emissions benefits of reducing stop-and-go driving. See the clear explanation in [this article by transportation expert Joe Cortright](#).
- Here are the statements used by several agencies for their road expansion projects in the “Regional Policy Documentation – Technical Inputs Policy Question Responses for all Projects”:
 - **Fairfax County:** “This project helps to alleviate traffic congestion on [road name] and allows for a more efficient transportation network. The project enhances continuity and lowers emissions from automobiles,”
 - **Maryland Department of Transportation:** “While the project will increase auto capacity, it also will improve level of service (LOS), reducing congestion, idling, and emissions in the corridor.”
 - **Prince George’s County:** uses this same language as MDOT for its many highway and arterial expansion projects.
 - **City of Manassas:** “Project will improve operations and reduce congestion to mitigate GHG emissions,”
 - **Prince William County:** “Project alleviates congestion to reduce GHG emissions and includes ped/bike facilities to provide non-motorized transportation options.”
 - **Loudoun County:** “The project assumption is that building this project will reduce congested streets and or intersections leading to a reduction in vehicle emissions.”

Note that this regional policy documentation for most of the Visualize 2045 projects (all projects carried over from the last plan without any major changes) – and statements such as these – was not available during the April 2021 public comment period on the conformity inputs and escaped public scrutiny.

3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George’s County being left behind in job access and also without robust transit options.

- Regionwide, expanding job access by auto through road capacity expansion is not an effective strategy compared to expanding job access by land use planning, transit-oriented development,

correspond with interstate and principal arterial roadway classifications and applied them with the SHIFT calculator. TPB should provide more precise breakdowns of the new lane miles by roadway class and jurisdiction location to help its member jurisdictions and the public understand the impacts of induced demand by these projects.

and transportation demand management, in coordination with transit investment. As a result of regional transit-oriented development efforts, jobs accessed by transit would grow more than jobs accessed by auto from present until 2045, despite the plan spending twice as much on highway expansion as transit expansion.

- The HOT lanes are not a good deal for Prince George’s County residents, who would have the lose-lose choice of paying very high tolls or sitting in the traffic congestion in the general purpose lanes that the private toll road company counts on. More jobs at transit stations in Prince George’s is the more effective transportation solution. TPB members and the State of Maryland could do much more to help Prince George’s County realize its transit-oriented development plans.

4. Mitigating Climate Change section (p. 129) needs revision to clearly communicate the key takeaways of TPB’s climate study: that this is doable, requires specific levels of per capita VMT reduction and EV adoption, needs the full slate of mode shift and vehicle strategies, and that TPB members must step up.

- The section needs to be revised to clearly communicate the key findings of TPB’s climate change study, which were that:
 - Achieving the necessary reductions in on-road transportation emissions is feasible to meet the region’s climate plan.
 - The key strategies required to achieve the region’s targets are both mode shift/travel behavior *and* rapid adoption of electric vehicles.
 - The levels of implementation needed are 1) achieving adoption of electric vehicles in the range of 20 to 25% of passenger vehicles on the road by 2030, and 2) reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.²
 - These strategies would promote other adopted regional goals such as prioritizing walkable transit-oriented land use and investments to support it, reducing VMT, and improving air quality.
- The section presents a misleading message – its apparent takeaway in the prominent text box on the first page is that nothing decisionmakers can do will meet important greenhouse gas reduction targets. The key takeaway on the first page should instead be: *We can achieve the 2030 target with feasible strategies that are consistent with many other adopted regional goals for equity and livability – but only if TPB member agencies show leadership.*
- Greenhouse gas performance of the current plan is buried at the very end of the plan on page 225, without referencing TPB’s adopted targets or noting how the plan performs relative to COG and TPB’s newly adopted 2030 regional goal. Please add this important context and give these results more prominent treatment.
- The section needs to set a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these sub-goals, which are based on the findings of TPB’s climate change study, will this plan be informative to our decisionmakers and hold them accountable in fighting the climate crisis.

² These needed implementation levels are based on TPB’s climate study, Combination Scenarios #2, 3, and 4, which successfully met the COG 2030 climate plan reduction levels for on-road transportation. The COG climate plan’s level of greenhouse gas reduction should be considered a minimum, since metropolitan areas will need to achieve deeper levels of reduction in transportation emissions to help their states (which include rural areas) meet greenhouse gas reduction targets.

- The resiliency section (pp. 135-136) needs to acknowledge the role of massive highway expansion and auto-oriented sprawl in decreasing the region’s climate resiliency, exacerbating stormwater runoff from increased flooding and making heat island effects worse from their pavement. Spending \$28.2 billion to expand highways and arterials also diverts needed funding from improving the resiliency of our existing infrastructure, which this plan section notes is a challenge.
- We are glad this section points out the importance of providing affordable housing near transit on page 136. However, this section should reframe this not just as a way to make transportation-climate strategies more equitable, but as a critical and very effective transportation-climate strategy in and of itself. Shifting funding from road expansion to affordable housing near transit would not only reduce VMT and emissions, it would help address the social and economic inequity in our region.
- The TPB staff summary presentation also needs to better communicate this fundamental issue of climate change. The Top 3 Things to Know slide says, “We make progress on our goals - but also face challenges”, and lists delay and congestion first, but doesn’t even mention the existential threat of climate change.

5. Voices of the Region surveys and focus groups were excellent but the results were presented to board members too late in the process.

- The public involvement had a great public opinion survey and focus groups but came too late in the process
 - Voices of the Region results were not presented to Board members until February 2021, after their deadline for submitting projects
 - Focus group results were not presented to the Board until November 2021, well after the conformity inputs had been finalized
 - Aspiration to Implementation public engagement was launched after the conformity inputs were already finalized in July 2021, making it of little to no value for the public’s time.
- Public comment materials on the draft plan in April 2022 did not provide any easily digestible summary information, just a 150MB PDF that was 236 pages long and technical appendices.
- The plan’s main document, while including good new background information on transportation in the region and the factors shaping it, is simply too long, with some redundant content.
- The climate section of the plan is incomplete, with anticipated revisions noted on page 133 pending Board action; however, TPB staff indicated that the revised climate section will not be advertised for public review and comment before the Board considers adoption in June. We think the public (and all parties commenting on this current draft) should be notified of the revised section and given a chance to comment, given the importance of climate change to the region’s residents, as indicated in TPB’s survey results and comments received.
- The public engagement and opinion surveys already conducted will be useful for the next, early update of Visualize 2045 starting at the end of 2022. However, this will depend on TPB members providing serious consideration to the public input and using Voices of the Region to inform their agency project prioritization and submissions to Visualize 2045 and the TIP.
- The Visualize 2045 process needs to allow for in-person or live virtual public testimony to TPB board members. Having staff summarize comments is inadequate and undermines the democratic process. The time has come for TPB to restore live public testimony.

6. Performance results need to be further broken out by sub-areas and also reported in detail in a technical appendix to inform TPB members and stakeholders

- Travel data at the sub-regional level reflect the different transportation and land use policy decisions made by jurisdictions as well as other factors. These forecast outcomes are often washed out when results are simply reported at the regional level.
- Sub-area data (core, inner, outer suburbs) are important and need to be expanded in the Performance Analysis section of the plan (pp. 215-225) to inform TPB members and the public.
 - Breakdown of mode share for core, inner and outer suburbs should have the base year 2023 as well as 2045, and there need to be charts that show this for both all trips as well as for commute trips.
 - For example, Fig. 8.19 only has 2045 data, rather than also showing the 2023 base year data that would make this more informative. Also, it only reports commute trips; a second chart for all trips is needed that likewise compares 2023 and 2045 data by sub-area.
 - VMT data likewise need to be broken down into sub-areas (2023 and 2045, total, per capita, and per capita for residents)
 - The plan does a good job reporting similar performance information for the past decade in figures 2.12 and 2.13. It should provide similar levels of detail for the forecast performance analysis.
- As 2030 is a crucial milestone year for slashing greenhouse gas emissions, Visualize 2045 should also report key measures like VMT and mode share for that year. This interim year would also inform TPB members on the forecast performance of their near and mid-term transportation investments which require funding decisions in the coming years.
- A separate appendix on the Performance Analysis is needed to provide more data relating to the analyses and results summarized in pages 215-225.

7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies

- The Voices of the Region survey and focus groups were very impressive.
- Incorporating quotes by the region’s residents and workers in the plan was a powerful way to communicate their mobility needs and the real world impact of transportation plans and projects.
- The new equity analysis on exposure to heavy traffic volumes contributes important information. We are looking forward to the new analyses that TPB staff proposed to the Technical Committee and Board this spring that will be incorporated in plan updates.
- The long narrative and discussion of climate and equity issues among others is well-illustrated, but it is unfortunate that the TPB and COG goals expressed in this section did not lead to a reshaping of the project list.

8. There are important lessons learned that TPB staff need to start applying *now* to prepare for a successful update to the plan starting this Fall

- Agencies ignored the submission guide requirements and new regional policies, and submitted the projects they would have anyway. More accountability needs to be built into the process.
- Performance data on this plan and public engagement results need to be broken down and shared in workshops with member agencies *before* the project submission process.
- TPB members need to be informed about induced demand and its impact on increased GHG emissions, as the TPB climate change study did not address this topic in detail.

9. Comments on specific projects. See attachment on the following pages.

Attachment: CSG Comments on Projects in Visualize 2045 Plan, April 2022 draft

Proposed Major Highway Projects (includes HOT, HOV and Toll Lane Projects)

Location	Project Description (Map #, project #, description)	CSG Comments
DC	1. I-295 (T5723) - reconstruct interchange at Malcolm X Blvd, 2022 (\$215M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (T3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt these road configurations as a primary strategy in lieu of road expansions.
Charles	11. US-301 (Governor Harry Nice 'Mac' Middleton Memorial Bridge) (T5527): replace with new 4-lane bridge, 2023 (\$636M)	Modify project in LRTP - Current program needs to include protected ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	8. US-15 (Frederick Fwy and Catoclin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$840M)	Remove from LRTP
Frederick	16. MD-85 (Buckeystown Pke) (CE1210, T6483) - widen to 4, 6 lanes, 2035 (\$230M)	Remove from LRTP

Montgomery/ Prince George's/Frederick	6. I-270 (T6432, T11582, T11583): So called "Traffic Relief Plan," construct 1 managed lane and convert HOV to managed lane in each direction, 2025 (\$3.97B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	9. US-29 (Columbia Pike) (CE1197, T3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$738M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	15. MD-28 (Norbeck Rd) / MD-198 (Spencerville Rd) (T3476) - reconstruct, widen portions to 4 lanes, 2045 (\$287M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	17. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	18. MD-97 (Brookeville Bypass) (T3106) - construct 2 lane bypass, 2021 (\$44M)	Bypasses open up new land to sprawling development and undermine downtowns; should use roundabouts as alternative.
Montgomery	19. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	20. MD-124 (Woodfield Rd) (CE3057) - widen to 6 lanes, 2035 (\$120M)	(No comment)
Montgomery	25. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP

Montgomery	26. Montrose Pkwy East (T3703) - construct 4 lanes, 2045 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (T2894) - interchange at Greenbelt Metro Sta, 2030 (\$124M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	7. US-1 (Baltimore Ave) (CE1202, T3108) - reconstruct 4 lanes, 2023, 2035 (\$169M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	10. US-301 (Crain Hwy)(CE1004) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	12. MD-3 (Robert Crain Hwy) (T6394) - widen to 6 lanes, 2035 (\$906M)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-4 (Pennsylvania Ave) (CE1194, T3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$750M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	14. MD-5 (Branch Ave) (CE1196, T3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$804M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	21. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.

Prince George's	22. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase walk, bike and transit access and safety in the area
Prince George's	23. MD-210 (Indian Head Hwy) (CT6524, T4879) - upgrade to 6 lanes and interchange improvement, 2040 (\$585M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	24. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	27. I-66 HOT (Inside Beltway) (CE3484, CE2096), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	29. I-66 (CE3484): Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	28. I-66 HOT (Outside Beltway) (CE3448): widen/ construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	30. I-95/Fairfax County Parkway (CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	32. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	35. I-495 (CE2069, CE3186, CE3208): construct 4 HOT lanes with northbound shoulder lane and new ramps and interchanges at VA 267, 2025, 2030, 2045 (\$570M)	Remove from LRTP. Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	36. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)

Fairfax	37. Dulles Toll Rd (VA-267) (CE3151, CE3154) - East- bound and west-bound Collector-Distributor Roads, 2035, 2036, 2037 (\$186M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	38. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	39. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	41. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$415M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	42. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	50. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.

Fairfax	51. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$86M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	53. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	55. VA-7 (Leesburg Pike) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	56. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Portion of project is under construction but should call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	57. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.
Fairfax	58. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	60. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.

Fairfax	61. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	62. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	63. VA-286 (Fairfax County Pkwy) (CE2106, T6694) - widen to 6 lanes, 2030, 2035, 2040 (\$198M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	48. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$111M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	52. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	54. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	31. I-95 (T6682) - add southbound auxiliary lane, 2022 (\$32M), under construction	Keep in LRTP - To be complete in 2022
Prince William	33. I-95 (T11510) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	34. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes

Prince William	43. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	44. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	45. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and Transforming Rail in VA provides additional capacity for Quantico.
Prince William	46. US-15 (James Madison Hwy) (T6693) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	48. US-15 (James Madison Hwy) (CE3738)- widen to 4 lanes, 2026 (\$111M)	No comment
Prince William	49. US-29 (Lee Hwy) (T4794) - widen to 5 lanes, completed (\$212M)	No comment, as status is completed
Prince William	59. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	64. VA-294 (Prince William Pkwy) (CE2718): widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	65. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	66. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.

Prince William/ Manassas	67. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (\$228M)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.
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Proposed Major Transit-Rail Projects

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

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040 (\$545M)	Keep in LRTP - Prioritize the Benning Road Streetcar Extension
2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022 (\$2M)	Keep in LRTP
4	DDOT H and I Street Bus-Only Lanes (part of T3212)(\$1.1M)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035 (\$545M)	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030 (\$115)	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2030 (\$82M)	Keep in LRTP

8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040 (\$102M)	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045 (\$285M)	Keep in LRTP
10	MD-355 BRT (T6396) - from Bethesda Metro to Clarksburg, 2030 (\$1B)	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029 (\$1B)	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, 2023 (\$2.7B)	Keep in LRTP. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030 (\$52M)	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022 (\$2.9B)	Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027 (\$19M)	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022 (\$26M)	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022 (\$268M)	Project is in the final phase of construction. Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (T6680): 2030 (\$504M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035 (\$37M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.

20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035 (\$420M)	Keep in LRTP
21	VRE (CE2832, CE2420): 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, 2025, 2028, 2035 (\$105M)	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030 (\$254M)	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040 (\$375M)	As HOT lanes is a done deal, keep in LRTP. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge (T6727): railroad crossing with two-tracks and pedestrian/bike access, 2027 (\$1.9B)	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

May 1, 2022

The Honorable Pamela Sebesky
Chair, National Capital Region Transportation Planning Board
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VIA EMAIL

RE: Public Comments on Visualize 2045 Draft Documents

Dear Chair Sebesky and Members of the Transportation Planning Board:

The Southern Environmental Law Center (SELC) provides the following comments on the draft 2022 update of the Visualize 2045 long-range transportation plan (“Draft LRTP”), the draft FY2023-2026 Transportation Improvement Program (“Draft TIP”), and the accompanying air quality conformity analysis (“AQC analysis”). Please note that this letter supplements the comments submitted to you in a letter of the same date signed onto by SELC and a number other of organizations working on transportation, land use, and environmental issues in the region. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

In the May 3, 2021 comment letter we submitted to the Transportation Planning Board (TPB) on the proposed air quality conformity project list, we commended a number of actions that the TPB and the Metropolitan Washington Council of Governments (COG) had recently taken that recognized the need for rapid and significant reductions in the region’s greenhouse gas emissions (GHG). The actions we cited included, among others, the COG Board’s adoption of a goal to **reduce GHG emissions 50 percent below 2005 levels by 2030**.

As the Draft LRTP acknowledges, on-road transportation contributes a major share—nearly one-third—of the region’s GHG emissions.¹ We are encouraged by the Draft LRTP’s further recognition that steps that help lessen our dependence on automobiles and reduce driving—such as locating housing in and near activity centers, increasing and improving travel options, and enhancing transit service—help lower GHG and other harmful transportation emissions while offering a number of other significant benefits.² And we applaud the TPB for undertaking the Climate Change Mitigation Study last year to help determine the best strategies for reducing climate pollution from the transportation sector.

At the same time, we continue to see a troubling disconnect between the TPB’s climate goals and many of the projects included in the Draft LRTP and accompanying documents. This disconnect is evident in the fact that the Draft LRTP proposes spending \$28.2 billion on highway expansion projects, versus only \$14.3 billion on projects to expand transit and add to bicycle and

¹ Draft LRTP at page 130.

² See, for example, Draft LRTP at pages 84 and 89.

pedestrian infrastructure—modes that help cut down on driving and reduce transportation emissions.³ The disconnect is also apparent in the results of the Visualize 2045 performance analysis, which indicate that the suite of projects proposed for funding in the Draft LRTP will result in a 15% increase in vehicle miles traveled (VMT) and a 10% increase in single-driver trips over the life of the plan.⁴

As the Draft LRTP points out, these projected increases in VMT and single-driver trips are smaller than the 19% increase in regional population that is projected over the same period, and this differential—in conjunction with more encouraging projections such as a significant increase in transit, bicycle, and walking trips—helps result in a slight (3%) projected decrease in per capita VMT over the life of the plan.⁵ Although this is a step in the right direction, it is not sufficient. The net result of the draft plan is a significant increase in total driving that would make it nearly impossible to attain the level of GHG reductions needed to meet regional goals and mitigate against the worst effects of climate change. Indeed, the Draft LRTP points out that the annual GHG emissions from the region’s mobile sources will only be **18% below 2005 emissions levels by 2045**, and that total emissions are expected to start *increasing* again between 2040 and 2045 when benefits from fuel efficiency standards can no longer keep pace with projected VMT increases.⁶

It is therefore clear that the Draft LRTP needs to go much further to make a sufficient dent in regional GHG emissions from the transportation sector. We offered several recommendations related to GHG reduction goals, targets, and strategies in our April 19, 2022 comment letter to the TPB, which we summarize again here:

- Reducing overall GHG emissions by at least 33-45%, and reducing per capita VMT by at least 15-20%, by 2030;
- Adopting an electric vehicle adoption target that surpasses the federal target of 50% of new vehicle sales by 2030, and establishing a supportive EV charging network;
- Promoting land use measures to direct a greater amount and share of new development to locations with strong transit and pedestrian orientation; and
- Committing to pursue other strategies from the TPB’s climate mitigation study’s “Mode Shift and Travel Behavior” scenarios, while ensuring that the equity implications are carefully considered and addressed.

In addition, we highlight below some specific projects that would undercut the region’s GHG goals by fueling more driving and far-flung development. Several of the projects we discuss would also damage important natural resources such as forested areas and wetlands that absorb carbon dioxide and help provide natural resiliency to the region’s residents and

³ Appendix A (Financial Plan) to the Draft LRTP at page 9.

⁴ Draft LRTP at page 215, Figure 8.13.

⁵ *Id.*

⁶ Draft LRTP at page 225.

businesses by absorbing floodwaters.⁷ Notably, some of the projects would also undermine the TPB’s renewed dedication to equity and safety. We discussed many of these same projects in our May 2, 2021 comment letter on the proposed air quality conformity project list, but we offer similar comments again because the projects have now been included in the Draft LRTP.

Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE 1897)

The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the “VA 234 Bypass Extension North” beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.

The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.

US 15 Widening between Battlefield Parkway and Montresor Road (CE 3738)

We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new

⁷ We are glad to see that the discussion of resiliency on page 135 in the Draft LRTP mentions how preserving and improving the region’s tree canopy can provide a resiliency benefit by lessening the “heat island” effect that occurs in more developed areas. The environmental functions and benefits that natural systems provide are a key aspect of resiliency that is often overlooked when transportation agencies start thinking about where a new proposal should be routed. Just as we need to design transportation projects to be resilient to the impacts of climate change, we also need to ensure they do not damage or disrupt the invaluable resiliency services that wetlands, forests, and other natural areas provide. There is some discussion of preserving and maintaining the environmental functions of natural areas in the Draft LRTP section labeled “Environmental Consultation and Mitigation,” but we urge you to include discussion of the importance of doing so in the section labeled “Planning for a Resilient Region” as well.

bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.

Manassas National Battlefield Park Bypass (CE3061)

Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.

VA 28 Manassas Bypass (CE 1865)

In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.⁸ Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.

Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE 3737)

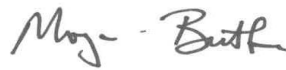
Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.

⁸ Daniel Berti, *Supervisors OK \$15 million design contract for Va. 28 Bypass*, Prince William Times (Oct. 20, 2021), https://www.princewilliamtimes.com/news/supervisors-ok-15-million-design-contract-for-va-28-bypass/article_f973fc88-3152-11ec-b0b5-c358c735a9aa.html.

In summary, we strongly support the emphasis that the TPB is placing on reducing greenhouse gas emissions in recent resolutions and studies, as well as that emphasis in the text of the Draft LRTP. However, there are too many harmful projects included in the draft plan that would take the region backwards at a time when rapid progress is needed. We urge you to strengthen the Draft LRTP consistent with the recommendations we have offered.

Thank you for your consideration. Please contact me if you would like to discuss any of our comments further.

Sincerely,

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

Morgan Butler
Senior Attorney

TPB Public Comment

From: Gail Landy <ag7dollar@msn.com>
Sent: Friday, April 1, 2022 5:17 PM
To: TPBcomment
Subject: Vision for a better transportation future

Categories: V45 - Other emails

Dear National Capital Transportation Board ,

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

Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city.

Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving.

These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

Sincerely,
Gail Landy
17600 Silver Dollar CT
Gaithersburg, MD 20877

TPB Public Comment

From: Ruth Woollett <rgwoollett@yahoo.com>
Sent: Monday, April 11, 2022 11:08 AM
To: TPBcomment
Cc: psebesky@manassasva.gov; chair@pwcgov.org; VSAngry@pwcgov.org;
j.rishell@manassasparkva.gov
Subject: Visualize 2045
Categories: V45 - Other emails

The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction. Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees.

In particular, the various revenue sources should be reported and aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal fund support, private sector) and 3) transit fees.

Most motorists falsely believe that motorists user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

Thank you for your time,
Ruth Woollett

TPB Public Comment

From: David Foster <dfoster342@aol.com>
Sent: Friday, April 15, 2022 10:27 AM
To: TPBcomment
Subject: Decarbonization of the transport sector

Categories: V45 - Other emails

While most electric vehicle advocacy is focused on highways, promoting things such as delivery vans, trash trucks, and school buses, such things have limited daily range and hours of operation. Meanwhile railroad electrification is widely ignored. It is the low-hanging fruit here because it is commonplace worldwide except in North America, where only Amtrak's Northeast Corridor is electrified. Every day thousands of railroad locomotives operating tens of thousands of miles use fossil fuel and emit diesel exhaust. Especially in urban areas it is critical to replace these with electric locomotives, reducing pollution and greenhouse gases.

David Foster

TPB Public Comment

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Friday, April 15, 2022 1:01 PM
To: TPBcomment
Cc: Kate Stewart; Councilmember Glass; Chris Conklin; Erenrich, Gary; Joana Conklin; Glenn Orlin; Sandra Marks; Cicero Salles
Subject: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT
Attachments: COGATION Feb2018.pdf

Categories: Novel, V45 - Other emails

Thank you for the opportunity to provide comments on the latest update to Visualize 2045. I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

An Error:

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus. Attached is the 2018 TPB action with documents showing the origin of the confusion.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

A Comment on Timing:

The initial planning for the New Hampshire BRT was started this fiscal year by Montgomery County Department of Transportation as has the North Bethesda Transitway. The New Hampshire BRT is critical to serve mixed-use development which is currently moving forward toward permitting and construction along New Hampshire Avenue in the White Oak/Hillandale area. Additionally, the FDA White Oak Campus on New Hampshire is anticipated to grow to 18,000 on-site employees by 2035. Given these hopeful signs, seeing a completion date of 2045 is not reasonable. In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Regards,
Eileen Finnegan

TPB Public Comment

From: Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>
Sent: Wednesday, April 20, 2022 8:13 AM
To: Eileen Finnegan; TPBcomment
Cc: kates@takomaparkmd.gov; Glass's Office, Councilmember; Erenrich, Gary; Conklin, Joana; Orlin, Glenn; Marks, Sandra; Salles, Cicero
Subject: RE: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Novel

Dear Eileen,

Thank you for these comments. You are correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. If infrastructure improvements were included beyond Eastern Avenue, the District of Columbia would need to identify them in their element of the LRTP, I believe.

In terms of the completion year, I believe you are correct that it could be earlier than 2045; 2035 might be a more appropriate target, dependent of funding availability and the nature of the project that emerges from the planning study.

Sincerely,

Chis

Christopher Conklin, Director
Montgomery County Department of Transportation
240-777-7198

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Friday, April 15, 2022 1:01 PM
To: TPBComment@mwcog.org
Cc: kates@takomaparkmd.gov; Glass's Office, Councilmember <Councilmember.Glass@montgomerycountymd.gov>; Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>; Erenrich, Gary <Gary.Erenrich@montgomerycountymd.gov>; Conklin, Joana <Joana.Conklin@montgomerycountymd.gov>; Orlin, Glenn <Glenn.Orlin@montgomerycountymd.gov>; Marks, Sandra <Sandra.Marks@montgomerycountymd.gov>; Salles, Cicero <Cicero.Salles@montgomerycountymd.gov>
Subject: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

[EXTERNAL EMAIL]

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Regards,
Eileen Finnegan



For more helpful Cybersecurity Resources, visit: <https://www.cisa.gov/be-cyber-smart>

TPB Public Comment

From: Susan Tate <flowers15@verizon.net>
Sent: Monday, April 18, 2022 1:55 PM
To: TPBcomment
Subject: Reducing greenhouse gas emissions from the region's transportation system

Categories: V45 - Other emails

I'm a longtime resident of Alexandria, a retired biology teacher, and have children and grandchildren--I worry about what kind of world we are leaving to them.

The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan. This is unacceptable. Targets need to be set to measure progress and promote citizen participation. Targets will also hold decision makers accountable--this needs to be a priority if we plan to spend the future with livable air to breathe.

As usual, money is an important part of the solution and choices need to be made. Can we convince folks to pay more in taxes to fund electric vehicle infrastructure and transit buses, to use higher price parking and penalizing driving when there are reduction free greenhouse gas alternatives?

Please commit to pursuing climate strategies for a world with the air quality that we have squandered. We can't continue to live here without it, and those of us who have plenty to eat and good health care, etc need to step up help pay for the luxury of door to door automobile travel--a thing of the past.

Thank you,
Sue Tate

TPB Public Comment

From: Warren Beeton <wlbeeton@gmail.com>
Sent: Monday, April 18, 2022 3:47 PM
To: TPBcomment; Wheeler, Ann; vsangry@pwcgov.org; psebesky@manassasva.gov; j.rishell@manassasparkva.gov
Subject: Citizens' Climate Lobby Comments on 1) Draft 2022 update to Visualize 2045, 2) Draft Air Quality Conformity Determination for Visualize 2045, 3) Draft Fiscal Year 2023-2026 Transportation Improvement Program (TIP)
Categories: V45 - Other emails

The Prince William Chapter of Citizens' Climate Lobby would like to submit public comments as follows on the Draft 2022 Update to Visualize 2045, its long-range (20+ year transportation plan; the Draft Air Quality Conformity Determination for Visualize 2045; and the Draft Fiscal Year 2023–2026 Transportation Improvement Program (TIP):

The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction.

Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."

Thank you for considering our comments.

Your truly,
Warren Beeton, Group Leader
Prince William County Chapter, Citizens' Climate Lobby



TPB Public Comment

From: Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 5:46 PM
To: TPBcomment
Subject: Reject the entire I-495 and I-270 toll lanes plan from Visualize 2045!
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please protect Marylanders and future generations from misguided plans to privatize I-495 and I-270 with toll lanes!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson
4555 Longfellow
Hyattsville, MD 20781
lindsey.mendelson@mdsierra.org
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joanne Hutton <joannerhutton@gmail.com>
Sent: Tuesday, April 19, 2022 9:24 AM
To: tkaratonis@arlingtonva.us; dmalouff@arlingtonva.us; TPBcomment
Subject: TPB must adopt strong climate targets and policies for Visualize 2045 on April 20

Categories: V45 - Other emails

The current work of this Transportation Planning Board fails to rise to the standard "Think global, act local." As a member of the Faith Alliance for Climate Solutions, I am concerned with the following shortcomings:

- The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan; this is unacceptable.
- The Plan's climate strategies are vague and don't commit to any targets; supposedly TPB board members will be adding more climate details to the plan in May - but without public review and comment before they adopt the plan in June.
- On April 20, at their climate workshop TPB board members need to add specific, numeric 2030 targets for EV adoption and per capita VMT reductions to the plan, and include the whole slate of necessary strategies from TPB's climate study. These specific targets are needed, in addition to an overall GHG target for transportation, to inform decision makers and hold them accountable in addressing our largest source of climate pollution.

Necessary climate strategies that TPB must commit to pursue are: walkable transit-oriented land use, pricing parking and road congestion, making commuter benefits equitable for those who walk and depend on transit or biking compared to driving, investing in electric vehicle infrastructure and transit buses, and shifting funding to transit, walking and biking investments and away from highway capacity expansion.

Thank you for your attention and responsiveness.

Joanne Hutton
3806 27th Street N
Arlington, VA. 22207

TPB Public Comment

From: Barbara Sahli (bsahli@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 12:43 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am concerned about air quality, traffic congestion, and choosing between the expensive tolls to make a short trip or driving with more anticipated traffic through the neighborhoods.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

We are community-centric, residential Maryland and not the futuristic highway conglomerate and graphic novel of Northern Virginia.

Sincerely,

Barbara Sahli
115 Indian Spring Drive
Silver Spring, MD 20901
bsahli@aol.com
(301) 585-5982

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Hope Clark <hope@climate-xchange.org>
Sent: Tuesday, April 19, 2022 12:45 PM
To: TPBcomment
Subject: Please address climate NOW in your Visualize 2045 plan

Categories: V45 - Other emails

Hello,

As you adopt climate strategies, please note:

- The current draft of Visualize 2045 fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.
- The draft plan's climate section is vague and sets no specific measures.
- However, TPB's climate study provides very clear findings on what is needed and achievable.
- Visualize 2045 needs to identify not just an overall greenhouse gas reduction target for transportation but also specific numeric targets for electric vehicles and vehicle miles traveled.
- TPB's climate study and national research indicate we need 20-25% of passenger vehicles on the road to be EVs by 2030, and per capita VMT for passenger vehicles reduced 15-20% by 2030.
- Likewise, the strategies that you adopt should reflect what is necessary to keep our region and world safe from disastrous climate change.
- We appreciate the leadership of TPB members who are making this a priority.

Thank you so much,

Hope Clark (she/her)
Maryland Organizer
443-399-6131



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TPB Public Comment

From: Yvette White <yvette@fabb-bikes.org>
Sent: Wednesday, April 20, 2022 9:21 AM
To: TPBcomment
Subject: Invest in climate saving transportation

Categories: V45 - Other emails

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

Please invest in a transit, active transportation model for our region.

Thank you,
Yvette White

TPB Public Comment

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Wednesday, April 20, 2022 10:25 AM
To: TPBcomment; psebesky@manassasva.gov; chenderson@dccouncil.us; collinsr@charlescountymd.gov
Cc: Bill Pugh; lee.hockstader@washpost.com; ian.duncan@washpost.com; Richardson, Timothy; Semel, Mike; Olivo, Antonio; Lazo, Luz E; George, Justin; Armus, Teo; rebecca.tan@washpost.com; sarah.kaplan@washpost.com; Samenow, Jason; brady.dennis@washpost.com
Subject: To TPB: Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future - The U.N.
Categories: V45 - Other emails

TPB Members:

As you meet today on whether you will act on climate and transportation...

We have just a few years to act aggressively on climate. Will you set strong GHG, VMT reduction goals? Set strong EV goals too. But EVs will not be enough. We must reduce vehicle miles traveled by 15-20% by 2030 and you must change your transportation plans to help us reach our goals. We need to focus on TOD, transit, and pricing to get there.

Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future, U.N. climate report says

Washington Post, Feb 28, 2022

<https://www.washingtonpost.com/climate-environment/2022/02/28/ipcc-united-nations-climate-change-adaptation/>

Will you act?

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth

PO Box 73282

Washington, DC 20056

www.smartergrowth.net | @betterDCregion

stewart@smartergrowth.net

(703) 599-6437 (cell)

\$

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TPB Public Comment

From: Paula Posas (pposas@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:09 AM
To: TPBcomment
Subject: Beware the I-495 and I-270 toll lanes CONTRACT, we should not move forward with this project.

Categories: V45 - Other emails, V45 - I-495 & I-270

Dear Transportation Planning Board,

I support NOT moving forward with the toll lanes with Transurban. One of the main reasons? Because of the contract. The deal is only good for taxpayers the minute the construction (section) contract is inked. From then on, we will NEVER stop owing money to Transurban. Look at the phase developer term sheet at the compensation and relief events. We owe them for pandemic, we owe them for mistakes made in VA at the tie-in area, we owe them for changes in law, competing facilities, anything done that could impact their revenue generation. There are 30 items plus more force majeure events. It's a big, big trick to make us a cash cow for an Australia-based multinational company and its investors AT MARYLAND TAXPAYERS' EXPENSE. There is no free lunch. This is a very bad deal.

See Items 35 and 40 in the term sheet - https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fplanesmd.com%2fwp-content%2fuploads%2f2021%2f06%2fPhase-1-P3-Agreement-Exhibit-8-%e2%80%93-Section-P3-Agreement-Term-Sheet.pdf&c=E,1,6mxSuhWpZegaXG51VeRj1DRbiel3ZsoUH0A_9ur1got1Kbl37CrVYZmggsU9kyg_8NM-UDDJqqB5kxg1XJY5iuMEf38mjwgxQHZZsdn&typo=1

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045, and do not otherwise support it. The details matter. One cannot make these decisions just on a perception or belief of the marketing literature.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan and any other plan.

Sincerely,

Paula Posas
11003 Easecrest Dr
Silver Spring, MD 20902
pposas@gmail.com
(301) 832-2153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: David Kosterlitz <david.s.kosterlitz@gmail.com>
Sent: Saturday, April 23, 2022 9:13 AM
To: TPBcomment
Cc: Delegate Ariana Kelly; Barbara Coufal; arlene Montemarano; Marc Korman; Sara Love; Ross Capon; BEN ROSS; Shruti Bhatnagar
Subject: Don't widen I-495 or I-270
Categories: V45 - Other emails

Visualize 2045 would widen the entire beltway despite earlier representations that the plan would not widen the beltway east of I-270. This entire process by MDOT over the last several years has been characterized by stealth, deception of the public and misrepresentation. Time to end the entire project. It is a fiscal, environmental and social disaster.

--

David S. Kosterlitz
6209 Hollins Dr
Bethesda, MD 20817

(301) 928-1818

TPB Public Comment

From: Tacey Battley <taceybattley@gmail.com>
Sent: Saturday, April 23, 2022 10:56 AM
To: TPBcomment
Subject: Street Marking Reflective Painting for Safe Driving in the Dark

Categories: V45 - Other emails

Dear Planners,

To ensure the reduction of accidents, lane markings on curbs and between lanes must be refreshed with reflective paint at frequent intervals.

Current vehicle headlights are blindingly bright. Without painted lines on the sides of the roads and between lanes it is difficult to stay in lane when driving in the dark. Repainting only when there is re-pavement is not frequent enough. The lane markings of the George Washington Parkway northbound of Alexandria are horribly pale.

Reflective paint is much cheaper than putting up a lot of street light poles. Please prevent accidents with more road reflective paint marking.

Thank you for your help,
Tacey Battley

TPB Public Comment

From: Corina Cooling <antoinettesmasher@gmail.com>
Sent: Monday, April 25, 2022 10:03 AM
To: TPBcomment
Subject: I495/I270 Visualize 2045 Long Range Plan

Categories: V45 - Other emails

Hello,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling
2317 Fire House Rd
Hyattsville, MD 20785
antoinettesmasher@gmail.com
(936) 355-2536

TPB Public Comment

From: Bee Ditzler <bee.ditzler@gmail.com>
Sent: Wednesday, April 27, 2022 11:15 AM
To: TPBcomment
Subject: TPB 2045 Plan

Categories: V45 - I-495 & I-270, V45 - Other emails

The 2045 Plan should encompass good environmental stewardship which includes, air, water and land. Each section of the plan should incorporate the idea of changing and adapting to how we grow, build, and with our behaviors. In looking at this plan, every section does not comply with the goals of the plan.

I draw particular attention to Page 95 Section A of the plan that incorporates both the study and preliminary design work for beltway expansion for the entire Maryland section of the Beltway. That entire section should be eliminated from the Plan. These plans were never voted to be incorporated in the plan and should be eliminated. They are wrong.

As the Plan is discussed at the May meeting, please remove erroneous material. This should be a forward thinking document and not one that is mired in the past.

Barbara Ditzler
Montgomery County, Maryland

TPB Public Comment

From: Mark <mark@rensoftware.com>
Sent: Wednesday, April 27, 2022 1:06 PM
To: TPBcomment
Subject: Long Term Beltway Expansion is a Bad Idea

Categories: V45 - I-495 & I-270, V45 - Other emails

I oppose the draft long range transportation plan for Montgomery County as written.

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway.

Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods, not construction disruption, noise and bad air.

This draft is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space.

We ought to make public transportation _the_ future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easier accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

Please reverse that provision.

Mark Leymaster
Silver Spring, MD

TPB Public Comment

From: Douglas Stewart <douglasbstewart@gmail.com>
Sent: Friday, April 29, 2022 3:31 PM
To: TPBcomment
Subject: Visualize2045 plan

Categories: V45 - Other emails

I am submitting these comments on the 2022 update to the Metropolitan Washington region's Constrained Long-Range Plan for transportation. I appreciate that COG and the Transportation Planning Board and staff have made significant strides in planning a more resilient transportation network with more travel choices. However, the Maryland and Virginia DOTs, and many member jurisdictions, haven't adjusted their plans or priorities. This must change if we are serious about expanding clean transportation choices and reducing greenhouse gas emissions.

For the Visualize2045 plan, the TPB approved new guidelines to screen submitted projects against the 7 aspirational transportation strategies approved with the previous CLRP and the region's goals for reducing greenhouse gas emissions. But under the draft CLRP, we will be driving almost as much as we did before. Modeling of the plan projects only a modest reduction in per capita driving, a 3% change by 2045 – no different than the previous CLRP.

Expanding transit should be the main focus for providing a more resilient and less polluting regional transportation network. Instead, the plan has \$28 billion allocated for highway expansion, vs. \$13.8 billion for transit expansion. Fairfax, Prince William and Loudoun's submissions are mostly road expansion projects that will only continue to make their residents and commuters more rather than less dependent on driving. This will only add to our traffic congestion and greenhouse gas emissions, while diminishing residents' quality of life by essentially compelling them to have to spend more time in their cars and less with their families and in their communities.

The TPB should set more definitive targets for reducing vehicle miles traveled and screen future projects against these targets. If local jurisdictions and states' packages of projects fail to reduce VMTs by 20% and reduce greenhouse gas emissions needed to meet their share of regional GHG reduction goals, these entities' shortcomings should be called out in the plan analysis. While the TPB may have limited options for removing projects from the plan, a more transparent analysis of where we are falling short in meeting goals for reducing VMTs and greenhouse gases might help better identify the incentives we need to change course.

Thank you for considering my views.

--

Douglas Stewart
10822 Maple Street
Fairfax, VA 22030
douglasbstewart@gmail.com
703-407-2790 (cell)

TPB Public Comment

From: Drew Veysey <drew.veysey@gmail.com>
Sent: Friday, April 29, 2022 4:31 PM
To: TPBcomment
Cc: Kate Light
Subject: Comments in response to Visualize 2045

Categories: V45 - Other emails

Good afternoon,

I received a postcard in the mail from the National Capital Region Transportation Planning Board inviting me to "Comment. Learn. Get Involved!"

My name is Drew Veysey and I live in the Brightwood neighborhood of Washington DC. For transportation I use a car, bicycle, bus, metro rail, and my legs.

The Visualize 2045 Plan is massive - 236 pages! So while on the one hand it is a great accomplishment for you and your staff, on the other hand it is fanciful to expect any regular constituent to read the whole thing. Therefore the comments that follow are based upon keyword searching and my requests for my local Brightwood community - not a reaction after meticulous reading of the whole plan.

- I'm very concerned about climate change. That is heightened because although you've modeled emissions reduction scenarios I'm afraid that the TPB and associated governments won't do what it takes to evolve the transportation system to zero emission.
- Please don't add more roads, add lanes, or widen lanes. I see you added up all the mentions of "more roads" on page 65; well please count me as a "minus 1" in that tally. What an awful awful suggestion.
- Do not expand the highway network. Seeing aspirations like "Expand the Express Highway Network" is very upsetting to me and is a waste of taxpayer money. Please obey the law of induced demand and improve the transportation system without more highways.
- To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas. I found no reference to traffic calming in the document, although you may have chosen to use different terminology.
- Need traffic calming and 10 times more pedestrian safety measures on Georgia Ave. I appreciate that there has been some traffic calming on Piney Branch in some portions, but there needs to be much more. I'd be delighted if there were raised crosswalks at Piney Branch and Underwood St, Piney Branch and Van Buren, and Georgia Ave near Underwood St. I have actually seen a pedestrian get hit by a car while the pedestrian was crossing using the Georgia Ave crosswalk near Underwood - that should be made much much safer!
- Need to replace the Georgia Avenue buses with a dedicated lane streetcar.
- Please replace all diesel buses with electric ones by 2030 at the latest.
- Please more dedicated bus lanes and bus rapid transit.
- Replace cycling sharrows with protected bike lanes. Sharrows are dangerous.
- We need more public fast chargers for electric vehicles (not Level 2 chargers). The phrase "852 EV Charging Stations 2,424 and EV plugs" really needs to be split up between public level 2 chargers and public fast chargers; both those things fill really different needs.
- The report lacks mentions of infill, in-fill, or in fill. The region needs land use policy to encourage more density and less sprawl.

- There should be encouragement for the generation of renewable electricity (solar pv, wind turbines, micro hydro) integrated into transportation infrastructure and facilities. The region is full of big box stores with enormous parking lots that could be shaded with solar panels; obviously government facilities should lead by example and cover their parking lots with solar.
- Don't design the future transportation system in the region around automated vehicles (CAVs), design it around PEOPLE. Part of the promise around automated vehicles is that the transportation system won't have to change to accommodate them! So don't anticipate the possibilities with CAVs, focus all efforts on making the transportation system safe, clean, and efficient for people.

Thank you for reading my comment. I hope the ideas from my comment can be incorporated into the final draft of Visualize 2045.

Drew Veysey

--

Drew Veysey

TPB Public Comment

From: Gail Landy <ag7dollar@msn.com>
Sent: Saturday, April 30, 2022 2:48 PM
To: TPBcomment
Subject: Visualize 2045 Comment

Follow Up Flag: Follow up
Flag Status: Completed

Categories: V45 - Other emails

A vision for the future

Our roads need to prioritize multimodal traffic. Conditions for pedestrians and bicyclists are currently unsafe and deaths and severe injuries are imminent. Both urban and suburban areas must be transformed to prioritize walking both to transit and shopping rather than catering to car and truck traffic. This entails reducing the number of lanes for vehicle traffic and reducing speed limits especially in urban centers and residential neighborhoods. Sidewalks need to be widened and allow for the disabled in wheelchairs. Roads need to have special lanes for bikes and scooters, preferably isolated with barriers in urban communities. Multi-colored crosswalks that are shortened for pedestrians and wide median islands. Circular road provisions for left turns, slowing traffic need to be provided. Install more frequent HALK signals for crossing especially at high pedestrian business locals. Dedicated bus lanes, preferably along the median strip with shelters can make buses more efficient and safer to board.

We need to make our city and suburban streets more walkable and stop focusing on driver convenience and their time constraints. We need to continue outdoor dining that was established during the pandemic and reduce our parking lot size. Prioritizing public transportation is the goal along with the necessary infrastructure for access, including bike racks.

A walkable community is prioritized, where we can access retail and grocery stores, entertainment venues, and offices situated close to public transit. We need to wind down our reliance on cars.

Gail Landy
17600 Silver Dollar CT
Gaithersburg, MD 20877

TPB Public Comment

From: Byron Bloch <byron@autosafetyexpert.com>
Sent: Saturday, April 30, 2022 4:38 PM
To: TPBcomment; County.Council@MontgomeryCountyMD.gov
Cc: marc@marcelrich.org; debbie.spielberg@montgomerycountymd.gov; Mayor Bridget Newton; info@dontwiden270.org; councilmember.glass@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; info@marylandmatters.org; councilmember.hucker@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov; jamie.raskin@mail.house.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.rice@montgomerycountymd.gov; assistance@vanhollen.senate.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; councilmember.jiwando@montgomerycountymd.gov; Senator Brian J. Feldman
Subject: Comments & Concerns about I-270 Widening & Toll Lanes
Attachments: Urgent Concern on Toxic Silica Dust-April 2022 copy.pdf; 1-Nat'l Cancer Inst.-Silica Dust.pdf; 3-Highway Repair Silicosis-APHA.pdf
Categories: V45 - Other emails

To: Transportation Planning Board, the Montgomery County Council, and others,

The attached PDF documents are hereby being submitted in my strong opposition to the I-270 / 495 Widening and Toll Lanes pending proposal by TransUrban and its affiliates. Further, the Supplemental Draft Environmental Impact Study (SDEIS) of October 2021 had failed to address virtually all of the concerns described herein. And too many elected officials appear willing to ignore these urgent public health and public safety concerns.

Many of my neighbors here in the Inverness Forest Citizens Association (called STICA) also oppose this I-270 Widening and Toll Lanes scheme, as do many others in adjoining neighborhoods. We are ready to pursue public campaigns and litigation if and as may become necessary as this outrageous project continues with its political maneuvering and its ignoring of public citizen concerns.

On behalf of public health and public safety concerns for all citizens, please review and consider and respond fully to to the issues expressed in the attached documents. Thank you.

:

Byron Bloch

Potomac, Maryland

Resident here for 33 years.

TPB Public Comment

From: Rob Whitfield <robwhitfield@ymail.com>
Sent: Sunday, May 1, 2022 5:53 PM
To: TPBcomment
Cc: Jeff McKay; Walter Alcorn; Supervisor Penelope A. Gross; Braddock BOS; John W. Foust; Pat Herrity; Supervisor Rodney L. Lusk; Dan Storck
Subject: VISUALIZE 2045 IMPLEMENTATION
Categories: Novel

TO WHOM IT CXONCERNS

PLEASE IMPLEMENT VISUALZE 2045 AS PRESENTLY PROPOSED.WITHOUT REDUCTIONS IN ANY PRESENTLY APPROVED HIGHWAYS

I USED TO ATTEND TPB MONTHLY MEETING PRIOR TO THE COVID 19 PANDEMIC

I ATTENDED ONE (OR MAYBE TWO) PUBLIC MEETINGS IN FAIRFAX COUNTY ON VISUALIZE 2045 IN 2019. SIGNED UP TO RECEIVE INFORMATION BUT NEVER HEARD ANYTHING MORE.

BEFORE YOU ADOPT A FINAL VISUALIZE 2045 PLAN, PLEASE HOLD ADDITIONAL PUBLIC MEETINGS.

THERE SEEMS TO HAVE BEEN NO PUBLCLITY AS TO WHAT IS PROPOSED.

ROB WHITFIELD
FAIRFAX COUNTY TAXPAYERS ALLIANCE BOARD MEMBER

TPB Public Comment

From: B Ditzler <bditzler@gmail.com>
Sent: Sunday, May 1, 2022 8:01 PM
To: TPBcomment
Subject: My comments on Visualize2045

Categories: V45 - Other emails

TPB's Visualize 2045 Plan as now written is unacceptable for a number of reasons.

- It ignores transportation-related recommendations contained in COG's Climate Action Plan adopted in November 2020.
- It ignores TPB's decision at the start of the Visualize 2045 process in December 2020 to prioritize investments in projects, programs and policies to reduce greenhouse gas emissions and achieve COG's land use and equity goals.
- It ignores the initial findings of TPB's Climate Change Mitigation Study which found there was a clear consensus of national research and studies from this region that said shifting more travel to transit, biking and walk with greater adoption of electric vehicles is necessary to meet TPB's climate targets.
- It ignores public comments on TPB's draft plan a year ago that said the plan needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Despite COG's and TPB's climate plans, TPB's Climate Change Mitigation Study, and public comments on TPB's draft plan a year ago, almost no projects have changed in the proposed Visualize 2045 plan since 2018 when the last plan was proposed.

The proposed plan calls for spending \$28.2 billion on highway expansion, which would inevitably lead to more car dependence, more greenhouse gas emissions, and more car-dependent development. This would perpetuate and exacerbate current climate-damaging trends. Half the amount planned for highway expansion, \$14.6 billion, is planned for expanding transit, pedestrian and bicycle networks.

What you are proposing to do is the opposite of what is needed. Climate change is not just a future threat; it is already underway. TPB's current plan needs to be redone to remove unnecessary and environmentally destructive highway expansion projects that would induce more driving, and result in more pollution and sprawl. The Visualize 2045 plan needs to pursue the strategies that TPB's own Climate Mitigation Study says are necessary. It needs to contain specific, numerical targets for reducing per capita vehicle miles traveled 15 to 20% by 2030, to set aggressive greenhouse reduction targets, and to shift more travel to transit, walking and biking.

In summary, the TPB needs to rework its proposed Visualize 2045 plan to do what makes most sense for our regional transportation network, and what's right for our environment and the millions of people who live and work in our region.

Brian Ditzler
1225 Noyes Drive, Silver Spring, MD 20910

TPB Public Comment

From: Pamela Van Hine <pvanhine@gmail.com>
Sent: Sunday, May 1, 2022 8:51 PM
To: TPBcomment
Cc: pvanhine
Subject: Comments on Visualize 2045 draft (and bike-ped plan)

Categories: V45 - Other emails

To: TPBComment@mwkog.org

From: Pamela Van Hine, 915 19th St South, Arlington VA 22202, pvanhine@gmail.com (please don't publish my contact information)

Date: May 1, 2022

RE: Visualize 2045 – my personal comments

Thank you for giving us the opportunity to comment on the Visualize 2045 draft report. These are my comments on the draft report and the draft bike-ped plan. I apologize for the disorganization of my comments. I wish I had more time to study the report and prepare better compiled comments, but I did not. Overall, both plans are very impressive and quite comprehensive and organized and presented in a consistent format, which makes them easy to follow.

My random comments:

- Can the planning area be expanded beyond your current boundaries? Your planning area appears to be limited to DC and the counties and cities surrounding DC. Yet many commuters are traveling to our region from Baltimore and points further north and east in Maryland, from West Virginia, from SE Pennsylvania, and even Delaware. How can we integrate the best transportation planning for everyone who commutes to our area, but who may not have convenient, cost-effective, reliable, and time-efficient alternatives to SOV.
- Your goal for creating activity centers where people and jobs are in the same livable community is great, and I appreciate your linking housing availability and affordability to transportation needs. But how do we create effective activity centers that will attract the employees to these jobs? I heard recently that many of the Amazon “new hires” are not relocating to the National Landing area, and I’d love to understand why not. Did they already live in the general area (broadly defined) and don’t want to move, is our neighborhood too expensive for most Amazon employees, do they find it undesirable for some reason?
- Draft Bike and Pedestrian Plan for the National Capital Region, March 16, 2022 <https://www.mwkog.org/documents/2022/03/16/bicycle-and-pedestrian-plan-for-the-national-capital-region--bicycling-bike-to-work-day-bikesharing-walking/> This plan is a terrific compilation of information and goals for optimizing bike-ped safety and use throughout the DC region. Please provide a specific section on this plan in the overall plan (it’s cited, but scattered).
- The recommended practices are all great, including:
- B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. Yes, absolutely – and note that this is not just a “trail network”, but frequently on local streets (hopefully complete streets).
- C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION
- L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS. This should also include drivers’ education and using other transportation modes.
- Both documents (overall plan and bike-ped plan) should include more information on Vision Zero and the Safe Systems approach to reducing/preventing serious crashes, injuries, and deaths. Some information is in the section on safety, but please add more details on this important global initiative and what current studies – and our own regional experiences –

show is working (and not working). Stress the importance of design over personal behavior, whether driver or pedestrian; avoid victim blaming if possible.

- Bike-ped projects: I'm surprised to not see the CC2DCA project here. Is that because it's still in NEPA?
- Arlington recently gathered comprehensive data on the state of our sidewalk network, which hopefully will be the first step towards correcting "missing links" and sidewalks and pedestrian ramps in poor condition. Are other jurisdictions in the area also doing this?
- I agree that the aspirational initiative of providing better bike-ped access to transit is critical; TAFAs are a great idea; I like that you address safety and comfort for bike-ped infrastructure to encourage use (though I'd emphasize safety more). Please also emphasize that biking and walking are important modes of transportation in their own right, not just as a "first and last mile" mode.
- Can you talk more about the PUDO problem in the main report – and its impact on traffic congestion and bike-ped safety? Some discussion is in the brief section on trucking (p.153), though it's not called PUDO – nor does the section talk about all the different types of PUDO and PUDO vehicles (including bikes) and their impact.
- Can you also address the importance of good wayfinding to encourage bike-ped use (important for transit riders and drivers as well).
- I like the nice little section on CAVs – and basic guidelines.

Thank you!

TPB Public Comment

From: Travis Lim <travis.lim@gmail.com>
Sent: Sunday, May 1, 2022 9:36 PM
To: TPBcomment
Cc: callen@dccouncil.us; athomas-davis@dccouncil.us
Subject: DC Resident public feedback on visualize 2045

Categories: V45 - Other emails

To: National Capital Region Transportation Planning Board (TPB), Councilman Allen and team

Re: Public comment on Visualize 2045 plan

Thanks for allowing us to provide public feedback on the plan. The most important unifying idea behind the entire Visualize 2045 plan, is one that is *not* car-centric, summarized on page 97: **"Diverse economic activities would thrive if people can easily move around their communities. Older adults, people with disabilities, and transit-dependent populations would have more opportunities to get around without a car. Communities would benefit from increased street life and renewed vibrancy."**

- This is a priority theme that should effectively supersede all other planning considerations in the visualize 2045 document; **no matter what other transpo policies, levers, infrastructure and services are established, people's behavior are driven primarily by where, what, and how they want to spend their time;**
- Consistently, people enjoy being in the outdoors, they want walkability, they want mixed use spaces on the human scale. Nobody wants to spend time in urban sprawl driving from box store to work to subdivision and back.
- In the draft Visualize 2045 plan, a laughably minuscule amount is dedicated to walking and biking infrastructure (0.4% !!!!!). too much funding is devoted to highway expansion. Although building a bike path is relatively inexpensive, a more holistic approach is required where transit, biking and walking are linked by thoughtful green community spaces with mixed residential and commercial use. If we increased that budget to even 4-10%, we could make spaces that people actually want to spend time in.

Additionally, our family would urge you to consider the following specific interventions in order to achieve the plan:

1) Superblocks pilot (a.k.a. slow streets DC 2.0)

The ask:

- Throughout DC, pilot a few 3x3 block areas [modeled on Barcelona's "super blocks"](#) by **completely blocking through traffic** (local resident traffic and emergency vehicles can still enter, but must come out the same way). Speed limits inside the super blocks is limited to 15 mph (similar to school/playground zones) and streets are narrowed. Traffic around the edges of the super blocks would be encouraged and facilitated as normal.
- This design can be applied to areas under new development, or retroactively applied to existing areas in a limited/selective way

The effect:

- Facilitate and encourage walking and biking, two modes of transportation that also further emissions goals
- Mitigate urban heat island effects and air pollution penetration by creating "inner courtyard" cooling effects
- Create natural focal points for green spaces, small-scale commercial use, and public art, therefore increasing community interaction, happiness, and public health

The evidence:

- Closing smaller streets during the pandemic temporarily in the “slow streets” was generally well received, but the problem was that some drivers did not heed the signs. Importantly, this policy experiment failed because the inner roads of the Superblock must be completely impassable to through traffic.
- Multiple papers have demonstrated benefits to health and well-being using such a Superblock design
- [Recent fierce community mobilization](#) to attempt to save Mott’s market near Lincoln Park demonstrates the strongly felt desire for hyper-local mixed use

2) EV chargers along the sidewalk in residential parking areas (DC)

The problem: in dense urban areas in most of DC, the vast majority of row houses and high density apartments do not have garages. Therefore there is no way to plug in an EV at home, making EV ownership completely impractical.

The ask: Establish multiple EV charging stations over all high density residential sidewalk blocks so that residents who have no garage can park and charge an EV vehicle on the street. Resident would pay for the cost of charging their vehicle.

Bonus: Partner with community DC solar organizations to ensure that the majority of power provided to the street charging stations can be sourced to renewable or solar energy.

3) Equity and public transit subsidy through tolls

The ask:

- Increase tolls to \$10-25 (proportionately scaled to traffic volumes) and make them more widespread across multiple arteries,
- Use this toll income to subsidize public transit (or make transit free), as well as fund capital transit developments or technological advancements
- Especially important along commute routes where an equivalent transit line is a viable existing alternative on that same artery.
- Allow “grace days” (1-2 days per week) for employees of companies that allow telework, where tolls are waived or greatly reduced if utilization happens 1-2 days per week or less.
- Make exceptions or give the “grace rate” for driver-based workers (like uber/lyft drivers, couriers, car/vanpool, delivery services, commercial drivers, etc.

The effect:

- Accelerate emissions goals achievement
- Reduce traffic congestion and collisions with vehicles, bikes, and pedestrians
- Increased revenues and increased equity
- Reduce the number of roads receiving wear-and-tear, therefore reducing road maintenance costs

4) Use tax levers to incentivize office location and telework policies

The ask:

- Reformulate corporate property taxes and payroll taxes for employers and companies so that tax breaks are given to business who opt to locate workforce office locations near major transit hubs or Activity Centers. Offer a tax credit for business that allow their employees to telework (proportionate to the percent of total workforce man-hours teleworking per week)
- Conversely, increase property taxes and payroll taxes for employers and companies that locate in distant, disconnected office parks and locations that require expensive infrastructure to move and maintain workers there.
- Incentivize corporations and employers who have large empty office buildings near transit hubs and regional activity centers to sublease them, further densifying work into accessible and walkable areas.

The rationale:

- More than ever, the largest and most prominent employers in the region, as well as a substantial number of Federal Government agencies, are allowing and/or encouraging full-time telework already, meaning that demand for car highways and roadways will no longer have the same trajectory as it did pre-pandemic when the plan was first developed.

The evidence:

- We saw that during the pandemic, various [greenhouse gas emissions and other pollutions were reduced](#).
- [Analysis suggests that this could be due to telework](#).

Thank you for the opportunity to provide feedback on the plan. We would be happy to speak, present or elaborate on any of the ideas to the TPB at any time.

Travis Lim
Justin Silcox

ANC Ward 6

TPB Public Comment

From: ayesha@everyactioncustom.com on behalf of Ayesha Amsa <ayesha@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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

I call on you and your representatives on the TPB to make the necessary and feasible changes to Visualize 2045:

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ayesha Amsa
8021 Georgia Ave Apt 802 Silver Spring, MD 20910-4980 ayesha@smartergrowth.net

TPB Public Comment

From: cyruschimento@everyactioncustom.com on behalf of Cyrus Chimento
<cyruschimento@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:08 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Cyrus Chimento
1863 Kalorama Rd NW Apt 4B Washington, DC 20009-8125 cyruschimento@gmail.com

TPB Public Comment

From: elizabethende@everyactioncustom.com on behalf of Elizabeth Ende
<elizabethende@everyactioncustom.com>
Sent: Tuesday, April 26, 2022 5:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mrs. Elizabeth Ende
1425 Laburnum St Mclean, VA 22101-2524
elizabethende@yahoo.com

TPB Public Comment

From: johnmichaellasalle@everyactioncustom.com on behalf of John Michael LaSalle
<johnmichaellasalle@everyactioncustom.com>
Sent: Sunday, April 24, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. John Michael LaSalle
2701 4th St NE Washington, DC 20002-1244 johnmichaellasalle@gmail.com

TPB Public Comment

From: ademaraais@everyactioncustom.com on behalf of Alex Demarais
<ademaraais@everyactioncustom.com>
Sent: Saturday, April 23, 2022 4:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:

- 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels;
- 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and
- 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
- 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and
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We can only achieve a livable future with your leadership.

Sincerely,
Alex Demarais
9116 Eton Rd Silver Spring, MD 20901-4902 ademaraais@gmail.com

TPB Public Comment

From: hotjenday@everyactioncustom.com on behalf of Tammy King
<hotjenday@everyactioncustom.com>
Sent: Saturday, April 23, 2022 12:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Tammy King
29 Acadia Rd Gardner, MA 01440-1505
hotjenday@aol.com

TPB Public Comment

From: atmehrotra@everyactioncustom.com on behalf of Ayesha Mehrotra
<atmehrotra@everyactioncustom.com>
Sent: Thursday, April 21, 2022 9:40 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Ayesha Mehrotra
1921 8th St NW Unit 218E Washington, DC 20001-3153 atmehrotra@gmail.com

TPB Public Comment

From: jakejanzen@everyactioncustom.com on behalf of Jacob Janzen
<jakejanzen@everyactioncustom.com>
Sent: Tuesday, April 19, 2022 5:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. Jacob Janzen
1800 N Oak St Apt 1201 Arlington, VA 22209-2612 jakejanzen@yahoo.com

TPB Public Comment

From: clewettj@everyactioncustom.com on behalf of John Clewett <clewettj@everyactioncustom.com>
Sent: Tuesday, April 19, 2022 9:32 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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The situation is extremely dire. The latest IPCC report (April 4, 2022, on Mitigation of Climate Change) said that all pathways that limit warming to no more than 1.5° C above pre-industrial levels require that greenhouse gas emissions (which are STILL rising) peak before 2025, and then decline by almost 45% from 2019 levels by 2030. (see www.wri.org/insights/ipcc-report-2022-mitigation-climate-change) A tall order, if we are to avoid crippling damage to human society and to our children's chances for a happy life. And yet the TPB potters along as if there's all the time in the world.

Why is the just-released "Visualize 2045" plan no better on reducing car dependence and climate emissions than the plan from four years ago? UN Secretary General António Guterres has said that our climate actions this decade will put us on one of two paths, the path of hope or the path of surrender. TPB's latest plan, that would reduce greenhouse gas emissions by only 18% below 2005 levels by 2045 (when we should be approaching carbon neutrality), chooses the path of surrender. This is an abject failure of responsibility. We must do better.

The TPB needs to dramatically up its game, so that our region has a chance to mitigate the tsunami of climate disasters that is about to overwhelm us.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. John Clewett

2724 Pioneer Ln Falls Church, VA 22043-3411 clewettj@gmail.com

TPB Public Comment

From: jennine.carmichael@everyactioncustom.com on behalf of Jennine Carmichael
<jennine.carmichael@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Jennine Carmichael
2800 Ontario Rd NW Apt 103 Washington, DC 20009-2228 jennine.carmichael@gmail.com

TPB Public Comment

From: mdakita@everyactioncustom.com on behalf of Marlene Dakita <mdakita@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Marlene Dakita
200 N Pickett St Apt 1410 Alexandria, VA 22304-2130 mdakita@comcast.net

TPB Public Comment

From: nina221113@everyactioncustom.com on behalf of Laura Cosentino <nina221113@everyactioncustom.com>
Sent: Monday, April 18, 2022 8:04 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Laura Cosentino
506 Greenwood Rd Towson, MD 21204-3727
nina221113@gmail.com

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Monday, April 18, 2022 6:09 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mr Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>
Sent: Monday, April 18, 2022 6:05 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Tom Quinn
5322 41st St NW Washington, DC 20015-1904 tomquinn71@gmail.com

TPB Public Comment

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
<ddtmagnolia@everyactioncustom.com>
Sent: Monday, April 18, 2022 5:31 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. DeeDee Tostanoski
400 Madison St Alexandria, VA 22314-1772 ddtmagnolia@gmail.com

TPB Public Comment

From: hydrophyte@everyactioncustom.com on behalf of Roy Jacobson
<hydrophyte@everyactioncustom.com>
Sent: Monday, April 18, 2022 5:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Roy Jacobson
18453 Cameron Rd Gordonsville, VA 22942-8005 hydrophyte@cameronmountain.com

TPB Public Comment

From: glasscos@everyactioncustom.com on behalf of Sarah Glassco <glasscos@everyactioncustom.com>
Sent: Monday, April 18, 2022 3:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Sarah Glassco
5104 Talbot PI Alexandria, VA 22304-2706 glasscos@gmail.com

TPB Public Comment

From: myersk1@everyactioncustom.com on behalf of Kent Myers <myersk1@everyactioncustom.com>
Sent: Monday, April 18, 2022 2:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study.

Find ways to incentivize and promote emission reduction, such as education on how to make favorable investments in rooftop solar.

Address methane as well, to discourage new household hookups, treat waste, etc.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Dr Kent Myers

6407 Potomac Ave Alexandria, VA 22307-1404 myersk1@gmail.com

TPB Public Comment

From: katherine.bittner@everyactioncustom.com on behalf of Katherine Leshchiner
<katherine.bittner@everyactioncustom.com>
Sent: Monday, April 18, 2022 2:00 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Katherine Leshchiner
14904 Dunvegan Ct Silver Spring, MD 20906-5769 katherine.bittner@gmail.com

TPB Public Comment

From: 120411tigre@everyactioncustom.com on behalf of Jo Doumbia
<120411tigre@everyactioncustom.com>
Sent: Monday, April 18, 2022 12:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,
Jo Doumbia
7828 Heritage Dr Annandale, VA 22003-5310 120411tigre@gmail.com

TPB Public Comment

From: stefan.a.koch@everyactioncustom.com on behalf of Stefan Koch
<stefan.a.koch@everyactioncustom.com>
Sent: Monday, April 18, 2022 12:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Stefan Koch
69 Gordon Blvd Woodbridge, VA 22192-2511 stefan.a.koch@gmail.com

TPB Public Comment

From: cajsykmd@everyactioncustom.com on behalf of chris a.johnson
<cajsykmd@everyactioncustom.com>
Sent: Monday, April 18, 2022 11:57 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

do nothing, this will not help the average american tax payers, we like to drive our vehicles, we do NOT want to live 5 minutes from our employment. we do NOT want mass transportation, or electric cars. we have more natural gas than the middle east! STOP this the new green deal!

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
chris a. johnson
7006 Macbeth Way Sykesville, MD 21784-5954 cajsykmd@verizon.net

TPB Public Comment

From: src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>
Sent: Monday, April 18, 2022 11:05 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:

- 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels
- 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030
- 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
- 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments
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Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

TPB Public Comment

From: joshua.wolfgram@everyactioncustom.com on behalf of Joshua Wolfgram
<joshua.wolfgram@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:06 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Joshua Wolfgram
5847 Monticello Rd Alexandria, VA 22303-1301 joshua.wolfgram@outlook.com

TPB Public Comment

From: grebebird@everyactioncustom.com on behalf of Renee Grebe
<grebebird@everyactioncustom.com>
Sent: Sunday, April 17, 2022 9:47 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Your support is critical to making these changes. I ask that you:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

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Sincerely,
Renee Grebe
5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

TPB Public Comment

From: JAS@everyactioncustom.com on behalf of Jeffrey Streed <JAS@everyactioncustom.com>
Sent: Sunday, April 17, 2022 6:45 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Jeffrey Streed
1200 N Quaker Ln Alexandria, VA 22302-3004 JAS@episcopalhighschool.org

TPB Public Comment

From: cagey156@everyactioncustom.com on behalf of kenneth gubin <cagey156@everyactioncustom.com>
Sent: Sunday, April 17, 2022 10:44 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
kenneth gubin
12220 Heather Way Herndon, VA 20170-2433 cagey156@aol.com

TPB Public Comment

From: satjiwan_khalsa@everyactioncustom.com on behalf of Sat Jiwan Ikle-Khalsa
<satjiwan_khalsa@everyactioncustom.com>
Sent: Sunday, April 17, 2022 9:30 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Sat Jiwan Ikle-Khalsa
6719 Conway Ave Apt CSG Takoma Park, MD 20912-4802 satjiwan_khalsa@hotmail.com

TPB Public Comment

From: cindyspeas@everyactioncustom.com on behalf of Cindy Speas
<cindyspeas@everyactioncustom.com>
Sent: Sunday, April 17, 2022 8:23 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

I support the specific asks of Coalition for Smarter Growth:

****Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:** 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

****Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:** 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Cindy Speas
2724 Pioneer Ln Falls Church, VA 22043-3411 cindyspeas@gmail.com

TPB Public Comment

From: paul.atelsek@everyactioncustom.com on behalf of Paul Atelsek
<paul.atelsek@everyactioncustom.com>
Sent: Saturday, April 16, 2022 9:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Paul Atelsek
1007 Mountfort Ct SW Vienna, VA 22180-6469 paul.atelsek@verizon.net

TPB Public Comment

From: psnodgrass@everyactioncustom.com on behalf of Paul Snodgrass
<psnodgrass@everyactioncustom.com>
Sent: Saturday, April 16, 2022 9:38 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 50% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Paul Snodgrass
4401 4th St S Arlington, VA 22204-1405
psnodgrass@mac.com

TPB Public Comment

From: samr309@everyactioncustom.com on behalf of Samuel Ressin <samr309@everyactioncustom.com>
Sent: Saturday, April 16, 2022 12:11 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Samuel Ressin
309 Ayito Rd SE Vienna, VA 22180-5914
samr309@gmail.com

TPB Public Comment

From: shwinj@everyactioncustom.com on behalf of Ashwin Jagannathan
<shwinj@everyactioncustom.com>
Sent: Saturday, April 16, 2022 11:16 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Ashwin Jagannathan
1021 Arlington Blvd Arlington, VA 22209-3926 shwinj@gmail.com

TPB Public Comment

From: walter.weiss@everyactioncustom.com on behalf of walter weiss
<walter.weiss@everyactioncustom.com>
Sent: Saturday, April 16, 2022 8:53 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
walter weiss
7941 Deepwell Dr Bethesda, MD 20817-1927 walter.weiss@verizon.net

TPB Public Comment

From: Renee20191@everyactioncustom.com on behalf of Renee Jakobs <Renee20191@everyactioncustom.com>
Sent: Saturday, April 16, 2022 6:56 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Renee Jakobs
2207 Quartermaster Ln Reston, VA 20191-4507 Renee20191@yahoo.com

TPB Public Comment

From: maryschor@everyactioncustom.com on behalf of Mary Schor <maryschor@everyactioncustom.com>
Sent: Saturday, April 16, 2022 4:01 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities (which will also help many people with disabilities and chronic conditions).

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mary Schor
10320 Westlake Dr Apt 305 Bethesda, MD 20817-6444 maryschor@hotmail.com

TPB Public Comment

From: kristin.rosenthal@everyactioncustom.com on behalf of Kristin Rosenthal
<kristin.rosenthal@everyactioncustom.com>
Sent: Friday, April 15, 2022 5:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

We have to have an all-government approach to even come close to meeting the goals. Thank you for all you do, and I hope we can all meet the pace and scale needed.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Kristin Rosenthal
3236 Woodland Ln Alexandria, VA 22309-2235 kristin.rosenthal@gmail.com

TPB Public Comment

From: jwparcher@everyactioncustom.com on behalf of Jean Wintemute
<jwparcher@everyactioncustom.com>
Sent: Friday, April 15, 2022 3:07 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to take action to reduce our carbon emissions and help to save the planet for our children and grandchildren. The following actions are a step forward:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Jean Wintemute
2252 Cedar Cove Ct Reston, VA 20191-4109 jwparcher@gmail.com

TPB Public Comment

From: namaste1@everyactioncustom.com on behalf of Suzanne Olijar <namaste1@everyactioncustom.com>
Sent: Friday, April 15, 2022 2:33 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mrs Suzanne Olijar
5313 Cat Tail Ct Centreville, VA 20120-1233 namaste1@rocketmail.com

TPB Public Comment

From: revdrwright1@everyactioncustom.com on behalf of Jean Wright <revdrwright1@everyactioncustom.com>
Sent: Friday, April 15, 2022 2:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Dr. Jean Wright
12104 Greenway Ct Fairfax, VA 22033-2558 revdrwright1@gmail.com

TPB Public Comment

From: scott.the.peterson@everyactioncustom.com on behalf of Scott Peterson
<scott.the.peterson@everyactioncustom.com>
Sent: Friday, April 15, 2022 9:09 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Scott Peterson
9928 Woodrow St Vienna, VA 22181-3136
scott.the.peterson@gmail.com

TPB Public Comment

From: eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>
Sent: Friday, April 15, 2022 6:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Eyal Li

7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

TPB Public Comment

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Thursday, April 14, 2022 11:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Brian Lutenegger
1845 Summit PI NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com

TPB Public Comment

From: judith.fogel.007@everyactioncustom.com on behalf of Judith Fogel <judith.fogel.007@everyactioncustom.com>
Sent: Thursday, April 14, 2022 10:41 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Ms. Judith Fogel
3001 Park Center Dr Apt 1220 Alexandria, VA 22302-1446 judith.fogel.007@gmail.com

TPB Public Comment

From: muchnick@everyactioncustom.com on behalf of Allen Muchnick
<muchnick@everyactioncustom.com>
Sent: Thursday, April 14, 2022 8:55 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I urge the TPB to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

The TPB should immediately undertake a modification of its upcoming update to Visualize 2045 that 1) removes all arterial and freeway road widening projects that have not yet initiated construction and 2) adopts a comprehensive regional congestion pricing and parking pricing package that will effectively reduce regional VMT and VMT/capital to the targeted levels.

It's long past time to dither and delay effective action.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. Allen Muchnick
9625 Park St Manassas, VA 20110-4330
muchnick@capaccess.org

TPB Public Comment

From: apowersb@everyactioncustom.com on behalf of Adam Powers
<apowersb@everyactioncustom.com>
Sent: Thursday, April 14, 2022 4:31 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Adam Powers
4903 Edgemoor Ln Bethesda, MD 20814-5342 apowersb@gmail.com

TPB Public Comment

From: cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino
<cimino.andrea.m@everyactioncustom.com>
Sent: Thursday, April 14, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Andrea Cimino
3913 Hampden St Kensington, MD 20895-2006 cimino.andrea.m@gmail.com

TPB Public Comment

From: jill.clarke@everyactioncustom.com on behalf of Jill Clarke <jill.clarke@everyactioncustom.com>
Sent: Thursday, April 14, 2022 3:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Jill Clarke
628 Goldsborough Dr Rockville, MD 20850-1913 jill.clarke@gmail.com

TPB Public Comment

From: kendra_music@everyactioncustom.com on behalf of Kendra Holt
<kendra_music@everyactioncustom.com>
Sent: Thursday, April 14, 2022 12:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kendra Holt
1111 University Blvd W Wheaton, MD 20902-3351 kendra_music@hotmail.com

TPB Public Comment

From: pdjburton@everyactioncustom.com on behalf of Patricia Burton
<pdjburton@everyactioncustom.com>
Sent: Thursday, April 14, 2022 7:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Patricia Burton
17120 Queen Victoria Ct Gaithersburg, MD 20877-3651 pdjburton@yahoo.com

TPB Public Comment

From: amorgen@everyactioncustom.com on behalf of Ava Morgenstern
<amorgen@everyactioncustom.com>
Sent: Thursday, April 14, 2022 6:22 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ava Morgenstern
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu

TPB Public Comment

From: mollyphauck@everyactioncustom.com on behalf of Molly Hauck
<mollyphauck@everyactioncustom.com>
Sent: Thursday, April 14, 2022 12:01 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Molly Hauck
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

TPB Public Comment

From: driverj38@everyactioncustom.com on behalf of James Driver <driverj38@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mr. James Driver
4718 Bass Pl SE Washington, DC 20019-5145 driverj38@gmail.com

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:43 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Note, TDM means charging people more money for driving. So do it!

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Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Evan Krichevsky
9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: julie.zavala14@everyactioncustom.com on behalf of Julie Zavala <julie.zavala14@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 8:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Julie Zavala
612 Bonifant St Silver Spring, MD 20910-5532 julie.zavala14@gmail.com

TPB Public Comment

From: laurie.m.ryan@everyactioncustom.com on behalf of Laurie Ryan
<laurie.m.ryan@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 8:19 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Laurie Ryan
10008 Menlo Ave Silver Spring, MD 20910-1054 laurie.m.ryan@gmail.com

TPB Public Comment

From: jdonovan07@everyactioncustom.com on behalf of Jamison Donovan <jdonovan07@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 7:53 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jamison Donovan
719 Dartmouth Ave Silver Spring, MD 20910-5540 jdonovan07@gmail.com

TPB Public Comment

From: jseb65@everyactioncustom.com on behalf of Jim Sebastian <jseb65@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:11 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jim Sebastian
7423 Baltimore Ave Takoma Park, MD 20912-4102 jseb65@gmail.com

TPB Public Comment

From: charlottecook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2003@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 5:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2003@yahoo.com

TPB Public Comment

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 4:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

TPB Public Comment

From: rav.bibi@everyactioncustom.com on behalf of Rabbi Binyamin Biber
<rav.bibi@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:59 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Rabbi Binyamin Biber
9039 Sligo Creek Pkwy Apt 1108 Silver Spring, MD 20901-3303 rav.bibi@gmail.com

TPB Public Comment

From: seth.grimes@everyactioncustom.com on behalf of Seth Grimes
<seth.grimes@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Seth Grimes
7300 Willow Ave Takoma Park, MD 20912-4321 seth.grimes@gmail.com

TPB Public Comment

From: Wendessapekes@everyactioncustom.com on behalf of Wendy and Dan Fischer
<Wendessapekes@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mrs. Wendy and Dan Fischer
14712 Prince John Ct Burtonsville, MD 20866-1831 Wendessapekes@aol.com

TPB Public Comment

From: bilaucooke@everyactioncustom.com on behalf of Laurine Cooke
<bilaucooke@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 1:54 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Laurine Cooke
317 Timberwood Ave Silver Spring, MD 20901-1924 bilaucooke@msn.com

TPB Public Comment

From: CMEDRESS@everyactioncustom.com on behalf of Connie Dresser
<CMEDRESS@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 1:34 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Connie Dresser
219 Little Quarry Rd Gaithersburg, MD 20878-5670 CMEDRESS@AOL.COM

TPB Public Comment

From: mjlangelan@everyactioncustom.com on behalf of M Langelan
<mjlangelan@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:57 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Ms. M Langelan
7215 Chestnut St Chevy Chase, MD 20815-4051 mjlangelan@gmail.com

TPB Public Comment

From: chrismillerdvm@everyactioncustom.com on behalf of Chris Miller
<chrismillerdvm@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:49 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Dr. Chris Miller
3904 22nd St NE Washington, DC 20018-3046 chrismillerdvm@gmail.com

TPB Public Comment

From: leslie.b.wharton@everyactioncustom.com on behalf of Leslie Wharton
<leslie.b.wharton@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:45 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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Sincerely,
Dr. Leslie Wharton
4978 Sentinel Dr Apt 501 Bethesda, MD 20816-3575 leslie.b.wharton@gmail.com

TPB Public Comment

From: dragonpern132@everyactioncustom.com on behalf of Lee McNair <dragonpern132@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:43 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

Please don't emphasize electric vehicles. Yes they are slightly better than gas vehicles but we need to cut driving PERIOD not just go from one bad thing to another bad thing. We misuse our resources and increase GHGs when we manufacture, transport, and use electric vehicles. We desperately need to move towards walkable, bikeable communities with local jobs and local food sources. Please READ, study, analyze the 3 most recent IPCC reports; then help educate the public and speed climate mitigation solutions.

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Lee McNair
4707 Chevy Chase Dr Apt 203 Chevy Chase, MD 20815-6463 dragonpern132@gmail.com

TPB Public Comment

From: slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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Sincerely,
Stewart Mader
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

TPB Public Comment

From: janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Jane Lyons

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

TPB Public Comment

From: grayp3@everyactioncustom.com on behalf of Peter Gray <grayp3@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:57 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Peter Gray
1814 Brisbane St Silver Spring, MD 20902-4018 grayp3@gmail.com

TPB Public Comment

From: nturjman@everyactioncustom.com on behalf of Nabila Turjman
<nturjman@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:43 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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Sincerely,
Dr. Nabila Turjman
253 Beckwith St Gaithersburg, MD 20878-5606 nturjman@aol.com

TPB Public Comment

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:39 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mr. Jacob Barker
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com

TPB Public Comment

From: anitabmorrison@everyactioncustom.com on behalf of Anita Morrison
<anitabmorrison@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:40 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Ms. Anita Morrison
9318 Worth Ave Silver Spring, MD 20901-4810 anitabmorrison@gmail.com

TPB Public Comment

From: ashleyvevans@everyactioncustom.com on behalf of Ashley Evans Brookshier
<ashleyvevans@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:38 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ashley Evans Brookshier
7515 Carroll Ave Takoma Park, MD 20912-5715 ashleyvevans@gmail.com

TPB Public Comment

From: slater402@everyactioncustom.com on behalf of Don Slater <slater402@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:35 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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Sincerely,
Don Slater
402 Mansfield Rd Silver Spring, MD 20910-5515 slater402@gmail.com

TPB Public Comment

From: jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:17 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jennifer Brown
5224 Juliet St Springfield, VA 22151-2947 jbrown1008@verizon.net

TPB Public Comment

From: dcpatton@everyactioncustom.com on behalf of David Patton <dcpatton@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:16 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
David Patton
6317 23rd St N Arlington, VA 22205-1915 dcpatton@gmail.com

TPB Public Comment

From: sophiachapin@everyactioncustom.com on behalf of Sophia Chapin
<sophiachapin@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 10:47 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Sophia Chapin
8707 Cromwell Dr Springfield, VA 22151-1214 sophiachapin@gmail.com

TPB Public Comment

From: hannahfoll@everyactioncustom.com on behalf of Hannah Follweiler
<hannahfoll@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 10:33 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Hannah Follweiler
325 N West St Alexandria, VA 22314-2120 hannahfoll@me.com

TPB Public Comment

From: marcoasanchez10@everyactioncustom.com on behalf of Marco Sanchez <marcoasanchez10@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:36 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Marco Sanchez
822 N Garfield St Arlington, VA 22201-2051 marcoasanchez10@gmail.com

TPB Public Comment

From: evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser
<evelynsfraser@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:52 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Evelyn Fraser
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

TPB Public Comment

From: chris.e.plano@everyactioncustom.com on behalf of Chris Plano
<chris.e.plano@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:51 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Chris Plano
412 E 27th St Baltimore, MD 21218-4423
chris.e.plano@gmail.com

TPB Public Comment

From: french.l.chris@everyactioncustom.com on behalf of Chris French
<french.l.chris@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Chris French
3172 Stratford Ct Oakton, VA 22124-2734 french.l.chris@gmail.com

TPB Public Comment

From: mikelitt@everyactioncustom.com on behalf of Mike Litt <mikelitt@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Mike Litt
12 1/2 7th St SE Washington, DC 20003-1383 mikelitt@gmail.com

TPB Public Comment

From: faaiq.zarger@everyactioncustom.com on behalf of Faaiq Zarger
<faaiq.zarger@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:02 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,

Mr. Faaiq Zarger

4001 9th St N Apt 1221 Arlington, VA 22203-1965 faaiq.zarger@gmail.com

TPB Public Comment

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:01 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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And say NO to ANY toll roads on 270!!! It's a total waste of taxpayer money to fund lanes for the wealthy to commute traffic free while doing NOTHING to relieve congestion for average commuters, and doing NOTHING to decrease pollution and global warming. Spend taxpayer money on increasing mass transit, not subsidizing the rich and automobile transportation.

Thank you.

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Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424

sedond@yahoo.com

TPB Public Comment

From: peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 8:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

Note -- I'm sorry to see that in most American cities Vision Zero isn't succeeding -- I'm not sure what the numbers are for Arlington. We need to redouble our efforts. Thank you.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Peter Harnik
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

TPB Public Comment

From: zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson
<zferguson.advocacy@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 8:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Zachary Ferguson
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

TPB Public Comment

From: king.rebekah@everyactioncustom.com on behalf of Rebekah King
<king.rebekah@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 7:35 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mrs. Rebekah King
1906 Belford Ct Frederick, MD 21702-3048 king.rebekah@rocketmail.com

TPB Public Comment

From: HWhite@everyactioncustom.com on behalf of Howard White <HWhite@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 7:14 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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While some experts wrote most of this piece, I want to be clear that I fully agree with this position and will take it into account when voting and when donating to campaigns.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr Howard White
7611 13th St NW Washington, DC 20012-1429 HWhite@Yahoo.com

TPB Public Comment

From: cynthia_howell@everyactioncustom.com on behalf of Cynthia Howell
<cynthia_howell@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:37 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Cynthia Howell
20200 Center Brook Sq Sterling, VA 20165-5196 cynthia_howell@hotmail.com

TPB Public Comment

From: john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,
John Burke
3916 7th St S Arlington, VA 22204-1522
john.burke.1981@gmail.com

TPB Public Comment

From: LDBDC@everyactioncustom.com on behalf of Louise Brodnitz <LDBDC@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:19 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Louise Brodnitz
6827 4th St NW Apt 313 Washington, DC 20012-1936 LDBDC@mac.com

TPB Public Comment

From: uranium_harrow_0x@everyactioncustom.com on behalf of Ivy Main <uranium_harrow_0x@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 5:10 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Ivy Main
1331 Merchant Ln Mclean, VA 22101-2413
uranium_harrow_0x@icloud.com

TPB Public Comment

From: dcstallworth@everyactioncustom.com on behalf of Douglas Stallworth
<dcstallworth@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:57 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. Douglas Stallworth
1125 Kalmia Rd NW Washington, DC 20012-1423 dcstallworth@aol.com

TPB Public Comment

From: mike4petworth@everyactioncustom.com on behalf of Michael Whelan
<mike4petworth@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:44 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Michael Whelan
4014 Kansas Ave NW Apt 105 Washington, DC 20011-5787 mike4petworth@gmail.com

TPB Public Comment

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mr. Steven Vogel
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

TPB Public Comment

From: katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey
<katiemccaskey@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:46 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Katherine McCaskey
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

TPB Public Comment

From: kevchis@everyactioncustom.com on behalf of James Chisholm <kevchis@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:41 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
James Chisholm
602 23rd St S Arlington, VA 22202-2514
kevchis@aol.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran
<kevinmohalloran@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:38 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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Sincerely,
Kevin OHalloran
100 I St SE Washington, DC 20003-4846
kevinmohalloran@gmail.com

TPB Public Comment

From: russell.emily.k@everyactioncustom.com on behalf of Emily Russell
<russell.emily.k@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Emily Russell
809 6th St NW Apt 34 Washington, DC 20001-5901 russell.emily.k@gmail.com

TPB Public Comment

From: RussellVGross@everyactioncustom.com on behalf of Russell Gross
<RussellVGross@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Russell Gross
7035 Leebrad St Springfield, VA 22151-3510 RussellVGross@aol.com

TPB Public Comment

From: lmartingrid2.0@everyactioncustom.com on behalf of Larry Martin <lmartingrid2.0@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:27 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Dr. Larry Martin

3407 34th PI NW Washington, DC 20016-3135 lmartingrid2.0@gmail.com

TPB Public Comment

From: klamcd@everyactioncustom.com on behalf of Caroline Klam <klamcd@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:25 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Caroline Klam
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com

TPB Public Comment

From: jjc_tesl@everyactioncustom.com on behalf of John Courtney <jjc_tesl@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:24 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. John Courtney
4813 Poplar Dr Alexandria, VA 22310-1340 jjc_tesl@yahoo.com

TPB Public Comment

From: hugh.kenny535@everyactioncustom.com on behalf of Hugh Kenny <hugh.kenny535@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:15 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Hugh Kenny
3760 Whitewood Rd The Plains, VA 20198-2330 hugh.kenny535@gmail.com

TPB Public Comment

From: ile@everyactioncustom.com on behalf of Ileana Schinder <ile@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:15 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Ileana Schinder
6316 2nd St NW Washington, DC 20011-1428 ile@ileanaschinder.com

TPB Public Comment

From: shudson307@everyactioncustom.com on behalf of Stephen Hudson <shudson307@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:14 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Stephen Hudson
933 6th St SW Washington, DC 20024-3800 shudson307@gmail.com

TPB Public Comment

From: alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:13 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Alek Becker
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com

TPB Public Comment

From: ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

TPB Public Comment

From: rustymco@everyactioncustom.com on behalf of James Mather
<rustymco@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Mather
9204 Ox Rd Lorton, VA 22079-3423
rustymco@yahoo.com

TPB Public Comment

From: arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy
<arieldkennedy@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Ariel Kennedy
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

TPB Public Comment

From: Michael Travis (mtps88@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 7:23 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There is too much spending for highway expansion and not enough for mass transit and bicycle alternatives.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Travis
3 Ridge Rd Unit G
Greenbelt, MD 20770
mtps88@gmail.com
(240) 565-1162

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Rufino Velazquez (rufino@duck.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 3:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our resources should be redirected to better multimodal infrastructure that is accessible for all: bikes, buses, trains, pedestrian walkways with accessibility in mind. Remote and hybrid work is the future of the workforce and we need to move people and not cars. Please do the right thing for a better environment and the future of humanity.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Rufino Velazquez
12732 Veirs Mill Rd Apt 303
Rockville, MD 20853
rufino@duck.com
(210) 724-7484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nora Swisher (noswisher@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:16 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop investing in future fossil fuel infrastructure. Instead, the funds could be used for something that will serve people more equitably, protect local ecosystems, and help meet our climate goals!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nora Swisher
14652 Woonsocket Dr
Silver Spring, MD 20905
noswisher@gmail.com
(571) 432-6735

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Charles Macarthur (charles.macarthur@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 11:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

The highways are a public good that improve the lives of everyone, not just through their personal driving but through commerce and connections. They have traditionally and properly been paid for by taxes. Charging tolls and having private construction companies control those tools is counter to American traditions.

Plus, we need to be promoting more transit options to reduce climate change. This is a critical problem that will be made worse by expanding highways.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charles Macarthur
4702 Fort Sumner Dr
Bethesda, MD 20816

charles.macarthur@gmail.com
(301) 320-2723

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Frances Hickey (fran.hickey@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 10:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need a monorail built by or over 270 and 495 into Virginia. We need to rethink transportation so that our highways don't continue to be parking lots. That is, at a standstill with engines running and spewing additional pollution into the atmosphere. If you build more roads, more cars will come and in less than 2 years we will again be at a standstill, if it even takes that long.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Frances Hickey
7701 Winterberry Pl
Bethesda, MD 20817
fran.hickey@gmail.com

(301) 229-1859

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Quinn (barbara@barbaraquinn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 5:34 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Quinn
286 New Mark Esplanade
Rockville, MD 20850
barbara@barbaraquinn.com
(301) 294-6890

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Brenda Braham (bbraham@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 2:58 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please stop this boondoggle and look for other more environmentally conscious solutions. Toll roads do absolutely nothing to fix the traffic problems in our area other than for people who can afford to take them.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brenda Braham
12217 Peach Crest Dr Apt C
Germantown, MD 20874
bbraham@earthlink.net
(301) 540-5383

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Glenn Fyfe (gafyfe@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 2:26 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Fyfe
3207 Castleleigh Rd
Beltsville, MD 20705
gafyfe@hotmail.com
(301) 645-2677

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Juan Ramos Paniagua (jpan71@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:11 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our state and our country in general is losing very quickly forests and other natural areas. These massive changes in our environment will end up affecting our own quality of life, specially our children's

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Juan Ramos Paniagua
18307 Honeylocust circle
Gaithersburg , MD 20879
jpan71@yahoo.com
(301) 990-9184

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Laytham (jgibblaytham@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

My children deserve a sustainable climate future.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Laytham
3314 Coquelin Ter
Chevy Chase, MD 20815
jgibblaytham@hotmail.com
(703) 303-8492

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ruth Nogueron (ruth.nogueron@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:01 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ruth Nogueron
18307 Honeylocust Cir
Gaithersburg, MD 20879
ruth.nogueron@gmail.com
(301) 325-0587

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nancy Rappaport (nancerama@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Rappaport
10311 Royal Rd
Silver Spring, MD 20903
nancerama@hotmail.com
(301) 439-0634

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Corina Cooling (antoinettesmasher@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling
2317 Fire House Rd
Hyattsville, MD 20785
antoinettesmasher@gmail.com
(936) 355-2536

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kristen Brown (brown.jk@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristen Brown
5517 Lake Dr
Rockville, MD 20853
brown.jk@verizon.net
(301) 460-1806

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tim Crowley (tim_j_crowley@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:53 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tim Crowley
15004 Butterchurn Ln
Silver Spring, MD 20905
tim_j_crowley@hotmail.com
(240) 432-8667

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Evan Krichevsky (evank2@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:48 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Evan Krichevsky
9205 Copenhaver Dr
Potomac, MD 20854
evank2@aol.com
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lisa Hemmer (lisakay.hemmer@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:01 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please end Hogan's deference to Virginia's transportation nightmare. Do not turn I-495 into the same toll roads in Va, that do NOT move fast, because they are already too full. Figure out environmentally friendly transportation. I live off of Cabin John. Exit 39 is my exit. Do not turn it into more of a mess than it is, and more of an incentive for Virginia to keep tearing up I-66.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lisa Hemmer
5204 Wehawken Rd
Bethesda, MD 20816
lisakay.hemmer@gmail.com

(301) 320-6733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Gole (skipgole@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:17 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop wasting taxpayer dollars on inadequate, inefficient costly road projects. Their cost is not an effective use of our money to solve the lack of transit capability.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Gole
9400 Ewing Dr
Bethesda, MD 20817
skipgole@gmail.com
(202) 930-7134

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tracy Snell (smartwoman3@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:06 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are other better solutions to traffic congestion. We built the ICC and it is under-utilized. There is no reason to believe the building toll lanes would work any better. Creating solutions that allow those with money alternatives while leaving those without money behind to deal with the mess is not a fair solution

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tracy Snell
4534 Avondale St.
Bethesda, MD 20814
smartwoman3@aol.com
(301) 913-0180

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ellen Mcneirney (ellen.frank@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ellen Mcneirney
4400 East West Hwy
Bethesda, MD 20814
ellen.frank@verizon.net
(301) 652-1125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Christina Micek (christina.micek@natgeo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

This matters to me because I would like to put our scarce resources into innovative solutions, not more roads that will increase pollution and greenhouse gases killing our planet. I think personal electronic car share with convenient locations might be a better idea.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic on I-270 during the evening rush hour if the toll lanes were built!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christina Micek
10301 Strathmore Hall St Apt 402

North Bethesda, MD 20852
christina.micek@natgeo.com
(617) 435-1187

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kristina Borrer (tina@atscomms.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:25 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristina Borrer
10602 Pinedale Dr
Silver Spring, MD 20901
tina@atscomms.com
(301) 728-5510

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kevin Patti (kevin_patti@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:12 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kevin Patti
1414 Flora Ter
Silver Spring, MD 20910
kevin_patti@hotmail.com
(301) 585-3619

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Linda Bergofsky (bergo72@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:48 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

I live in the Montgomery County Agricultural Reserve. Expansion of I-270 and I-495 do not help the economic well being of the Ag Reserve; I'd rather see the State and County take decisive action to restore White's Ferry instead. In fact, more sprawl and development adjacent to these interstates already causes traffic congestion, poor air quality, and lower quality of life. It takes me 30 minutes to go from my house to I-270, which is only 16 miles away. I don't want my tax dollars supporting more cars on the road. Please do not pave over my paradise.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Linda Bergofsky
17317 Hughes Rd
Poolesville, MD 20837

bergo72@hotmail.com
(410) 536-5852

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Faith Kirk (kishri@comcast.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Faith Kirk
740 College Pkwy
Rockville, MD 20850
kishri@comcast.net
(301) 340-9013

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Ekman (robertekman@comcast.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Ekman
11401 S Glen Rd
Potomac, MD 20854
robertekman@comcast.net
(301) 801-4752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennie Gosche (polarbearpals@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:27 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please do not continue to support Mr. Hogan's plans for I-495 and I-270 widening and tolls. Past road changes in Montgomery County, with promises about ending beltway and 270 grid-lock, did not materialize. Massive wildlife death from forest clearing, and increased smog and bumper to bumper traffic are what we can expect from this latest scheme. We do not need more miles of roads. We need improved mass transit NOW.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennie Gosche
3333 University Blvd W Apt 309
Kensington, MD 20895
polarbearpals@gmail.com

(202) 255-6143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Melissa Sedwick (msedwick@rocketmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:20 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

With so many more people working remotely on a permanent basis now there is no need for this plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Melissa Sedwick
4004 Van Buren St
University Park, MD 20782
msedwick@rocketmail.com
(202) 531-8080

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Naomi Weisman (marketqn@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Naomi Weisman
7318 Greentree Rd
Bethesda, MD 20817
marketqn@verizon.net
(240) 481-2604

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Katherine White (kcwd50@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Katherine White
17705 Hollingsworth Dr
Rockville, MD 20855
kcwd50@hotmail.com
(301) 330-9306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vivienne Ascher (vzascher@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:26 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vivienne Ascher
31 Lake Park Ct
Germantown, MD 20874
vzascher@gmail.com
(301) 540-3659

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Gayle Countryman-Mills (gaylelcm@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Gayle Countryman-Mills
11906 Oden Ct
Rockville, MD 20852
gaylelcm@gmail.com
(301) 468-0736

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elizabeth Moore (moore.betsy@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 3:49 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Moore
311 Cedar Ave
Gaithersburg, MD 20877
moore.betsy@gmail.com
(888) 888-8888

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennifer Rossmere (jayrossmere@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 3:29 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are many reasons listed in the message below that support removing the entire I-495 and I-270 toll lane project from the long range plan. We need to find other alternatives that are fair, will actually help lesson congestion and will not increase the cost or time it takes to drive. The Toll Lane project doesn't make sense and needs to be removed now.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Rossmere
14134 Flint Rock Rd
Rockville, MD 20853
jayrossmere@gmail.com
(301) 460-8791

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vanessa Burrows (v.burrows1@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:50 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Burrows
13709 Mills Ave
Silver Spring, MD 20904
v.burrows1@hotmail.com
(973) 432-2951

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Steven Stryker (scstryker@juno.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Steven Stryker
9709 Key West Ave Apt 281
Rockville, MD 20850
scstryker@juno.com
(301) 570-9469

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie D.L Smith (dancesmith7@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:17 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We should not be green-lighting ANY transportation project that caters to and supports the fossil fuel industry. The climate crisis is real and now, and is an existential threat to all life and the life of the planet. This Hogan plan for added toll lanes is a regressive, unsustainable, and inequitable (racist) project that should be scrapped in favor of sustainable and equitable transit and other transportation options with a serious eye to the future wellbeing of Marylanders and the entire DVM area.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie D.L Smith
7111 Braeburn Pl
Bethesda, MD 20817

dancesmith7@gmail.com
(301) 938-2348

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joan Murtagh (padlr2@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joan Murtagh
7115 Garland Ave
Takoma Park, MD 20912
padlr2@hotmail.com
(571) 241-6669

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marshall Forrester Ilzi (mafiii51@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It's so stupid

Just like our representatives who can't see the problems they continue to cause

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marshall Forrester Ilzi
125 S Potomac St
Baltimore, MD 21224
mafiii51@hotmail.com
(443) 683-6236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Hickey (hickeyma@georgetown.edu) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:58 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am disappointed to hear that this plan is still being considered. Please rethink this and come up with a better plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Hickey
3404 Anderson Rd
Kensington, MD 20895
hickeyma@georgetown.edu
(301) 949-3375

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Harry Schaefer (harry_schaefer@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:37 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Harry Schaefer
310 Marvin Rd
Silver Spring, MD 20901
harry_schaefer@yahoo.com
(301) 593-1907

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Patricia Glander (pmcglander@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There have been times when we've been in toll lines on the Dulles road for 20 minutes. And It's getting too expensive to travel from point A to point B as it is. In addition, I don't think private companies should own any public road. But the main thing is I feel any plan that kills so many trees and affects so many people and animals needs rethinking. Please help.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Glander
1902 Everest St
Silver Spring, MD 20902

pmcglander@verizon.net
(301) 593-1190

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Zach Christensen (zachchristensen1@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:01 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

I drive on 270 and 495 almost every day. But I've also spent enough time in Northern Virginia to see how horribly their toll road system works. Please invest instead in public transportation and better, denser development so we have a better, more sustainable system. The environment and future generations will benefit.

Sincerely,

Zach Christensen
3736 Blue Lobelia Way
Rockville, MD 20852
zachchristensen1@gmail.com
(202) 948-9030

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elaine Preston (eljobarry@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:29 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elaine Preston
4624 Wissahican Ave
Rockville, MD 20853
eljobarry@aol.com
(301) 933-7776

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Edna Boyle-Lewicki (edna.boylelew@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:15 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I have lived a block south of the Beltway since 1997, in Woodside. I chose this area for walkable streets and access to transit. I am disabled and do not want more cars polluting the air and jamming the roads. More people should use transit. The last thing we need is more auto traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edna Boyle-Lewicki
1811 Locust Grove Rd
Silver Spring, MD 20910
edna.boylelew@gmail.com
(301) 755-3236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Peter Kovach (pjkove@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This hairbrained scheme is undemocratic and discriminatory. Look at the mess in neighboring VA. I will oppose anyone who supports this initiative in the next election. For me, who was a fan of Governor Hogan, especially painful.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peter Kovach
4607 Cooper Ln
Bethesda, MD 20816
pjkove@aol.com
(301) 951-0143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Allen Yun (yunschubert@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Allen Yun
1613 Auburn Ave
Rockville, MD 20850
yunschubert@gmail.com
(301) 217-0546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kit Mason (kitmason@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:04 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

For 30 years I have heard the Washington Beltway's noise at all hours, constantly. I am half a mile from it, but its noise is constant. Its pollution is constant. I don't want it to be enlarged, reconstructed, added to, creating more noise, creating more pollution.

We don't need toll lanes. We don't need diminished parks and back yards and the destruction of 3000 homes in this county just for Hogan's pipe dream. Why should anyone's home be taken over and destroyed for no good reason?

I would far rather see a greater investment in public transportation. The Purple Line is coming, but is not here yet. I see news articles about reducing bus transportation -- I never see a good reason for that. Buses tie together neighborhoods and the Metro.

Many, many people have moved to working from home all or part time in the past two years. The pattern of traffic has changed greatly -- but this plan makes no acknowledgement of that change.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kit Mason
1508 Sanford Rd
Silver Spring, MD 20902
kitmason@gmail.com
(301) 681-7891

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Taina Litwak (litwak@his.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:53 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is not going to help Maryland or the planet

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Taina Litwak
13029 Chestnut Oak Dr
Darnestown, MD 20878
litwak@his.com
(301) 527-0569

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Philips (aphilips@igc.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I can afford the private toll lanes, but I favor rapid transit and useful buses like the bus to BWI. Special lanes for the wealthy are undemocratic. Let's find better solutions that also address climate issues and run-off and sprawl.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Philips
403 McCauley St
Washington Grove, MD 20880
aphilips@igc.org
(301) 963-5781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Darcy King-Leatham (darcyking02@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We must do what we can to end our reliance on gas powered vehicles. Expanding I-495 and I-270 would prolong it.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Darcy King-Leatham
4510 Dalton Rd
Chevy Chase, MD 20815
darcyking02@gmail.com
(301) 215-9293

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Victoria Cross (victoriaac1978@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:37 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Victoria Cross
19024 Coltfeld Ct
Montgomery Village, MD 20886
victoriaac1978@gmail.com
(240) 277-5147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie Brooks (bobbibrooks111@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please do NOT create more expensive toll roads on 495 and 270. After enduring years of construction, Marylanders' are sick of sprawl, unhealthy air pollution, and gas emissions. Please do Not continue to tear down trees and shrubs in an effort to make more money for our county.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Brooks
3002 Edgewood Road
Kensington, MD 20895
bobbibrooks111@gmail.com
(615) 630-9703

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Arevalo (annarevalo@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:23 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Our region should be leading the way in eliminating our dependence on fossil fuels. Expanding and privatizing the Beltway and I-270 is not the way forward.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Arevalo
10801 Torrance Dr
Kensington, MD 20895
annarevalo@hotmail.com
(301) 933-8879

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Eric McKenzie (mckerih@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:17 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric McKenzie
20 Hillside Rd Unit R
Greenbelt, MD 20770
mckerih@gmail.com
(301) 364-7145

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elizabeth Geffert (egeffert@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:16 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Geffert
11806 Grandview Ave
Wheaton, MD 20902
egeffert@gmail.com
(301) 229-0353

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Eric Howell (eric.a.howell@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Obviously this plan is a disaster for our community, our future and our Environment. Please put a stop to the nonsense proposal and work to protect our future. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric Howell
7103 Connecticut Ave
Chevy Chase, MD 20815
eric.a.howell@verizon.net
(301) 654-4299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leo Shapiro (leoshapiro99@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leo Shapiro
6907 Rhode Island Ave
College Park, MD 20740
leoshapiro99@gmail.com
(301) 864-1393

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Matthew Vogt (matt_vogt@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:11 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Expansion of I-495 and I-270 will not solve the traffic problem and cause increased strain on communities around the beltway. We need to mitigate the increased number of cars and pollution and move to more public transportation and provide revitalize areas that are away from the beltway for business development in a sustainable way.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Matthew Vogt
655B Main St
Gaithersburg, MD 20878
matt_vogt@hotmail.com
(301) 538-2260

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: JAMES WALKER (oldwalkerjw@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The citizens of Maryland are fed up with our political leaders finding ways to increase public responsibility for costs of providing infrastructure. The federal government has allocated funding for highways, and for their maintenance ' The toll road system will cost our citizens more over the long term than an efficiently run Department of Transportation.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

JAMES WALKER
4401 Thornhurst Drive
Olney, MD 20832

oldwalkerjw@hotmail.com
(240) 762-7921

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ken Bawer (kbawer@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:04 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please help stop the 495 and 270 toll lanes. This money should be spent on mass transit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ken Bawer
8 Cleveland Ct
Rockville, MD 20850
kbawer@msn.com
(301) 545-1809

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Alex Culver (vwgrapes2@ymail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Alex Culver
9305 Ogden Pl
Lanham, MD 20706
vwgrapes2@ymail.com
(301) 918-4089

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: A. Joyce Lipman (joycebl2@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:54 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am urging you to oppose the "Cadillac lanes" proposal for Rte 270 and the beltway. The focus here is on traffic alone, not on more climate-friendly ways to solve the problem of clogged roads. We need to encourage mass transit. As I understand it, the Governor's own study shows that commuters would spend an extra 10 minutes on the roads, even when people who could afford it were willing to spend up to \$50/hour to avoid rush hour traffic. This project clearly has to go back to the drawing board.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

A. Joyce Lipman
701 Falls Grove Dr
Rockville, MD 20850

joycebl2@yahoo.com
(301) 279-9347

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Paukstis (jjpbird@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Paukstis
3620 Littledale Rd.
Kensington, MD 20895
jjpbird@gmail.com
(240) 252-9181

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Maggie Taylor (magthecat1@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:47 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Maggie Taylor
12403 Village Square Ter Apt 401
Rockville, MD 20852
magthecat1@yahoo.com
(415) 419-6451

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nancy Shaw (nbshaw@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Ditch this plan!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Shaw
7817 Tomlinson Ave
Cabin John, MD 20818
nbshaw@aol.com
(315) 354-5253

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Carl Sabath (rubecarl@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carl Sabath
17049 Briardale Rd
Derwood, MD 20855
rubecarl@verizon.net
(301) 330-9008

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joshua Klemm (jklemm@internationalrivers.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:31 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joshua Klemm
10004 Grayson Ave
Silver Spring, MD 20901
jklemm@internationalrivers.org
(202) 492-8904

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vanessa Kranz (nessa.kranz@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Kranz
8852 Thomas Lea Ter
Montgomery Village, MD 20886
nessa.kranz@gmail.com
(240) 687-1124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joyce Siegel (joybsiegel@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:21 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We need problem solving...not problem producing....our futures depend on addressing climate change

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joyce Siegel
11801 Rockville Pike Apt 1112
Rockville, MD 20852
joybsiegel@aol.com
(301) 881-8389

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kenneth Lerch (nalcbr3825@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kenneth Lerch
2909 Parker Ave
Wheaton, MD 20902
nalcbr3825@aol.com
(301) 942-0071

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michele Lieban Levine (michele.lieban@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:09 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We've got to get people out of their cars and into public transportation or ride-share situations. Toll roads just favor the rich. I know we live in a vast country, but how did European countries, Japan, and China manage to create brilliant train/tram/subway/bus infrastructure and we didn't?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Lieban Levine
6505 Elgin Ln
Bethesda, MD 20817
michele.lieban@gmail.com
(301) 787-0891

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Janet Carpenter (janetakron@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Janet Carpenter
4206 Underwood St
University Park, MD 20782
janetakron@gmail.com
(330) 836-3248

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Fine (fine16@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:59 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan! Make it so.

Sincerely,

Michael Fine
10118 Parkwood Dr
Bethesda, MD 20814
fine16@msn.com
(301) 493-6815

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Patricia Sweet (karen9999@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:59 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Sweet
9121 Bradford Rd
Silver Spring, MD 20901
karen9999@verizon.net
(301) 588-3104

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: J. Scharff (scharffj@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:58 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Inducing even more driving of cars is exactly the opposite of the kinds of policies we need now. There is already too much driving, traffic, pollution, sprawl development, expense of maintaining all this infrastructure. Instead we need better zoning, so more people can live near work, better transit for commuting, more walkable, bikeable neighborhoods, etc.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

J. Scharff
8609 Brandt Pl
Bethesda, MD 20814
scharffj@gmail.com
(301) 656-9069

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Italiano (michael.italiano@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Italiano
7209 13th Ave
Takoma Park, MD 20912
michael.italiano@gmail.com
(917) 913-8306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jeffrey Shires (jmsjazzfan@comcast.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:47 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeffrey Shires
2 Kirkfield Ct
Rockville, MD 20850
jmsjazzfan@comcast.net
(301) 300-1049

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Karen Barr And Andrew Engel (purplessbe@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:43 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Adding new lanes does not reduce congestion- it just increases induced demand! Therefore it will increase the number of cars driving instead of carpooling or public transit options. This is bad for the climate and bad for communities. Invest in public transit instead!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Karen Barr And Andrew Engel
5611 Overlea Rd
Bethesda, MD 20816
purplessbe@gmail.com
(301) 562-7200

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Peirce Hammond (peirceah.03.01@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, Remove the entire I-495 and I-270

Dear Transportation Planning Board,

This matters to me because I live within the triangle composed of both 270 spurs plus 495. My property is close to the Beltway and could be grabbed up through eminent domain!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peirce Hammond
9904 Fleming Ave
Bethesda, MD 20814
peirceah.03.01@gmail.com
(301) 897-0925

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Christopher Ecker (cecker@me.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:28 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christopher Ecker
112 Calvert Rd
Rockville, MD 20850
cecker@me.com
(301) 490-3833

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Bingaman (bob.bingamanjr@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:27 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Bingaman
7502 Holly Ave
Takoma Park, MD 20912
bob.bingamanjr@gmail.com
(301) 585-7125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Donald Byrne (donbyrne@donbyrne.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Byrne
3936 Rickover Rd
Silver Spring, MD 20902
donbyrne@donbyrne.com
(301) 523-8563

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner
6805 40th Ave
University Park, MD 20782
cjrt@juno.com
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:23 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner
6805 40th Ave
University Park, MD 20782
cjrt@juno.com
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Kester (john.e.kester@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:18 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Toll roads not a good bet. We need fewer cars, actually fewer people. If we build roads, new congestion will eventually occur. Our neighborhood is struggling to find EV charging stations. I contribute heavily to planned parenthood; that's better than disease, starvation, pollution, accidents, murder and war at reducing our human impact.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Kester
624 Sonata Way
Silver Spring, MD 20901
john.e.kester@earthlink.net
(301) 754-1260

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Charlotte Barkley (casbarkley@msn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:16 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There are so many wonderful places around here that I've never seen because I cannot get there without driving. Traffic is awful, parking is awful, and the stress it all generates is beyond awful. Toll lanes won't improve the traffic problem and will not make all these other areas more accessible. Use transportation monies to maintain, improve, and extend public transportation that can be used by citizens from all the social and economic levels of Maryland. We definitely do not need more highways like the toll lanes, which only benefit wealthy auto owners or the maglev train which will help an even smaller group.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charlotte Barkley
3128 Gracefield Rd Apt 620

Silver Spring, MD 20904
casbarkley@msn.com
(301) 725-7690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Geoffrey W Patton (gwpatton@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Having commuted to Frederick for work for years and knowing I-270 and -495 well, I can attest that toll lanes will not be worth any loss of trees, road access, or any other benefit I can see. Worse, that is not a plan to help our climate. Better to pay people to work remotely, carpool, or other strategies rather than clog up the works with years of work for slim, if any, benefit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Geoffrey W Patton
12313 Clement Ln
Silver Spring, MD 20902
gwpatton@gmail.com

(301) 946-5233

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Genevieve Hannan (genevievehan@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Genevieve Hannan
9507 Monroe St
Silver Spring, MD 20910
genevievehan@gmail.com
(240) 603-3752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Pat Burton (pdjburton@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:12 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pat Burton
17120 Queen Victoria Ct Apt 302
Gaithersburg, MD 20877
pdjburton@yahoo.com
(240) 604-3102

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Aimee Coogan (aimeecoogan@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:09 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Aimee Coogan
16960 Oakmont Ave
Gaithersburg, MD 20877
aimeecoogan@verizon.net
(301) 519-2781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dina Lassow (drlassow@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:00 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

More highways only mean more cars. We need less driving - not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dina Lassow
16 Hesketh St
Chevy Chase, MD 20815
drlassow@gmail.com
(301) 654-2733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:57 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field
9307 Long Branch Pkwy
Silver Spring, MD 20901
scribers@verizon.net
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Malcolm Versel (maversel@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Having experienced the truly awful - and frighteningly expensive - "fix" that Virginia implemented on I-66, it would be a daily nightmare to have to endure a similar "fix" so close to my home. ABANDON this very ill-conceived plan and implement a plan for the 21st Century. We must REDUCE and REMOVE single vehicle traffic and replace it with mass transit. That is the only way to grow and continue to healthfully inhabit our environment.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Malcolm Versel
6101 Calwood Way
Rockville, MD 20852
maversel@gmail.com

(954) 635-7173

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Wilson (barbara.wilson.105@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:54 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Wilson
4607 Woodfield Rd
Bethesda, MD 20814
barbara.wilson.105@gmail.com
(301) 530-4099

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marc and Renee Gruber (vegierebbe@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am a rabbi living in Bethesda and serving a congregation in Frederick. In addition to environmental reasons to scrap this scheme, the idea of paying more for sitting in traffic is appalling.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marc and Renee Gruber
4982 Sentinel Dr Apt 302
Bethesda, MD 20816
vegierebbe@hotmail.com
(516) 764-7767

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dennis Lang PhD (dlang29@frontier.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:51 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It is too expensive and will not result in less congestion. It will result in property devaluation and disruption of resident living conditions.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dennis Lang PhD
14804 Fireside Dr
Silver Spring, MD 20905
dlang29@frontier.com
(301) 879-8213

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Julie Walters (jwrdog@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The forests and mature trees are disappearing for highways and parking lots. Humans need to take up less space. Not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Julie Walters
7021 Oak Forest Ln
Bethesda, MD 20817
jwrdog@verizon.net
(301) 275-1360

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robin Yang (robinyang8@me.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:43 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I do not believe that the answer to our congestions in the DC metro area is more tolls and added freeway lanes. I do not support Gov. Hogan's strategies for managing the future of travel in this area. More money and efforts should be put into innovative strategies for alternative ways to get around the metro area. I am horrified by the amount of park land that will be lost in the surround communities if his strategy is allowed to pass. Please vote against this.

Sincerely-
Robin Yang
Resident
Chevy Chase

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robin Yang

8409 Freyman Dr
Chevy Chase, MD 20815
robinyang8@me.com
(612) 751-5226

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Carol Amburgey (carol_amburgey@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

By the time this highway system is built, we will have less cars using it so it will be a waste of taxpayers money and houses will be subject to eminent domain needlessly and we will lose important trees.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carol Amburgey
14300 Gaines Avenue
Rockville, MD 20853
carol_amburgey@yahoo.com
(301) 296-6291

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Thomas Gross (tommyerols@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:38 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I moved to Montgomery County from DC hoping to live near cleaner air and more trees. Don't let my decision be a mistake. This regressive policy to favor cars and private businesses over quality of life for the small people who live here is insulting and frankly, frightening. Please value our needs over these blatant attempts to transfer public goods to private investors.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Gross
16527 Grande Vista Dr
Derwood, MD 20855
tommyerols@gmail.com

(202) 277-0443

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: James Zwiebel (zwiebelj@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:36 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

James Zwiebel
6317 Kenhowe Dr
Bethesda, MD 20817
zwiebelj@verizon.net
(301) 758-0128

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lauren Cosgrove (obrient5150@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:30 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lauren Cosgrove
6 Warde Ct
Potomac, MD 20854
obrient5150@gmail.com
(301) 365-2433

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dale Connelly (dazzena@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:35 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dale Connelly
10700 Lombardy Rd
Silver Spring, MD 20901
dazzena@gmail.com
(301) 681-2945

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Laura Henschel (laura@laurahenschel.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:30 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Hello,

We should not do this project that creates tolls along our highways. It will add time and expense to driving, which has occurred in VA. We need to reduce time people spend in the office and support and extend metro. Building density in added city centers will also help reduce driving. Adding private company charging stations will help pollution. Let us move in the right direction to help folks and the planet.

Thank you,
Laura

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Laura Henschel
1946 Flowering Tree Ter
Silver Spring, MD 20902
laura@laurahenschel.com
(202) 667-2147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Anne Rayman (singraym@comcast.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:29 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live near the Woodley Gardens Park in Rockville where the Upper Watts Branch flows. Widening 270 any more than it already is would threaten the ecology of this natural resource. The widening project would also threaten the peace and quiet of our homes and the park, and would threaten the location of an existing Church and long-term restaurants and shops that serve as an anchor in the Woodley Gardens neighborhood.

Please seek more ecological, neighborhood-friendly alternatives. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Rayman
712 Smallwood Rd
Rockville, MD 20850

singraym@comcast.net
(301) 417-8130

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Edward Bielaus (ljbar@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:31 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Let's use telework and find jobs in our own communities. Can't the captains of industry who make multi millions a year figure this out?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edward Bielaus
6912 Breezewood Ter
Rockville, MD 20852
ljbar@msn.com
(301) 984-2330

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Glenn Daigon (gdaigon@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:29 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Daigon
10428 Rockville Pike Apt 101
Rockville, MD 20852
gdaigon@hotmail.com
(301) 530-0414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Pamela Zurer (pamela.zurer@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

With the climate in crisis, it makes no sense to be investing in private automobile infrastructure!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pamela Zurer
219 Lexington Dr
Silver Spring, MD 20901
pamela.zurer@gmail.com
(301) 593-8275

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lynn Sheehan (tcroft7498@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is so wrong on so many levels that I don't even know where to start. Just don't let it happen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lynn Sheehan
PO Box 362
Barnesville, MD 20838
tcroft7498@gmail.com
(301) 972-7867

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leslie Olson (lolson2999@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:22 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The cost and destruction goes against everything we want for the future. Moving people safely can be done much more environmentally friendly with bike routes, and people movers (trams, frequent small transports etc). We need to think outside the box, not make bigger what we already have.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Olson
10537 Wheatley St
Kensington, MD 20895
lolson2999@aol.com
(301) 946-6984

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: L Wharton (lesliew@eldersclimateaction.org) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:22 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Building these toll lanes will only increase the emission of pollutants that affect our communities along the roads and the greenhouse gases that are destroying the planet on which we depend.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

L Wharton
4978 Sentinel Dr Apt 501
Bethesda, MD 20816
lesliew@eldersclimateaction.org
(202) 213-3262

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Don Allen (dca1789@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:18 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We've known for 50 years that single-occupant autos are hazardous to both the environment and our national security (funding petro-state dictators), yet you all continue paving everything in sight. Please stop. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Don Allen
10401 Grosvenor Pl Apt 1116
Rockville, MD 20852
dca1789@yahoo.com
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Hobbs (hobbs_ann@msn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:15 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live less than one mile from the Beltway, and frequently walk in Sligo Creek Park, which is transected by the Beltway. The noise and air pollution from 495 are already significant, even more than a quarter mile away. Many homes in my neighborhood will be impacted by the plan to expand the highway, despite the Governor's initial promise. The Silver Spring YMCA, already hard by the highway, will be seriously impacted, if not doomed, by widening the road. Please stop this plan and the destruction it will bring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Hobbs
9002 Bradford Rd
Silver Spring, MD 20901

hobbs_ann@msn.com
(301) 585-3690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: David Band (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:15 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

David Band
7101 Sycamore Ave.
Takoma Park, MD 20912
dbpactman@aol.com
(301) 270-0743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Brigitte Burgett (bkburgett@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brigitte Burgett
5443 Mohican Rd
Bethesda, MD 20816
bkburgett@gmail.com
(301) 229-8078

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Susan Klein (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:12 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Klein
7101 Sycamore Ave # 20912
Takoma Park, MD 20912
dbpactman@aol.com
(301) 412-8432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ethan Goffman (goffmane@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:10 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850
goffmane@yahoo.com
(301) 710-0230

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Anne Sturm (annets1@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:07 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

All of our transportation funds MUST go to public transportation- better for fighting Climate Change, better for the people commuting, safer for all. We need a monorail around the Beltway and all the way up to Brunswick.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Sturm
PO Box 341
Barnesville, MD 20838
annets1@aol.com
(301) 972-7636

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Judith Marx (judymarx55@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:07 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Judith Marx
307 Reserve Gate Ter
Sandy Spring, MD 20905
judymarx55@gmail.com
(301) 774-2484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Voorhees (blvalmare@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:05 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please green space is so important . More traffic is not the answer. Many cities in the US are coming up with better creative solutions. Please please do NOT widen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Voorhees
5813 Conway Rd # ROAD4147
Bethesda, MD 20817
blvalmare@hotmail.com
(301) 897-3768

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Susan Nerlinger (snerlinger@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 4:50 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Building toll lanes on I-495 and I-270 is not going to solve the traffic congestion problem on these highways. The toll roads only offer an expensive escape to a few drivers. It is mostly an opportunity for a private company to profit from the continuation of congestion. It won't eliminate congestion for the majority of drivers.

Building more roads and more toll lanes is not sustainable. We have to invest in mass transit alternatives if we are going to solve long-range traffic and environmental problems. And we need to start now by rejecting false solutions and looking for real answers.

Please reject toll lanes on I-495 and I-270.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Nerlinger
18255 Rolling Meadow Way
Olney, MD 20832
snerlinger@earthlink.net
(301) 570-5219

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tina Slater (slater.tina@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 2:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please, please, please --- We're in a Climate Emergency. We've got to stop encouraging people to use their cars by widening our highways! Besides attracting more vehicles, widening highways enables people to live further from their jobs and increases sprawl. When we build more sprawl, we're planning lifestyles where people have to drive everywhere!!!! -- whether it's to work, to school, to shop --- there's absolutely nothing within walking distance. Please, please, please --- tell me how this is addressing our Climate Emergency?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tina Slater
402 Mansfield Rd
Silver Spring, MD 20910
slater.tina@gmail.com

(301) 585-5038

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michele Gibbs (michelegibbs305@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 11:05 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

As a homeowner within two blocks of 495 and someone who uses 495 frequently, I am opposed to the toll lanes. None of the studies prove that there will be considerable benefit to traffic and the increased pollution is not the direction we should be taking in this time of climate change. We need to be investing in other mass transportation projects.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Gibbs
305 Normandy Drive
Silver Spring, MD 20901
michelegibbs305@yahoo.com
(301) 588-0863

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jane Lyons (janeplyons@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 10:03 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jane Lyons
1400 E West Hwy
Silver Spring, MD 20910
janeplyons@gmail.com
(410) 474-0741

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leslie Sharp (leslie_knoblauch@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 9:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan will not decrease traffic but it will damage the parks and green spaces along the beltway, it will result in the loss of historic homes along the beltway, and it will result in more costs to tax payers. Please remove this plan and come up with a better traffic management plan that includes public transportation and limits the high costs (financial and environmental) passed along to the people of Maryland.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Sharp
9503 Evergreen Street
Silver Spring, MD 20901
leslie_knoblauch@hotmail.com

(301) 254-6679

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nicholas Orrick (orrickn4@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 8:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Stop building fossil fuel infrastructure.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Orrick
5708 Carters Lane
Riverdale, MD 20737
orrickn4@aol.com
(240) 615-7432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John McCourt (jpmccourt99@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 11:52 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Before we look to the future of this PPP toll lane project, we need to look at the past/current PPP project in process. The complete mess called the Purple line. I have been excited to see the purple line come to fruition for the past several years. But as usual, the taxpayers will be on the hook to bail out the PPP in order to complete the over budget, years late debacle. So my question to the proponents of a much larger project is why should we believe you when you say it will cost x amount of dollars and take x amount of time? when we all know that the project will be over budget and behind schedule.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John McCourt
125 Normandy Dr

Silver Spring, MD 20901
jpmccourt99@hotmail.com
(412) 215-4124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nan Wellins (nan.wellins@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 11:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It is mind-boggling that any rational person would seek to incentivize use of private vehicles and destroy many acres of parkland and increase impermeable surfaces in an era of rapidly increasing rainfall, rather than adopting a far more rational approach combining reversible lanes, public transportation network improvements and incentives, telework incentives for employers, etc. Widening the Beltway and instituting Lexus toll lanes seems to combine the worst aspects of the Eisenhower era and our own era of millionaires and oligarchs leading separate lives from the rest of the great unwashed. The entire scheme depends upon maintaining heavy traffic, otherwise it doesn't pay for itself. How this will help mitigate the worst impacts of climate change is utterly unclear to me.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nan Wellins

9118 Eton Road
Silver Spring, MD 20901
nan.wellins@verizon.net
(301) 587-6414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Laura Boyer (ljmboyer@icloud.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 10:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible horrible plan that will destroy the environment and WONT fix the traffic problem!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Laura Boyer
9516 Evergreen st
Silver Spring, MD 20901
ljmboyer@icloud.com
(301) 537-6635

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennifer Whalen (jj.whalen@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:57 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Whalen
223 Granville Dr
Silver Spring, MD 20901
jj.whalen@verizon.net
(240) 383-9885

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jeanne Fekade-Sellassie (jfekadesellassie@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:14 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeanne Fekade-Sellassie
9308 Worth Ave
Silver Spring, MD 20901
jfekadesellassie@gmail.com
(202) 390-6153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Thomas Lansworth (tomlansworth@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

More lanes won't be a long-term solution to our traffic congestion. Experience shows us that building more lanes attracts more vehicles. After a few years, the congestion is worse than ever. Furthermore, toll lanes are an inequitable alternative. Only the well-to-do will get any relief from the clogged lanes. Finally, I am opposed to the Public/Private Partnership approach to funding construction of this or any other public project. One needs only to look at the Purple Line fiasco to see just how bad things turn out with these PPP boondoggles.

For these reasons, and many others not stated here in the interest of brevity, I urge you to scrap the I-495 and I-270 toll lanes proposal.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Lansworth
9405 Crosby Rd.
Silver Spring, MD 20910
tomlansworth@gmail.com
(301) 565-8066

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephen Foote (sfoote.mail@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The justification for this project is riddled with inconsistencies and weak arguments. It is risky for tax payers, It takes an oversimplified rationale and forges ahead irrespective of detailed, thoughtful consideration. We need clean, safe, equitable transportation, not what this project will produce.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephen Foote
5312 Hampden Lane
Bethesda, MD 20814
sfoote.mail@gmail.com
(240) 478-4928

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie Camillo (steph.camillo@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:19 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan doesn't solve the environment or traffic challenges we have and Benefits will not be felt equally.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Camillo
9609 Clearview place
Silver spring , MD 20901
steph.camillo@gmail.com
(301) 758-9299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Scott Camillo (sccamillo@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:15 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible plan in terms of environmental and financial cost, without solving the actual problems posed. I live near the beltway and would be affected by the construction and expansion, but to enrich private organizations while pretending to solve a public and environmental crisis is criminal at worst and sensationally poor policy at best.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Scott Camillo
9609 Clearview Place
Silver Spring, MD 20901
sccamillo@gmail.com
(240) 418-6256

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Donald Thigpen, Jr. (dathigjr@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:08 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

remove the entire I-495 and I-270 toll lanes project from the region's long term transportation plan. I don't want my Montgomery County destroyed by this monster of a pathetic and ruinous project of Gov. Hogan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Thigpen, Jr.
1820 Locust Grover Rd.
Silver Spring, MD 20910
dathigjr@aol.com
(301) 801-8287

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nicholas Staple (nico.staple@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live with my family in the Indian Spring neighborhood of Silver Spring and value the large public space next to the Beltway as it exists today as well as the YMCA. Any changes to the footprint of the highway would greatly impact our day to day and reduce the green space for our community--don't widen 495!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Staple
201 Normandy Dr
Silver Spring, MD 20901
nico.staple@gmail.com
(202) 215-6546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marian Lally (mvlally@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:49 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The fact that this expansion of the beltway and 270 is still be considered is a crime. We don't need more blacktop, to destroy green space, and make room for more cars in lanes that only a handful of people will actually use. All studies have shown that this expansion will NOT solve the traffic problem, and it's clear that taxpayers will have to foot the bill when no one will step up to pay \$40+ in daily tolls. The drastic swings in weather patterns makes it clear that we need to come up with a better, cleaner, greener solution to putting more cars on the road. It's disgraceful that this project is still being pushed through.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marian Lally
300 Normandy Drive
Silver Spring, MD 20901

mvlally@gmail.com
(240) 893-8415

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jay Elvove (jay777@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:47 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There are many less expensive, more environmentally supportive alternatives that have yet to be explored to facilitate the flow of traffic along the Beltway and I-270. Federal infrastructure funds may also be available to further reduce costs and need to be explored before any private enterprise is involved.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jay Elvove
9607 Sutherland Road
Silver Spring, MD 20901
jay777@gmail.com
(301) 585-1954

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:41 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field
9307 Long Branch Parkway
Silver Spring , MD 20901
scribers@verizon.net
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Caroline Broder (brodercaroline@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a disaster for the environment and will displace families.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Caroline Broder
110 Normandy Dr
Silver Spring, MD 20901
brodercaroline@gmail.com
(703) 507-1081

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tony Hausner (thausner@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Besides all the negative impacts described by the SierraClub, widening the beltway would be very destructive to homes, our park and rec center, etc in my community of Indian Spring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tony Hausner
203 Brewster Ave
Silver Spring, MD 20901
thausner@gmail.com
(301) 587-6943

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Sallie Davis (salliekd@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 6:53 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Added lanes will actually increase traffic and worsen climate change! Maryland can make better choices for our future. We need to improve mass transit and promote telework! The money generated will only be paid by the wealthy, not improving overall traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Sallie Davis
7914 Greentree Rd
Bethesda, MD 20817
salliekd@gmail.com
(301) 742-1221

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 6:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson
4555 Longfellow St
Hyattsville, MD 20781
lindsey.mendelson@mdsierra.org
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: slater.tina@everyactioncustom.com on behalf of Tina Slater <slater.tina@everyactioncustom.com>
Sent: Sunday, May 1, 2022 9:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

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

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Tina Slater
402 Mansfield Rd Silver Spring, MD 20910-5515 slater.tina@gmail.com

TPB Public Comment

From: ajankit92@everyactioncustom.com on behalf of Ankit Jain <ajankit92@everyactioncustom.com>
Sent: Sunday, May 1, 2022 6:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ankit Jain
446 Ridge St NW Washington, DC 20001-4622 ajankit92@gmail.com

TPB Public Comment

From: elkinsenv@everyactioncustom.com on behalf of Chuck Elkins <elkinsenv@everyactioncustom.com>
Sent: Sunday, May 1, 2022 4:15 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Chuck Elkins
4505 Lowell St NW Washington, DC 20016-2750 elkinsenv@aol.com

TPB Public Comment

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Sunday, May 1, 2022 1:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

TPB Public Comment

From: amhorizons10@everyactioncustom.com on behalf of A MACGLASHAN <amhorizons10@everyactioncustom.com>
Sent: Sunday, May 1, 2022 8:03 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
A MACGLASHAN
4106 Spruell Dr Kensington, MD 20895-1347 amhorizons10@verizon.net

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Saturday, April 30, 2022 9:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Saturday, April 30, 2022 9:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: wlbeeton@everyactioncustom.com on behalf of Warren Beeton Pres PW Citizens Climate Lobby
<wlbeeton@everyactioncustom.com>
Sent: Saturday, April 30, 2022 8:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Warren Beeton Pres PW Citizens Climate Lobby
5312 Antioch Ridge Dr Haymarket, VA 20169-3195 wlbeeton@gmail.com

TPB Public Comment

From: steve_oriol@everyactioncustom.com on behalf of Steven Oriol
<steve_oriol@everyactioncustom.com>
Sent: Saturday, April 30, 2022 8:04 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Steven Oriol
9623 Evergreen St Silver Spring, MD 20901-2935 steve_oriol@hotmail.com

TPB Public Comment

From: amorgen@everyactioncustom.com on behalf of Ava Morgenstern
<amorgen@everyactioncustom.com>
Sent: Saturday, April 30, 2022 7:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ava Morgenstern
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu

TPB Public Comment

From: m.e.b.mcmahon@everyactioncustom.com on behalf of Melissa McMahon
<m.e.b.mcmahon@everyactioncustom.com>
Sent: Saturday, April 30, 2022 6:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Melissa McMahon
1237 Madison St Alexandria, VA 22314-1656 m.e.b.mcmahon@gmail.com

TPB Public Comment

From: jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>
Sent: Saturday, April 30, 2022 4:27 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Jennifer Brown
5224 Juliet St Springfield, VA 22151-2947 jbrown1008@verizon.net

TPB Public Comment

From: leepstein71@everyactioncustom.com on behalf of Lee Epstein <leepstein71@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Lee Epstein
12612 Taylor Ct Silver Spring, MD 20904-3531 leepstein71@gmail.com

TPB Public Comment

From: nickmatyaszek@everyactioncustom.com on behalf of Nicholas Matyaszek
<nickmatyaszek@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:21 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Nicholas Matyaszek
4380 King St Apt 1004 Alexandria, VA 22302-1545 nickmatyaszek@hotmail.com

TPB Public Comment

From: rbsmythe@everyactioncustom.com on behalf of Robert Smythe
<rbsmythe@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:18 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Robert Smythe
4807 Wellington Dr Chevy Chase, MD 20815-6201 rbsmythe@comcast.net

TPB Public Comment

From: rosa.hance@everyactioncustom.com on behalf of Rosa Hance
<rosa.hance@everyactioncustom.com>
Sent: Saturday, April 30, 2022 2:56 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mrs. Rosa Hance
45547 Stoney Run Dr Great Mills, MD 20634-3043 rosa.hance@mdsierra.org

TPB Public Comment

From: atm50@everyactioncustom.com on behalf of Allan Martin <atm50@everyactioncustom.com>
Sent: Saturday, April 30, 2022 2:09 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Allan Martin
526 Carr Ave Rockville, MD 20850-2110
atm50@verizon.net

TPB Public Comment

From: jakejanzen@everyactioncustom.com on behalf of Jacob Janzen
<jakejanzen@everyactioncustom.com>
Sent: Saturday, April 30, 2022 12:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jacob Janzen
1800 N Oak St Apt 1201 Arlington, VA 22209-2612 jakejanzen@yahoo.com

TPB Public Comment

From: andie.wyatt@everyactioncustom.com on behalf of Alexandra Wyatt
<andie.wyatt@everyactioncustom.com>
Sent: Saturday, April 30, 2022 12:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
MS Alexandra Wyatt
1406 Lawrence St NE Washington, DC 20017-2911 andie.wyatt@gmail.com

TPB Public Comment

From: slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>
Sent: Saturday, April 30, 2022 11:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Stewart Mader
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

TPB Public Comment

From: russburnett@everyactioncustom.com on behalf of Russ Burnett
<russburnett@everyactioncustom.com>
Sent: Saturday, April 30, 2022 11:15 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Russ Burnett
1701 Sherwood Rd Silver Spring, MD 20902-3962 russburnett@yahoo.com

TPB Public Comment

From: farry.elizabeth@everyactioncustom.com on behalf of Elizabeth Farry
<farry.elizabeth@everyactioncustom.com>
Sent: Saturday, April 30, 2022 10:16 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Elizabeth Farry
1749 Seaton St NW Washington, DC 20009-2625 farry.elizabeth@gmail.com

TPB Public Comment

From: brgoggs@everyactioncustom.com on behalf of Brian Goggin <brgoggs@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Brian Goggin
1001 L St NW Apt 308 Washington, DC 20001-6303 brgoggs@gmail.com

TPB Public Comment

From: rgwoollett@everyactioncustom.com on behalf of Ruth Woollett
<rgwoollett@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ruth Woollett
3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com

TPB Public Comment

From: roseliemail@everyactioncustom.com on behalf of Roselie Bright
<roseliemail@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:39 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Roselie Bright
451 Hungerford Dr Rockville, MD 20850-4151 roseliemail@gmail.com

TPB Public Comment

From: m.k.lessard@everyactioncustom.com on behalf of Meg Lessard
<m.k.lessard@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:48 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Ms. Meg Lessard
901 Porter St Richmond, VA 23224-2207
m.k.lessard@gmail.com

TPB Public Comment

From: Jkrodrig07@everyactioncustom.com on behalf of Jacqueline Rodriguez <Jkrodrig07@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:47 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Jacqueline Rodriguez
3821 Ingalls Ave Alexandria, VA 22302-1810 Jkrodrig07@gmail.com

TPB Public Comment

From: kirstene55@everyactioncustom.com on behalf of Kirsten Enzinger <kirstene55@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:31 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kirsten Enzinger
3478 Archer Springs Ter Richmond, VA 23235-2161 kirstene55@hotmail.com

TPB Public Comment

From: andrewireland@everyactioncustom.com on behalf of Andrew Ireland
<andrewireland@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Andrew Ireland
3460 14th St NW Washington, DC 20010-3491 andrewireland@mac.com

TPB Public Comment

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
<ddtmagnolia@everyactioncustom.com>
Sent: Friday, April 29, 2022 5:00 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ms. DeeDee Tostanoski
400 Madison St Alexandria, VA 22314-1772 ddtmagnolia@gmail.com

TPB Public Comment

From: josh.boxerman@everyactioncustom.com on behalf of Josh Boxerman
<josh.boxerman@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:28 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Josh Boxerman
1919 12th St NW Washington, DC 20009-5973 josh.boxerman@gmail.com

TPB Public Comment

From: zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson
<zferguson.advocacy@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Zachary Ferguson
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

TPB Public Comment

From: ronnie.townsend3@everyactioncustom.com on behalf of Ronnie Townsend <ronnie.townsend3@everyactioncustom.com>
Sent: Friday, April 29, 2022 2:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ronnie Townsend
4108 Richley Ct Hyattsville, MD 20784-6318 ronnie.townsend3@gmail.com

TPB Public Comment

From: sophiachapin@everyactioncustom.com on behalf of Sophia Chapin
<sophiachapin@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Sophia Chapin
8707 Cromwell Dr Springfield, VA 22151-1214 sophiachapin@gmail.com

TPB Public Comment

From: jhp74@everyactioncustom.com on behalf of Jonathan Parker <jhp74@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:59 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jonathan Parker
711 Shepherd St NW Washington, DC 20011-7925 jhp74@msn.com

TPB Public Comment

From: mr2590a@everyactioncustom.com on behalf of Mollie Russell <mr2590a@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:48 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mollie Russell
1818 Riggs PI NW Apt 110 Washington, DC 20009-6120 mr2590a@student.american.edu

TPB Public Comment

From: jcurtisemoore@everyactioncustom.com on behalf of JANICE MOORE
<jcurtisemoore@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:52 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
JANICE MOORE
4510 Avondale St Bethesda, MD 20814-3534 jcurtisemoore@gmail.com

TPB Public Comment

From: Lorrin39@everyactioncustom.com on behalf of Lin Orrin <Lorrin39@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:43 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Lin Orrin
6 Research Rd Greenbelt, MD 20770-0779
Lorrin39@gmail.com

TPB Public Comment

From: steven.r.ward.8515@everyactioncustom.com on behalf of Steven Ward <steven.r.ward.8515@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:28 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Steven Ward
1091 Old Cedar Rd Mc Lean, VA 22102-2439 steven.r.ward.8515@gmail.com

TPB Public Comment

From: src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

TPB Public Comment

From: atcook@everyactioncustom.com on behalf of Ann Thompson Cook
<atcook@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:41 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ann Thompson Cook
1615 C Piccard Dr Rockville, MD 20850-6721 atcook@mac.com

TPB Public Comment

From: gbooth123@everyactioncustom.com on behalf of Glenda Booth <gbooth123@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:33 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Glenda Booth
PO Box 7183 Alexandria, VA 22307-0183
gbooth123@aol.com

TPB Public Comment

From: parriehendok@everyactioncustom.com on behalf of Parrie Henderson
<parriehendok@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:19 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Parrie Henderson
1733 Kenyon St NW Washington, DC 20010-2616 parriehendok@icloud.com

TPB Public Comment

From: eglaeser@everyactioncustom.com on behalf of Emily Glaeser <eglaeser@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:19 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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Sincerely,
Emily Glaeser
5901 Barbados Pl Apt 203 Rockville, MD 20852-5414 eglaeser@gmail.com

TPB Public Comment

From: margside@everyactioncustom.com on behalf of Margaret Moore
<margside@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:23 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Margaret Moore
5340 Pooks Hill Rd Bethesda, MD 20814-2005 margside@verizon.net

TPB Public Comment

From: mlsteenhoek@everyactioncustom.com on behalf of Matthew Steenhoek
<mlsteenhoek@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:16 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Matthew Steenhoek
7208 Willow Ave Takoma Park, MD 20912-4323 mlsteenhoek@gmail.com

TPB Public Comment

From: mason.jacob@everyactioncustom.com on behalf of Jacob Mason
<mason.jacob@everyactioncustom.com>
Sent: Friday, April 29, 2022 6:49 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jacob Mason
734 Varnum St NW Washington, DC 20011-7230 mason.jacob@gmail.com

TPB Public Comment

From: jmaryc.123@everyactioncustom.com on behalf of Jessica Cassidy <jmaryc.123@everyactioncustom.com>
Sent: Friday, April 29, 2022 4:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jessica Cassidy
1530 Hiddenbrook Dr Herndon, VA 20170-2814 jmaryc.123@gmail.com

TPB Public Comment

From: petesa05@everyactioncustom.com on behalf of Sarah Peters <petesa05@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:54 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Sarah Peters
1401 Blair Mill Rd Silver Spring, MD 20910-4865 petesa05@gmail.com

TPB Public Comment

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Thursday, April 28, 2022 11:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Brian Lutenegger
1845 Summit Pl NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com

TPB Public Comment

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:53 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

TPB Public Comment

From: papetro@everyactioncustom.com on behalf of Patricia Petro <papetro@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:52 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Patricia Petro
6237 18th Rd N Arlington, VA 22205-2019 papetro@gmail.com

TPB Public Comment

From: john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:21 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
John Burke
3916 7th St S Arlington, VA 22204-1522
john.burke.1981@gmail.com

TPB Public Comment

From: mvassepx@everyactioncustom.com on behalf of Mary Vasse
<mvassepx@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:11 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Mary Vasse
1713 Black Oak Ln Silver Spring, MD 20910-1423 mvassepx@gmail.com

TPB Public Comment

From: kristingamzoncook@everyactioncustom.com on behalf of Kristin Cook
<kristingamzoncook@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Kristin Cook
9408 Jongroner Ct Potomac, MD 20854-2826 kristingamzoncook@gmail.com

TPB Public Comment

From: bweaver@everyactioncustom.com on behalf of Bonnie Weaver <bweaver@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:57 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Bonnie Weaver
3103 Black Chestnut Ln Chevy Chase, MD 20815-4754 bweaver@alhadv.com

TPB Public Comment

From: tjunk1@everyactioncustom.com on behalf of Jim Lindsay <tjunk1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jim Lindsay
3222 N Pershing Dr Arlington, VA 22201-1620 tjunk1@aol.com

TPB Public Comment

From: kalukin_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin_99@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Andrew Kalukin
1114 N Stafford St Arlington, VA 22201-4656 kalukin_99@yahoo.com

TPB Public Comment

From: amu@everyactioncustom.com on behalf of Aaron Ucko <amu@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Aaron Ucko
503 Pleasant Dr Rockville, MD 20850-5880 amu@alum.mit.edu

TPB Public Comment

From: jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jennifer Cook
1150 Ripley St Silver Spring, MD 20910-3475 jhcook120@gmail.com

TPB Public Comment

From: phirschhoff@everyactioncustom.com on behalf of Paula Hirschhoff
<phirschhoff@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Paula Hirschhoff
3900 Watson Pl NW Washington, DC 20016-5416 phirschhoff@gmail.com

TPB Public Comment

From: eileenr2424@everyactioncustom.com on behalf of Eileen Reitemeyer <eileenr2424@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

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Sincerely,
Eileen Reitemeyer
1624 Cape Horn Rd Hampstead, MD 21074-1138 eileenr2424@gmail.com

TPB Public Comment

From: bnshouse@everyactioncustom.com on behalf of Ben Shouse <bnshouse@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:26 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ben Shouse
8713 Sundale Dr Silver Spring, MD 20910-5037 bnshouse@hotmail.com

TPB Public Comment

From: mollyphauck@everyactioncustom.com on behalf of Molly Hauck
<mollyphauck@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ms. Molly Hauck
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

TPB Public Comment

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Steven Vogel
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

TPB Public Comment

From: elizabethende@everyactioncustom.com on behalf of Elizabeth Ende
<elizabethende@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mrs. Elizabeth Ende
1425 Laburnum St Mclean, VA 22101-2524
elizabethende@yahoo.com

TPB Public Comment

From: peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mr. Peter Harnik
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

TPB Public Comment

From: docyoung51@everyactioncustom.com on behalf of William Young <docyoung51@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:27 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

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Sincerely,
Dr. William Young
9735 51st Pl College Park, MD 20740-1501 docyoung51@hotmail.com

TPB Public Comment

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:19 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Evan Krichevsky
9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

TPB Public Comment

From: tina@everyactioncustom.com on behalf of Kristina Borrer <tina@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Kristina Borrer
10602 Pinedale Dr Silver Spring, MD 20901-1537 tina@atscomms.com

TPB Public Comment

From: rrtowbin@everyactioncustom.com on behalf of Rachel Towbin <rrtowbin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Rachel Towbin
11104 Hunt Club Dr Potomac, MD 20854-2522 rrtowbin@aol.com

TPB Public Comment

From: charlottecook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2003@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2003@yahoo.com

TPB Public Comment

From: clarkhop@everyactioncustom.com on behalf of Hope Clark <clarkhop@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:37 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Ms. Hope Clark
4775 Cliffs City Rd Chestertown, MD 21620-5220 clarkhop@gmail.com

TPB Public Comment

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:31 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Mr. Jacob Barker
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com

TPB Public Comment

From: allen.irwin@everyactioncustom.com on behalf of Allen Irwin <allen.irwin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:30 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Allen Irwin
1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com

TPB Public Comment

From: joan@everyactioncustom.com on behalf of Joan Clement <joan@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:29 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Joan Clement
506 Elm Ave Takoma Park, MD 20912-5434
joan@cheers.org

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: sallyjr1@everyactioncustom.com on behalf of Sally Robertson <sallyjr1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:15 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Sally Robertson
5673 Harpers Farm Rd Unit A Columbia, MD 21044-2269 sallyjr1@comcast.net

TPB Public Comment

From: rsansev@everyactioncustom.com on behalf of Ron Sanseverino <rsansev@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ron Sanseverino
851 N Glebe Rd Arlington, VA 22203-1816 rsansev@gmail.com

TPB Public Comment

From: noswisher@everyactioncustom.com on behalf of Nora Swisher
<noswisher@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:11 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Nora Swisher
14652 Woonsocket Dr Silver Spring, MD 20905-5771 noswisher@gmail.com

TPB Public Comment

From: marneyb3@everyactioncustom.com on behalf of Marney Bruce <marneyb3@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Marney Bruce
4541 Windsor Ln Bethesda, MD 20814-4724 marneyb3@gmail.com

TPB Public Comment

From: kathyf.krause@everyactioncustom.com on behalf of Kathleen Krause
<kathyf.krause@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:55 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kathleen Krause
4717 S Chelsea Ln Bethesda, MD 20814-3719 kathyf.krause@gmail.com

TPB Public Comment

From: renuesch@everyactioncustom.com on behalf of Raymond Nuesch
<renuesch@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Raymond Nuesch
2000 16th St NW Washington, DC 20009-3425 renuesch@hotmail.com

TPB Public Comment

From: joan.kasprowicz@everyactioncustom.com on behalf of Joan Kasprowicz
<joan.kasprowicz@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Joan Kasprowicz
1984 Solaridge Ct Reston, VA 20191-4818 joan.kasprowicz@gmail.com

TPB Public Comment

From: mjlangelan@everyactioncustom.com on behalf of M Langelan
<mjlangelan@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. M Langelan
7215 Chestnut St Chevy Chase, MD 20815-4051 mjlangelan@gmail.com

TPB Public Comment

From: jhfay2@everyactioncustom.com on behalf of John Fay <jhfay2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. John Fay
12505 Kuhl Rd Wheaton, MD 20902-1443
jhfay2@gmail.com

TPB Public Comment

From: rebekah.paulson@everyactioncustom.com on behalf of Rebekah Paulson
<rebekah.paulson@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:12 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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

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- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Rebekah Paulson
913 Kentwood Dr Blacksburg, VA 24060-5377 rebekah.paulson@comcast.net

TPB Public Comment

From: leopw62@everyactioncustom.com on behalf of Leo Wagner <leopw62@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Leo Wagner
104 Charles St Rockville, MD 20850-1509 leopw62@gmail.com

TPB Public Comment

From: contact100k@everyactioncustom.com on behalf of Laurence Aurbach
<contact100k@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Laurence Aurbach
9220 Edwards Way Apt 2451 Hyattsville, MD 20783-3417 contact100k@pedshed.net

TPB Public Comment

From: IALM@everyactioncustom.com on behalf of Marc Imlay <IALM@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:01 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Marc Imlay
2321 Woodberry Dr Bryans Road, MD 20616-3256 IALM@EROLS.COM

TPB Public Comment

From: forinash99@everyactioncustom.com on behalf of Christopher Forinash <forinash99@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:59 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Christopher Forinash
2237 N Wakefield St Arlington, VA 22207-3530 forinash99@gmail.com

TPB Public Comment

From: katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey
<katiemccaskey@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:58 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Katherine McCaskey
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

TPB Public Comment

From: mbochynski@everyactioncustom.com on behalf of Michael Bochynski
<mbochynski@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:57 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Michael Bochynski
1444 I St NW Ste 400 Washington, DC 20005-6538 mbochynski@cleanwater.org

TPB Public Comment

From: harriet.tregoning@everyactioncustom.com on behalf of Harriet Tregoning
<harriet.tregoning@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:47 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Harriet Tregoning
4019 18th St NW Washington, DC 20011-5324 harriet.tregoning@gmail.com

TPB Public Comment

From: cumingd@everyactioncustom.com on behalf of Donald Cuming
<cumingd@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:39 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mr. Donald Cuming
Donald R Cuming Bethesda, MD 20814
cumingd@aol.com

TPB Public Comment

From: kathyslobogin@everyactioncustom.com on behalf of Kathy Slobogin
<kathyslobogin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:37 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kathy Slobogin
3005 Oregon Knolls Dr NW Washington, DC 20015-2211 kathyslobogin@gmail.com

TPB Public Comment

From: ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:19 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

TPB Public Comment

From: taramrice@everyactioncustom.com on behalf of Tara Rice <taramrice@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Tara Rice

353 Market St W Apt 222 Gaithersburg, MD 20878-6448 taramrice@yahoo.com

TPB Public Comment

From: arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy
<arieldkennedy@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:09 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ariel Kennedy
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

TPB Public Comment

From: evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser
<evelynsfraser@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Evelyn Fraser
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

TPB Public Comment

From: kcwd50@everyactioncustom.com on behalf of Katherine White <kcwd50@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

Dr. Katherine White

17705 Hollingsworth Dr Rockville, MD 20855-1306 kcwd50@hotmail.com

TPB Public Comment

From: krschwa1@everyactioncustom.com on behalf of Kurt Schwarz <krschwa1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:03 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Kurt Schwarz
7329 Wildwood Ct Columbia, MD 21046-3477 krschwa1@verizon.net

TPB Public Comment

From: francisdandrea9@everyactioncustom.com on behalf of Francis D'Andrea <francisdandrea9@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Francis D'Andrea
405 12th St SE Washington, DC 20003-2209 francisdandrea9@gmail.com

TPB Public Comment

From: tvassefi@everyactioncustom.com on behalf of Tara Vassefi <tvassefi@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:56 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Tara Vassefi
2410 20th St NW Washington, DC 20009-1577 tvassefi@gmail.com

TPB Public Comment

From: thehiphopcapitalist@everyactioncustom.com on behalf of Lamont Brown
<thehiphopcapitalist@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:53 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Lamont Brown
7254 Jon Paul Dr Alexandria, VA 22306-7226 thehiphopcapitalist@yahoo.com

TPB Public Comment

From: nbharrington@everyactioncustom.com on behalf of Nathan Harrington
<nbharrington@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:51 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Nathan Harrington
3214 11th Pl SE Washington, DC 20032-5930 nbharrington@yahoo.com

TPB Public Comment

From: kitmason@everyactioncustom.com on behalf of Karen-Marie Mason
<kitmason@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:46 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Karen-Marie Mason
1508 Sanford Rd Silver Spring, MD 20902-3931 kitmason@gmail.com

TPB Public Comment

From: martha.barss@everyactioncustom.com on behalf of Martha Barss
<martha.barss@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Martha Barss
3105 Tyndale Ave Baltimore, MD 21214-3429 martha.barss@gmail.com

TPB Public Comment

From: abirome2@everyactioncustom.com on behalf of Abigail Rome <abirome2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Abigail Rome
605 Ray Dr Silver Spring, MD 20910-5222 abirome2@gmail.com

TPB Public Comment

From: eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:20 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Eyal Li
7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

TPB Public Comment

From: kkosin@everyactioncustom.com on behalf of Katharine Kosin <kkosin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Katharine Kosin
4970 Battery Ln Unit 201 Bethesda, MD 20814-4967 kkosin@gwmail.gwu.edu

TPB Public Comment

From: sdtaylor122@everyactioncustom.com on behalf of Stephen Taylor <sdtaylor122@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Stephen Taylor
6712 Loring Ct Bethesda, MD 20817-3148
sdtaylor122@gmail.com

TPB Public Comment

From: traceycsmallwood@everyactioncustom.com on behalf of Tracey Katsouros
<traceycsmallwood@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Tracey Katsouros
1322 Harwich Dr Waldorf, MD 20601-3322
traceycsmallwood@gmail.com

TPB Public Comment

From: alexanderwolfe29@everyactioncustom.com on behalf of Alex Wolfe <alexanderwolfe29@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Alex Wolfe

1701 Massachusetts Ave NW Washington, DC 20036-2135 alexanderwolfe29@gmail.com

TPB Public Comment

From: rustymco@everyactioncustom.com on behalf of James Mather
<rustymco@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:44 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Mather
9204 Ox Rd Lorton, VA 22079-3423
rustymco@yahoo.com

TPB Public Comment

From: cmeoli28@everyactioncustom.com on behalf of Christian Meoli <cmeoli28@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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I call on you to make the necessary and feasible changes to Visualize 2045:

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- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Christian Meoli
2500 Wisconsin Ave NW Apt 936 Washington, DC 20007-4527 cmeoli28@gmail.com

TPB Public Comment

From: lyndyrock@everyactioncustom.com on behalf of Lynne Rockenbauch
<lyndyrock@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Lynne Rockenbauch
429 Severnside Dr Severna Park, MD 21146-2234 lyndyrock@gmail.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: avndoc@everyactioncustom.com on behalf of Michael Carter <avndoc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Michael Carter
6830 Silver Ln Annandale, VA 22003-6167 avndoc@gmail.com

TPB Public Comment

From: krste@everyactioncustom.com on behalf of Kristie Miller <krste@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kristie Miller
3133 Connecticut Ave NW Apt 1015 Washington, DC 20008-5112 krste@aol.com

TPB Public Comment

From: ejfionamain@everyactioncustom.com on behalf of Ivy Main <ejfionamain@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:29 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Ivy Main
1331 Merchant Ln Mclean, VA 22101-2413
ejfionamain@gmail.com

TPB Public Comment

From: nanciwilkinson@everyactioncustom.com on behalf of Nanci Wilkinson
<nanciwilkinson@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:28 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Nanci Wilkinson
5502 Glenwood Rd Bethesda, MD 20817-3748 nanciwilkinson@gmail.com

TPB Public Comment

From: sarahdean6@everyactioncustom.com on behalf of Sarah Dean <sarahdean6@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Sarah Dean
1306 W St NW Washington, DC 20009-4420
sarahdean6@gmail.com

TPB Public Comment

From: jean_pawsforgod@everyactioncustom.com on behalf of Jean Marie VanWinkle
<jean_pawsforgod@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Miss Jean Marie VanWinkle
202 Acorn Run Ln Bedford, VA 24523-1148 jean_pawsforgod@jetbroadband.com

TPB Public Comment

From: skipcaryl2@everyactioncustom.com on behalf of Robert Williamson <skipcaryl2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:17 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

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Sincerely,
Dr. Robert Williamson
5705 Stillwell Rd Rockville, MD 20851-1933 skipcaryl2@aol.com

TPB Public Comment

From: sdwarner65@everyactioncustom.com on behalf of Steve Warner <sdwarner65@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Steve Warner
9414 Woodland Dr Silver Spring, MD 20910-1450 sdwarner65@gmail.com

TPB Public Comment

From: carfree@everyactioncustom.com on behalf of James Reid <carfree@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Reid
12004 Taliesin Pl Apt 21 Reston, VA 20190-3335 carfree@mac.com

TPB Public Comment

From: grebebird@everyactioncustom.com on behalf of Renee Grebe
<grebebird@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Renee Grebe
5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

TPB Public Comment

From: pl2twins@everyactioncustom.com on behalf of P Lira <pl2twins@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:58 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
P Lira
2652 Chiswell Pl Oak Hill, VA 20171-2463 pl2twins@gmail.com

TPB Public Comment

From: bernard.holloway@everyactioncustom.com on behalf of Bernard Holloway
<bernard.holloway@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:55 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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Sincerely,
Bernard Holloway
15417 N Oak Ct Bowie, MD 20716-1316
bernard.holloway@yahoo.com

TPB Public Comment

From: meyers.robert@everyactioncustom.com on behalf of Robert Meyers
<meyers.robert@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Robert Meyers
3925 Nicholson St Hyattsville, MD 20782-3063 meyers.robert@gmail.com

TPB Public Comment

From: estespc@everyactioncustom.com on behalf of Phillip Estes <estespc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:49 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Phillip Estes
1725 17th St NW Washington, DC 20009-2457 estespc@yahoo.com

TPB Public Comment

From: michaelmckee497@everyactioncustom.com on behalf of Michael McKee <michaelmckee497@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:49 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

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Sincerely,
Michael McKee
2109 Sondra Ct Silver Spring, MD 20905-3951 michaelmckee497@gmail.com

TPB Public Comment

From: bennehoff@everyactioncustom.com on behalf of Yohannes Bennehoff
<bennehoff@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Yohannes Bennehoff
5847 33rd Pl Hyattsville, MD 20782-3146 bennehoff@gmail.com

TPB Public Comment

From: ldbdc@everyactioncustom.com on behalf of Louise Brodnitz <ldbdc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Louise Brodnitz
6827 4th St NW Washington, DC 20012-1900 ldbdc@mac.com

TPB Public Comment

From: dianecameron60@everyactioncustom.com on behalf of Diane Cameron <dianecameron60@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Diane Cameron
3102 Edgewood Rd Kensington, MD 20895-2745 dianecameron60@gmail.com

TPB Public Comment

From: bbuthe@everyactioncustom.com on behalf of Becca Buthe <bbuthe@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:44 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Becca Buthe
160 12th St SE Washington, DC 20003-1413 bbuthe@smartgrowthamerica.org

TPB Public Comment

From: parnassum90@everyactioncustom.com on behalf of Don Bronkema <parnassum90@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Prof. Don Bronkema
240 M St SW Washington, DC 20024-3659
parnassum90@gmail.com

TPB Public Comment

From: alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Alek Becker
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com

TPB Public Comment

From: tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Tom Quinn
5322 41st St NW Washington, DC 20015-1904 tomquinn71@gmail.com

TPB Public Comment

From: janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,

Ms. Jane Lyons

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

TPB Public Comment

From: kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran
<kevinmohalloran@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:35 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Kevin OHalloran
100 I St SE Washington, DC 20003-4846
kevinmohalloran@gmail.com

TPB Public Comment

From: mkriemelmeyer@everyactioncustom.com on behalf of Mildred Kriemelmeyer
<mkriemelmeyer@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mildred Kriemelmeyer
16900 Waldorf, MD 20601
mkriemelmeyer@me.com

TPB Public Comment

From: anna.o.priddy@everyactioncustom.com on behalf of Anna Priddy
<anna.o.priddy@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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

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

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Anna Priddy
1714 Belvedere Blvd Silver Spring, MD 20902-4002 anna.o.priddy@gmail.com

TPB Public Comment

From: amorrison@everyactioncustom.com on behalf of Anita Morrison
<amorrison@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Anita Morrison
349 Cedar St NW Washington, DC 20012-2025 amorrison@pesconsult.com

TPB Public Comment

From: irazabal@everyactioncustom.com on behalf of Clara Irazabal <irazabal@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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I call on you to make the necessary and feasible changes to Visualize 2045:

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Dr. Clara Irazabal
5815 Bryn Mawr Rd College Park, MD 20740-3006 irazabal@umd.edu

TPB Public Comment

From: danieljcook105@everyactioncustom.com on behalf of Daniel Cook <danieljcook105@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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I call on you to make the necessary and feasible changes to Visualize 2045:

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

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Daniel Cook
6805 Geneva Ln Temple Hills, MD 20748-2711 danieljcook105@gmail.com

TPB Public Comment

From: b.buchanan@everyactioncustom.com on behalf of Bob Buchanan
<b.buchanan@everyactioncustom.com>
Sent: Friday, April 29, 2022 5:55 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Bob Buchanan
11544 Springridge Rd Potomac, MD 20854-1152 b.buchanan@buchananpartners.com

TPB Public Comment

From: shane.michael.ziegler@everyactioncustom.com on behalf of Shane Ziegler
<shane.michael.ziegler@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:40 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Shane Ziegler
1899 Oracle Way Apt 1029 Reston, VA 20190-4868 shane.michael.ziegler@gmail.com

TPB Public Comment

From: davidwhite@everyactioncustom.com on behalf of David White
<davidwhite@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:38 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David White
4876 Mayde Ct Fairfax, VA 22030-6618
davidwhite@superiorpaving.net

TPB Public Comment

From: epritchard@everyactioncustom.com on behalf of Evan Pritchard
<epritchard@everyactioncustom.com>
Sent: Friday, April 29, 2022 2:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Evan Pritchard
509 N Kenmore St Arlington, VA 22201-1727 epritchard@cozen.com

TPB Public Comment

From: cstanmeyer@everyactioncustom.com on behalf of Cathy Pugsley
<cstanmeyer@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:42 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car. There is NO POSSIBLE WAY that public transportation can accommodate the "final mile" for the suburbs and outer suburbs.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Cathy Pugsley
47357 Middle Bluff Pl Sterling, VA 20165-3131 cstanmeyer@yahoo.com

TPB Public Comment

From: raypugsley@everyactioncustom.com on behalf of Ray Pugsley
<raypugsley@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:43 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Ray Pugsley
47357 Middle Bluff Pl Sterling, VA 20165-3131 raypugsley@hotmail.com

TPB Public Comment

From: ottodl1@everyactioncustom.com on behalf of Daniel Otto <ottodl1@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:33 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Daniel Otto
2215 Gough St Baltimore, MD 21231-2636
ottodl1@gmail.com

TPB Public Comment

From: liuculano@everyactioncustom.com on behalf of Lesley Rogers <liuculano@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:56 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

The idea of removing roadway projects is short-sighted beyond belief. 'For example, what about residents who don't live near public transportation. And how will we maintain and improve roads for buses and other alternatives, particularly when implementation of safety measures as well as road improvements so that roads are actually passable? And what happened to the roads that are ingress and egress to metro and other such facilities.

I haven't heard any complaints about the new South Capitol Street Bridge and Corridor; I haven't heard complaints about the new 11th Street Bridge; the constituency that desperately wants a solution to the H Street (Hopscotch) bridge is large. Not to mention programs like the Green Alleys and other projects that have led environmentally to make roads, residential settings, and quality of pedestrian travel improved. As a partner in a transportation engineering firm that works in DC, I have seen first-hand how hard DDOT uses it's funding on both roadway and multi-modal project, which is no easy feat. So, to eliminate money for road improvement and other projects related to transportation would be absurd at best, and a set back with perhaps disastrous consequences to the residents and others who frequently travel within the City. Thank you and sincerely, Lesley Rogers (as to be used in Signature Below)

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Lesley Rogers
8180 Greensboro Dr Ste 550 Mc Lean, VA 22102-3878 liuculano@alaengr.com

TPB Public Comment

From: shermanpatrickii@everyactioncustom.com on behalf of Sherman Patrick
<shermanpatrickii@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:46 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

I am a life long resident of Northern VA and have seen the change and many benefits that growth has brought to the area. However it seems that all I hear about is traffic and how inconvenient it is to have to share the road with others who came to this area for the same quality of life. Our roads are the reason for the vast improvement to our standard of living from past decades. Every aspect of our lives are better because of the growth and our roads that serve it. This is particularly true of public services like schools, libraries, and health care. While transit is an important and necessary component of the transportation system serving the metropolitan area, roads will continue to be the primary mode of transportation because of their versatility. Transit just can't take us to all the places that we need to go, when we need to be there.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Removing roadway projects from the transportation plans for our area will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work. Their transportation needs differ from the 9:00 to 5:00 workers at fixed locations. A transportation approach that balances the needs of everyone and the "way that we live" is needed rather than one based on an imagined urban ideal that at best will take generations to fulfill and cost millions in lost personal wealth as the American Dream is up ended by forcing societal change through under funding the transportation mode that gave us a standard of living that is the envy of the world.

Sherman Patrick

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Sherman Patrick
3495 Mount Burnside Way Woodbridge, VA 22192-1015 shermanpatrickii@msn.com

TPB Public Comment

From: DavidJ@everyactioncustom.com on behalf of David Jones <DavidJ@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:28 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Jones
850 E Gude Dr Rockville, MD 20850-1363
DavidJ@foday.com

TPB Public Comment

From: bcatterton@everyactioncustom.com on behalf of Barry Catterton
<bcatterton@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:25 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Barry Catterton
5909 Oak Twin Ct Linthicum Heights, MD 21090-2153 bcatterton@ces-consultingllc.com

TPB Public Comment

From: vegavt@everyactioncustom.com on behalf of Javier Vega <vegavt@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:17 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Javier Vega
6703 Kings Mill Ct Frederick, MD 21702-5801 vegavt@gmail.com

TPB Public Comment

From: kashajr@everyactioncustom.com on behalf of John Kasha <kashajr@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:24 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
John Kasha
14532 Dufief Mill Rd North Potomac, MD 20878-2560 kashajr@yahoo.com

TPB Public Comment

From: mllrfrm@everyactioncustom.com on behalf of Robin Miller <mllrfrm@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:02 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Robin Miller
4624 Brookside Dr Alexandria, VA 22312-1407 mllrfrm@aol.com

TPB Public Comment

From: mlotz8673@everyactioncustom.com on behalf of Mark Lotz <mlotz8673@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:43 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Mark Lotz
220 Christopher Rd Forest Hill, MD 21050-3213 mlotz8673@gmail.com

TPB Public Comment

From: hkkolsen1@everyactioncustom.com on behalf of Kat Olsen <hkkolsen1@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:17 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

In addition, self-driving cars under development work best with well-maintained roads with bright painted lines.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Kat Olsen
645 Coral Reef Dr Gaithersburg, MD 20878-2976 hkkolsen1@verizon.net

TPB Public Comment

From: MKLINEFELTER@everyactioncustom.com on behalf of George Klinefelter
<MKLINEFELTER@everyactioncustom.com>
Sent: Friday, April 29, 2022 6:21 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
George Klinefelter
2408 G Peppermill Dr Ste G Glen Burnie, MD 21061-3264 MKLINEFELTER@MDASPHALT.ORG

TPB Public Comment

From: dantheopsman@everyactioncustom.com on behalf of Daniel Davies
<dantheopsman@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:38 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Meanwhile, WMATA and other rail transit systems are legacy modes that are drastically lacking in ridership, especially for the massive amount of funding they receive. Buses aren't doing as badly, but they need reduced congestion on roads to increase their reliability.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Daniel Davies
118 Meadowview Ct Winchester, VA 22602-6515 dantheopsman@gmail.com

TPB Public Comment

From: john_sholes@everyactioncustom.com on behalf of John Sholes
<john_sholes@everyactioncustom.com>
Sent: Thursday, April 28, 2022 11:03 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
John Sholes
12113 Mcdonald Chapel Dr Gaithersburg, MD 20878-2250 john_sholes@yahoo.com

TPB Public Comment

From: robinficker@everyactioncustom.com on behalf of Robin Ficker
<robinficker@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:46 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Robin Ficker
16711 Barnesville Rd Biyds Boyds, MD 20841-9202 robinficker@msn.com

TPB Public Comment

From: tpless@everyactioncustom.com on behalf of Tracy pless <tpless@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:36 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Tracy pless
1830 Fountain Dr Unit 901 Reston, VA 20190-4473 tpless@aol.com

TPB Public Comment

From: etydings88@everyactioncustom.com on behalf of Emmet Tydings <etydings88@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:02 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Did you know that MDOT is quietly looking at a Transit option for the expanded American Legion Bridge? That option will be moot without your support of approving Visualuze 2045 with the road projects intact.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Emmet Tydings
21310 Zion Rd Brookeville, MD 20833-1002 etydings88@gmail.com

TPB Public Comment

From: john_huchrowski@everyactioncustom.com on behalf of John Huchrowski
<john_huchrowski@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

John Huchrowski

212 Blakeney Rd Catonsville, MD 21228-3520 john_huchrowski@verizon.net

TPB Public Comment

From: abracadabra20194@everyactioncustom.com on behalf of Larry Olivia <abracadabra20194@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:51 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Larry Olivia
8103 Timbertree Way West Chester, OH 45069-1605 abracadabra20194@comcast.net

TPB Public Comment

From: cl49102@everyactioncustom.com on behalf of BRIAN OLIVIA <cl49102@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:51 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
BRIAN OLIVIA
11812 Briar Mill Ln Reston, VA 20194-1520 cl49102@comcast.net

TPB Public Comment

From: novajcrew@everyactioncustom.com on behalf of Debbie Davis
<novajcrew@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:50 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Debbie Davis
11812 Briar Mill Ln Reston, VA 20194-1520 novajcrew@aol.com

TPB Public Comment

From: gregolsen@everyactioncustom.com on behalf of Greg Olsen <gregolsen@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:50 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Greg Olsen
11812 Briar Mill Ln Reston, VA 20194-1520 gregolsen@comcast.net

TPB Public Comment

From: THOMASDEPUTY@everyactioncustom.com on behalf of THOMAS DEPUTY
<THOMASDEPUTY@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:47 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
THOMAS DEPUTY
485 Harbor Side St Apt 502 Woodbridge, VA 22191-5458 THOMASDEPUTY@YAHOO.COM

TPB Public Comment

From: freishtatconsultsnts@everyactioncustom.com on behalf of David Freishtat
<freishtatconsultsnts@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:34 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Freishtat
12837 Lamp Post Lane Potomac, MD 20854
freishtatconsultsnts@gmail.com

TPB Public Comment

From: tclower@everyactioncustom.com on behalf of Terry Clower <tclower@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:30 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Terry Clower
3613 Aquia Dr Stafford, VA 22554-2704
tclower@gmu.edu

TPB Public Comment

From: qguan989@everyactioncustom.com on behalf of Jay Guan <qguan989@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:10 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jay Guan
12527 Blue Sky Dr Clarksburg, MD 20871-4478 qguan989@gmail.com

TPB Public Comment

From: mark@everyactioncustom.com on behalf of Mark Lautman <mark@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:04 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Mark Lautman
11716 Magruder Ln Rockville, MD 20852-4368 mark@lautman.net

TPB Public Comment

From: d.demers02@everyactioncustom.com on behalf of Diane Demers <d.demers02@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

Diane Demers

407 Little Quarry Rd Gaithersburg, MD 20878-5712 d.demers02@gmail.com

TPB Public Comment

From: bubkus1@everyactioncustom.com on behalf of Carl Plumley <bubkus1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:49 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

Carl Plumley

19909 Wild Cherry Ln Germantown, MD 20874-1015 bubkus1@verizon.net

TPB Public Comment

From: ceo@everyactioncustom.com on behalf of David Guernsey <ceo@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:48 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Guernsey
12414 Clifton Hunt Dr Clifton, VA 20124-2045 ceo@buyguernsey.com

TPB Public Comment

From: jason.f.stanford@everyactioncustom.com on behalf of Jason Stanford
<jason.f.stanford@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:44 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jason Stanford
1701 S Monroe St Arlington, VA 22204-5007 jason.f.stanford@gmail.com

TPB Public Comment

From: jonathon@everyactioncustom.com on behalf of Jonathon Rowland
<jonathon@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:25 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jonathon Rowland
524 S Bond St Baltimore, MD 21231-2804
jonathon@rowlandstrategies.com