



National Capital Region  
**Transportation Planning Board**

## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the July 2024 TPB Meeting  
**DATE:** July 17, 2024

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The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email ([tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)), online ([mwkog.org/tpbcomment](http://mwkog.org/tpbcomment)), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday, June 18, and noon Tuesday, July 16 the TPB received one letter, seven comments in the general comment box, and 119 comments submitted via email.

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

### IN-PERSON PUBLIC COMMENT SPEAKERS

One person signed up to speak during the Item 1 Public Comment item:

- Bill Pugh, Coalition for Smarter Growth

### PUBLIC COMMENT

#### George “Tad” Aburn- Comments via Letter- July 16, 2024

Mr. Aburn writes that the TPB has received numerous comments on how the TPB planning process is systemically racist and creates high risk air pollution hotspots in environmental justice communities, noting that studies show transportation projects put these communities more at risk. He writes that the TPB has done nothing to address this issue in the last two years and would like to know when the TPB plans to do something about it.

#### Jack McDougle-Comments via Email-June 18, 2024 (4:19PM)

On behalf of the Greater Washington Board of Trade. Mr. McDougle writes in support of the Wilson Bridge Express Lanes project, stating that the project would alleviate congestion and promote economic growth. He writes that inclusion in the Air Quality Conformity Analysis would allow for the project to continue to move through the approval process.

#### General Comment Form Submissions

Seven comments were received in the General Comment box from June 18 to June 19, 2024. Six commenters wrote in opposition to the I-495 Express Lanes project, and one commenter wrote in favor of the project.

### **Email Campaigns- Comments via Email- June 18 to June 21, 2024**

The TPB received 119 emails from Wednesday afternoon, June 18 until noon Tuesday. Email campaigns were mostly the same form used in June, which included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project, and content urging the TPB to *include* the proposed project. The emails were generated from email-writing software, with some capacity to tailor the email contents. Most of the emails contained the same content as the campaign last month and were received after the cut-off date for the June meeting.

Email forms for removal of the project (49) were similar to the June comments, urging the board to vote to remove the I-495 Southside Express toll lanes project from Visualize 2050.

The TPB received an additional 70 emails from Wednesday, June 12 until noon Tuesday from community members urging support of the I-495 Express Lane project. They were also similar in content to the June email campaign.

Four emails contained some variation in content from the forms provided. There were a few instances of an individual submitting the exact email more than once, and instances of the same individual submitting comments using two or more fillable forms.

Comments for the July 17, 2024 TPB Meeting

Tad Aburn<sup>1</sup>

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

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Madame Chair, TPB members ... Thank you for the opportunity to provide virtual public comment today.

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

***“Since 2022, TPB has received numerous comments on how the TPB transportation planning process is systemically racist as it -perhaps unintentionally - creates high risk air pollution hotspots in environmental justice communities of color.***

***The science, research and measured data are now very clear ... Transportation projects and plans are putting families and children of color at significant risk because of transportation related toxic air pollution.***

***TPB has done nothing on this issue in the last two years ... it has not even referred the issue to TPB Tech.***

***Other than ignoring the problem, what does TPB plan to do to reverse racist planning processes that force communities of color to breathe unhealthy air?***

***Does TPB plan to do anything about this serious problem?***

***The courtesy of a response is requested.”***

Thank you again for providing the opportunity to provide public comment. The courtesy of a response is requested.

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<sup>1</sup> As background, my name is Tad Aburn. I have submitted comments at every TPB meeting since 11/22. I was a MD resident for 68 years. I am now retired and doing volunteer work for overburdened communities in PG County and DC. I am also a member of the DC EJ Coalition. I was the Chair of MWAQC TAC multiple times. I was an MWAQC member for over 15 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years. I was a two-term President and long-time SIP policy Committee Chair with the NACAA.



## Laura Bachle

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**From:** Shayla Moon <ShaylaMoon@boardoftrade.org>  
**Sent:** Tuesday, June 18, 2024 4:19 PM  
**To:** TPBcomment  
**Subject:** 2050 Air Quality Conformity Analysis & Southside Express Lanes

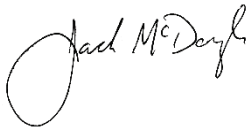
RE: 2050 Air Quality Conformity Analysis & Southside Express Lanes

Dear Chair Henderson:

I am writing to express our support for the proposed Wilson Bridge Express Lanes project. This project aims to enhance transportation connectivity and alleviate congestion between Virginia and Maryland. As an advocate for infrastructure improvement and inclusive economic growth in Greater Washington, this project is crucial for the region's future.

The Wilson Bridge is a vital transportation link, facilitating the movement of people and goods across the Potomac River. However, the current congestion levels significantly impede efficient travel, contributing to economic inefficiencies, increased emissions, and frustration for commuters and commercial operators alike. The introduction of express lanes promises to mitigate these issues by providing a reliable, high-capacity corridor for vehicles in addition to regular lanes, thus improving overall traffic flow and reducing travel times. I urge you to support the inclusion of the Southside Express Lanes project in the region's Air Quality Conformity Analysis. This at least allows the project to continue moving through the approval process. Thank you for the opportunity to provide feedback on this important project.

Sincerely,



Jack McDougle  
President and CEO  
Greater Washington Board of Trade

Shayla E. Moon  
Senior Vice President, Policy  
Greater Washington Board of Trade  
[ShaylaMoon@boardoftrade.org](mailto:ShaylaMoon@boardoftrade.org)  
Mobile: (202) 253- 4946  
**Schedule a meeting:** <https://calendly.com/shaylamoon>



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Liz Blakeley

6/18/24 12:54 PM

Hi,

I am writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for additional HOV lanes. The bridge median was originally intended to support rail travel and is a critical part of WMATA's long term blue line plans.

If additional auto lanes are added, it will be impossible to add any future metro access along this route, as we have seen from other proposed metro expansion in Virginia that were proposed, but rejected due to reduced income from the private operators of the HOT lanes.

Our community deserves improved public transportation in a variety of forms that do not prioritize auto travel above pedestrian safety, accessible and reliable public transit, and quality of life.

John Watson

6/18/20 1:41 PM

Hello,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long-range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Should auto lanes be built here, it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Vincent Minnoccia

6/18/24 2:21 PM

I am writing in opposition of the proposed plan for the use of the median space on the Woodrow Wilson bridge. The plan for the median was always to support rail transit and expand WMATA's capability to better support the area. This plan passing would undoubtedly cause issues for any future plans to convert the median to a rail line and would lead to further traffic due to the induced demand. Please choose to support our future and DO NOT pass this plan to go through.

Shayla Moon, Board of Trade

6/18/24 3:17 PM

Dear Chair Henderson: I am writing to express our support for the proposed Wilson Bridge Express Lanes project. This project aims to enhance transportation connectivity and alleviate congestion between Virginia and Maryland. As an advocate for infrastructure improvement and inclusive economic growth in Greater Washington, this project is crucial for the region's future.

The Wilson Bridge is a vital transportation link, facilitating the movement of people and goods across the Potomac River. However, the current congestion levels significantly impede efficient travel, contributing to economic inefficiencies, increased emissions, and frustration for commuters and commercial operators alike. The introduction of express lanes promises to mitigate these issues by providing a reliable, high-capacity corridor for vehicles in addition to regular lanes, thus improving overall traffic flow and reducing travel times.

June DB

6/19/24 11:16 AM

Hello,

I'm writing in opposition to the use of the reserved median space on the woodrow wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thank you,

June DB

Diego Villatoro

6/19/24 1:23 PM

I am writing to express my **STRONG** opposition to the recent decision regarding the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As a concerned citizen, I believe this allocation is misguided and detrimental to our community for the following reasons:



Traffic Congestion: Allocating the median space for auto travel will exacerbate traffic congestion during peak hours. Induced demand often leads to increased overall traffic volume, negating any short-term benefits.

Blue Line WMATA Expansion Project: Furthermore, this decision undermines the upcoming Blue Line expansion project. The extension promises improved connectivity, reduced commute times, and enhanced transit options. Allocating the median to auto travel directly contradicts these goals.

I urge you to reconsider this decision and engage in a transparent dialogue with community members. Let's work together to find a solution that balances safety, efficiency, and environmental stewardship.

I am advocating passionately for the expansion of the Blue Line within our transit system. This project represents not just a mere extension of tracks but a transformative leap toward a more efficient, accessible, and vibrant transportation network. Allow me to outline the compelling benefits:

Increased Capacity: The expansion will add five additional trains per hour during peak periods, accommodating at least 4,000 more passengers per direction. Shorter wait times and less crowded platforms await commuters.

Economic Growth: New stations—like Georgetown, Buzzard Point, St. Elizabeths, and National Harbor—will attract businesses, residents, and tourists. A win-win for our community.

Environmental Impact: Less reliance on cars means cleaner air. The expansion aligns with sustainability goals.

Equity: Improved accessibility benefits underserved neighborhoods, bridging gaps in transit options.

Let's invest in progress, connectivity, and a brighter future for all.

Sidrat Hassane

6/19/24 4:20 PM

Do not add express lanes in any way shape or form that makes it impossible to expand metro service. Make 1 lane per side that does not infringe upon the median, or make it impossible for the lanes to be privatized in order to guarantee reversion for WMATA. The metro expansion is more important and valuable to residents of the region than any express lanes will ever be.

## Laura Bachle

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**From:** annatwin1@everyactioncustom.com on behalf of Anna Barbour <annatwin1@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

M Anna Barbour

7211 Rebecca Dr Alexandria, VA 22307-1838 annatwin1@hotmail.com

## Laura Bachle

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**From:** Alex Batts <alex.batts05@gmail.com>  
**Sent:** Wednesday, June 19, 2024 12:21 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Alex Batts

## Laura Bachle

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**From:** Xeniya B <xeniyaborissenko@gmail.com>  
**Sent:** Thursday, June 20, 2024 8:22 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Kind Regards,  
**Xeniya Borissenko**  
Cell: (917)530 5541

## Laura Bachle

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**From:** Evan Bowden <noreply@adv.actionnetwork.org>  
**Sent:** Thursday, June 20, 2024 12:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Evan Bowden  
erbowden6@gmail.com  
3014 Gate Post lane  
Herndon, Virginia 20171



## Laura Bachle

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**From:** Jamie Bowden <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 28, 2024 7:57 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jamie Bowden  
jsbowden@gmail.com  
3014 Gatepost Ln  
Herndon, Virginia 20171





## Laura Bachle

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**From:** cello1357 <cello1357@gmail.com>  
**Sent:** Tuesday, June 25, 2024 9:41 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

## Laura Bachle

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**From:** chusmurf@everyactioncustom.com on behalf of Robert Chu  
<chusmurf@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Robert Chu

2406 Daphne Ln Alexandria, VA 22306-2551 chusmurf@hotmail.com

## Laura Bachle

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**From:** raclark55@everyactioncustom.com on behalf of Rachel Clark <raclark55@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Rachel Clark  
1440 N St NW Washington, DC 20005-2814  
raclark55@gmail.com

**Laura Bachle**

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**From:** jgconway@everyactioncustom.com on behalf of Joseph Conway  
<jgconway@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:31 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel-demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Joseph Conway  
2105 N Glebe Rd Unit 2421 Arlington, VA 22207-2237 jgconway@gmail.com

**Laura Bachle**

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**From:** Joe Conway <jconway.ibew@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:35 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge, reserved for future transit, to add toll lanes instead.

I find it highly implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop.

Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion.

Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Sincerely,

Joseph Conway  
Arlington, Va.

## Laura Bachle

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**From:** Thomas Coverstone <tcoverst@alumni.nd.edu>  
**Sent:** Saturday, July 13, 2024 1:57 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

## Laura Bachle

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**From:** thedoggettgroup@everyactioncustom.com on behalf of Rosalyn Doggett  
<thedoggettgroup@everyactioncustom.com>  
**Sent:** Thursday, June 20, 2024 11:39 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Rosalyn Doggett  
2702 36th St NW Washington, DC 20007-1421 thedoggettgroup@cs.com



## Laura Bachle

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**From:** Liz Epstein <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, June 19, 2024 1:25 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Liz Epstein  
liz28e@gmail.com  
8412 Black Station PI  
Vienna, Virginia 22182



**Laura Bachle**

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**From:** Tyler Hamel <tyler.hamel@icloud.com>  
**Sent:** Tuesday, June 18, 2024 6:19 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. Adding for lanes would only induce traffic demand, thus necessitating adding more lanes after the new lane was already built.

I encourage you to invest in public transit such that less cars are on the road, reducing traffic and environmental impacts.

Thank you for your consideration

Sent from my iPhone

## Laura Bachle

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**From:** Andrew Haring <aharing1@gmail.com>  
**Sent:** Wednesday, June 19, 2024 2:37 PM  
**To:** TPBcomment  
**Subject:** Public comment on June 20th item 7 I-495

Hello,

I am writing in opposition of to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the area grows so does the need for diverse transportation.

This is a critical component for the future development of public transportation in the larger DMV area. We need more options outside of cars as we progress.

- Andrew Haring  
DMV resident

## Laura Bachle

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**From:** Eileen Kraus-Jakobsberg (ejakobsberg@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>  
**Sent:** Tuesday, June 18, 2024 2:30 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Although it seems critical right now to get more lanes to all people, but particularly the influential with money and strong voices, it's short sighted. VA and MD need public transportation leaders. Please lead the nation with smart, environmentally sound, decisions. WE need you to do, not the expedient thing, the decisions that are for the next generations too. Enough of the selfish behavior demanded by some. Make the right choices, please.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Eileen Kraus-Jakobsberg  
1709 Belvedere Blvd  
Silver Spring, MD 20902  
ejakobsberg@gmail.com  
(240) 543-5458

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Grace LaMendola <grace.lamendola@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:41 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7

Good afternoon,

I am writing in opposition to the use of the reserved median space on Woodrow Wilson Bridge for auto travel. The bridge median should be reserved for use for its originally intended purpose- for supporting rail transit. Using the median for auto travel would impact WMATA future plans to extend the blue line, which is critical to mass, sustainable transportation in the region. I strongly oppose overshadowing these plans in favor of investment in auto travel.

Thanks for your consideration,  
Grace LaMendola

## Laura Bachle

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**From:** Beth Levine (Dancingbl@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 19, 2024 4:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

no widening - more pollution, more sound pollution, less nature

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Beth Levine  
282 New Mark Esplanade



Rockville, MD 20850  
Dancingbl@aol.com  
(301) 807-2347

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Bonnie Lin <linbonnieyz@gmail.com>  
**Sent:** Wednesday, June 19, 2024 12:53 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Meeting - Item 7 (I-495 Southside Express Lanes Project Action)

Hello,

I am a Virginia resident in McLean, VA and use the Metro multiple times a week for personal and work reasons. I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long term Blue line plans to extend Metro access from Alexandria to National Harbor, it is necessary to preserve this key right of way.

We should be meeting the increasing demand of our individually and environmentally health conscious population. Extending the Blue line would help to increase the walkable urbanism of not just National Harbor, but the entire metropolitan area. Should auto lanes be built here it would undoubtedly preclude any future investment in building a Metro network that can adequately serve our region and community.

Bonnie Lin

## Laura Bachle

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**From:** Ari Loggia <aloggia22@gmail.com>  
**Sent:** Wednesday, June 19, 2024 6:12 PM  
**To:** TPBcomment  
**Subject:** Opposition to the I-495 express lanes

To whom it may concern,

I am strongly opposed to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. The bridge median was originally built to support rail transit, and is a critical part of WMATA's future expansion plans. I have lived in Northern Virginia for 23 years, and have been a lifelong metro rider. More car lanes, especially hot lanes do not adequately serve our growing regions transportation needs. Should the road expansion take place it will undoubtedly preclude any future investment in one of the best subway systems in the country.

Thank you,

Ari Loggia  
Herndon, VA

## Laura Bachle

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**From:** garrettmrple@everyactioncustom.com on behalf of Garrett Marple  
<garrettmrple@everyactioncustom.com>  
**Sent:** Tuesday, June 25, 2024 12:10 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Garrett Marple  
14403 Woodcrest Dr Rockville, MD 20853-2336 garrettmrple@gmail.com

## Laura Bachle

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**From:** Marissa Marquez <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 28, 2024 7:39 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Marissa Marquez  
mmpandame2@gmail.com  
9520 sloop court  
Burke, Virginia 22015



**Laura Bachle**

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**From:** tymartin524@everyactioncustom.com on behalf of Ty Martin <tymartin524@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:31 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ty Martin  
College park, MD  
tymartin524@gmail.com

## Laura Bachle

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**From:** Thomas Marzol <tam157@georgetown.edu>  
**Sent:** Thursday, June 20, 2024 9:13 AM  
**To:** TPBcomment  
**Cc:** lerickson@mwcog.com  
**Subject:** Item 1 Public Comment Opportunity

Dear COG staff and those whom it may concern,

My name is Tom Marzol. I grew up in the NOVA area and currently reside in Arlington county where I have lived for 6 years.

I'm writing you to share my opposition to expanding Woodrow Wilson Bridge to facilitate addition car traffic instead of making good on the original expectation of expanding the WMATA blue line metro.

I ride the metro every single day and believe that it is the future of the area and that investments in this infrastructure will yield vastly more value from the residents of the wider DMV than investments in car infrastructure.

**I urge you to prioritize expanding WMATA metro and NOT to invest in incremental car infrastructure, specifically on WW Bridge. As a resident of the area this is a key issue and I implore you to recognize the value of WMATA metro for the DMV.**

Thank you for your time.

Best,  
Thomas Marzol

Georgetown University  
Phone: 703-321-6519  
Student Email: [tam157@georgetown.edu](mailto:tam157@georgetown.edu)  
Personal Email: [tmarzol@gmail.com](mailto:tmarzol@gmail.com)



**Laura Bachle**

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**From:** dylan mendes <mendesdylan02@gmail.com>  
**Sent:** Thursday, June 20, 2024 8:02 AM  
**To:** TPBcomment  
**Subject:** Public Comment On June 20th Item 7 I-495 Southside Express Lanes Project Action

Hi,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thanks,

**Dylan Mendes**

Scientific Programmer | [LinkedIn](#)  
+1 (240) 855-9083 | [mendesdylan02@gmail.com](mailto:mendesdylan02@gmail.com)

## Laura Bachle

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**From:** millerpatjj@everyactioncustom.com on behalf of Patricia Miller  
<millerpatjj@everyactioncustom.com>  
**Sent:** Friday, June 21, 2024 7:56 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Patricia Miller  
5901 Mount Eagle Dr Apt 1518 Alexandria, VA 22303-2512 millerpatjj@gmail.com

**Laura Bachle**

---

**From:** millerpatjj@everyactioncustom.com on behalf of James Miller  
<millerpatjj@everyactioncustom.com>  
**Sent:** Friday, June 21, 2024 8:26 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

I strongly object to the elimination of mass transit!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mt James Miller

5901 Mount Eagle Dr Apt 1518 Alexandria, VA 22303-2512 millerpatjj@gmail.com

## Laura Bachle

---

**From:** Arlene Montemarano <mikarl@starpower.net>  
**Sent:** Thursday, June 20, 2024 5:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Arlene Montemarano  
mikarl@starpower.net  
9704 Lawndale Drive  
Silver Spring, Maryland 20901



## Laura Bachle

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**From:** Neda R <nada.2017.r@gmail.com>  
**Sent:** Wednesday, June 19, 2024 10:07 AM  
**To:** TPBcomment  
**Subject:** Blue Loop/Woodrow Wilson Memorial Bridge

Hello,

I am a Virginia resident and I want to express my opinion that additional express lanes do NOT be built on the Woodrow Wilson Memorial Bridge. The answer to traffic congestion is not as simple as “just add more lanes.” A more sustainable solution, logistically and environmentally, is the original Blue Loop plan. Please preserve the median area of the bridge for the Metro line. Thank you.

Best,  
Neda Rehan  
Henrico, VA resident

## Laura Bachle

---

**From:** quynn.nguyen@everyactioncustom.com on behalf of Quynn Nguyen  
<quynn.nguyen@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:35 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Quynn Nguyen  
314 Ashby St Alexandria, VA 22305-2909  
quynn.nguyen@gmail.com



**Laura Bachle**

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**From:** Pauline Nguyen <nguyenhpauline@yahoo.com>  
**Sent:** Wednesday, June 19, 2024 8:45 AM  
**To:** TPBcomment  
**Subject:** Opposition to VDOT 495 Southside Express Lane Plan

Good morning:

I am writing to oppose the plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. I believe the best way to alleviate congestion in the DC Metro area is to invest in WMATA, including, and not limited to, potential investing into projects like the Blue Line Loop. I fully believe we should not privatize our roads and it ultimately harms taxpayers more than it benefits.

Please do not accept the VDOT concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments, converting existing lanes to HOV lanes during rush hour, and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Pauline Nguyen, Esq.

## Laura Bachle

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**From:** Kevin Patti <noreply@adv.actionnetwork.org>  
**Sent:** Monday, July 1, 2024 10:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kevin Patti  
kevin\_patti@hotmail.com  
1414 Flora Ter  
Silver Spring, Maryland 20910



## Laura Bachle

---

**From:** Kevin Patti <noreply@adv.actionnetwork.org>  
**Sent:** Monday, July 1, 2024 10:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kevin Patti  
kevin\_patti@hotmail.com  
1414 Flora Ter  
Silver Spring, Maryland 20910



## Laura Bachle

---

**From:** Mark Pierzchala (mark@mmlive.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 19, 2024 1:39 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It's hard to see who benefits from this car-oriented plan, other than those who can afford tolls. But even they and their children will feel the resulting negative climate impacts. Every incremental step for toll lanes makes it only more likely that private interests will literally own the beltway and the surrounding highways. Something is broken here, and it's the logic of the plan.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Mark Pierzchala  
816 Fordham Street  
Rockville, MD 20850  
mark@mmplive.com  
(301) 461-4563

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** harrisonpyros@everyactioncustom.com on behalf of Harrison Pyros  
<harrisonpyros@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:04 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Harrison Pyros

3928 New Hampshire Ave NW Washington, DC 20011-7917 harrisonpyros@gmail.com



## Laura Bachle

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**From:** tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>  
**Sent:** Thursday, June 27, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

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

## Laura Bachle

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**From:** Todd Reitzel <noreply@adv.actionnetwork.org>  
**Sent:** Wednesday, June 19, 2024 9:35 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Todd Reitzel  
tdreitzel@gmail.com  
9743 Narragansett Parkway  
College Park, Maryland 20740



## Laura Bachle

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**From:** Sandra Roberts <noreply@adv.actionnetwork.org>  
**Sent:** Tuesday, June 18, 2024 1:10 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Sandra Roberts  
sandrarty@yahoo.com  
132 Northway  
Greenbelt, Maryland 20770



## Laura Bachle

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**From:** Brian Russell <brianhrussell@gmail.com>  
**Sent:** Tuesday, June 18, 2024 8:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Hi,

It was just brought to my attention that the expansion of extra express lanes on the Woodrow Wilson bridge would take up space needed for the future expansion of the Metro Blue Line Loop. Because of this I am very opposed to these extra lanes. Adding more lanes may seem like a good idea but I believe it only leads to more cars using the same road resulting in the same congestion. A metro line can transport far more commuters in the same amount of time. As a resident of the DMV I take pride in living in a metropolitan area that has a very functional metro system compared to other cities in America, but it is far from perfect. The Blue Line Loop is the addition that Metro needs to increase ridership and incentivize more walkable/transit based development in this area and adding One More Lane for cars is a step in the opposite direction.

## Laura Bachle

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**From:** Kathleen Sengstock <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 21, 2024 2:04 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kathleen Sengstock  
Kathleen.sengstock@outlook.com  
1114 Dennis Ct.  
Silver Spring, Maryland 20901





## Laura Bachle

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**From:** Brian Steiner <briensteiner@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:11 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Brian Steiner,  
Resident of Washington, DC, Ward 6

**Laura Bachle**

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**From:** Hannah Town <phtown@protonmail.com>  
**Sent:** Wednesday, June 19, 2024 1:33 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. The Wilson Bridge is already ten lanes wide, and adding more automobile lanes will do nothing but facilitate an increase in car trips at a time when our region is working to reduce them. WMATA is due to decide soon whether to use that right of way for an extension of the Blue Line, and adding additional costs and complexity to that use would be a disservice to everyone who travels around the region. Even if the Metrorail expansion ultimately goes on another corridor there are plenty of other good transit uses that space could be put to. Using the space for private automobile traffic would be a betrayal of the promise that it would be set aside for transit use when the bridge was designed and built.

-Hannah Town

## Laura Bachle

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**From:** James Villemarette <jvill@udel.edu>  
**Sent:** Thursday, June 20, 2024 7:55 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Dear members of the board,

I am deeply concerned about item number 7, the proposal to add express lanes to I-495/95, including the Woodrow Wilson bridge.

I live alongside I-66, about 2 miles outside the beltway. The costly and long running Transform 66 project that added two new express lanes in each direction has done little to "fix" the congestion. Everytime I walk across the pedestrian bridge at the Vienna Metro Station, I am constantly witnessing backups, and cars parked on the interstate as far as I can see. And little use of the express lanes.

I believe the proposal to add express lanes on and near the Woodrow Wilson bridge is a terrible idea. I agree with WMATA's comments (from Thomas J. Webster in item 7, dated May 31, 2024) that the lanes could be better put to use for a dedicated bus lane in the short term, and a potential rail line in the future.

And I agree with the comments from Prince George's County Council member Eric Olson that all these express lanes would do is move the bottleneck.

Respectfully requesting your consideration here,

--

James Villemarette (*he*)

**Laura Bachle**

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**From:** antemonic@everyactioncustom.com on behalf of Peter Waugh  
<antemonic@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Peter Waugh  
Hyattville, MD  
antemonic@gmail.com

## Laura Bachle

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**From:** pamwilli@everyactioncustom.com on behalf of Pam Williams  
<pamwilli@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 5:56 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Pam Williams

7610 Elba Rd Alex VA22306 Alexandria, VA 22306-2506 pamwilli@cox.net

## Laura Bachle

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**From:** Destinee Young <noreply@adv.actionnetwork.org>  
**Sent:** Tuesday, June 18, 2024 10:11 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Destinee Young  
destinee.young99@gmail.com  
1916 Third St Ne  
Washington, District of Columbia 20011



**Laura Bachle**

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**From:** Sandra Laden (shevaetta@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 20, 2024 6:46 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sandra Laden  
11105 Whisperwood Lane  
Rockville , MD 20852  
shevaetta@gmail.com



(240) 643-0272

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** daniel.m.zander@gmail.com  
**Sent:** Wednesday, June 19, 2024 9:44 PM  
**To:** TPBcomment  
**Subject:** Public comment on June 20th Item 7 I495 South Express Lanes Project

Hi,

I am writing in opposition to the use of the reserved median space on Woodrow Wilson bridge for auto travel. As the bridge median was built to support rail transit, it is imperative it is preserved to be used in WMATA's blue line expansion plan to extend from Alexandria to National Harbor, along with the concurrent plan to build a second transit tunnel between Arlington and DC. Should auto lanes be built here it would prevent any future transit planning from ever happening in this corridor, permanently restricting the amount of people that can travel between regions.

As an Alexandria resident, I care deeply about building a better future for the local community, and preventing the expansion of rail transit in favor of more auto lanes would be permanently damaging.

## Laura Bachle

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**From:** gzanni@everyactioncustom.com on behalf of Guido Zanni  
<gzanni@everyactioncustom.com>  
**Sent:** Thursday, June 20, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Guido Zanni  
5904 Mount Eagle Dr Apt 1604 Alexandria, VA 22303-2542 gzanni@aol.com

## Laura Bachle

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**From:** alfarlo.loreana@everyactioncustom.com on behalf of Lorena Alfa  
<alfaro.loreana@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lorena Alfa  
Greenbelt, MD  
alfaro.loreana@yahoo.com

**Laura Bachle**

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**From:** stratis.aloimonos@everyactioncustom.com on behalf of Stratis Aloimonos  
<stratis.aloimonos@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Stratis Aloimonos  
College Park, MD  
stratis.aloimonos@gmail.com

**Laura Bachle**

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**From:** pheefirst@everyactioncustom.com on behalf of Phil Aronson  
<pheefirst@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Phil Aronson  
College park, MD  
pheefirst@yahoo.com

**Laura Bachle**

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**From:** ahmadattalah@everyactioncustom.com on behalf of Ahmad Attalah  
<ahmadattalah@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:39 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Ahmad Attalah  
College park, MD  
ahmadattalah@gmail.com

**Laura Bachle**

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**From:** jeanniebackhussla@everyactioncustom.com on behalf of Jeannie Backhus  
<jeanniebackhussla@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:32 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jeannie Backhus  
Collage park, MD  
jeanniebackhussla@yahoo.com



**Laura Bachle**

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**From:** psychogaze@everyactioncustom.com on behalf of Roy Barney  
<psychogaze@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:08 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Roy Barney  
College park, MD  
psychogaze@gmail.com

## Laura Bachle

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**From:** ozetta717@everyactioncustom.com on behalf of Ozetta Bennett <ozetta717@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:45 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ozetta Bennett  
Green belt, MD  
ozetta717@aol.com

## Laura Bachle

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**From:** jeanetteevents2020@everyactioncustom.com on behalf of Lisa Brown  
<jeanetteevents2020@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lisa Brown  
College park, MD  
jeanetteevents2020@gmail.com

**Laura Bachle**

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**From:** kcandelariog@everyactioncustom.com on behalf of Krizia Candelario  
<kcandelariog@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Krizia Candelario  
Hyattsville, MD  
kcandelariog@gmail.com

## Laura Bachle

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**From:** laurencerna@everyactioncustom.com on behalf of Lauren Cerna  
<laurencerna@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Lauren Cerna  
College park, MD  
laurencerna@yahoo.com

**Laura Bachle**

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**From:** atl\_072000@everyactioncustom.com on behalf of Regina Chambers <atl\_072000@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Regina Chambers  
College park, MD  
atl\_072000@yahoo.com

## Laura Bachle

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**From:** hchevez22@everyactioncustom.com on behalf of Heber Chevez <hchevez22@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Heber Chevez  
Beltsville, MD  
hchevez22@gmail.com

## Laura Bachle

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**From:** mbaaghem20@everyactioncustom.com on behalf of Abeck Jean Claude <mbaaghem20@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Abeck Jean Claude  
College Park, MD  
mbaaghem20@gmail.com



**Laura Bachle**

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**From:** fishyporridge@everyactioncustom.com on behalf of Jason Clayton  
<fishyporridge@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jason Clayton  
Tacoma park, MD  
fishyporridge@yahoo.com

## Laura Bachle

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**From:** cookes1989@everyactioncustom.com on behalf of Siobhan Cooke <cookes1989@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Siobhan Cooke  
College Park, MD  
cookes1989@gmail.com

## Laura Bachle

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**From:** russdunkin@everyactioncustom.com on behalf of Russell Dunkin  
<russdunkin@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Russell Dunkin  
College, MD  
russdunkin@yahoo.com

## Laura Bachle

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**From:** teddanafalconer@everyactioncustom.com on behalf of Teddana Falconer  
<teddanafalconer@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Teddana Falconer  
College park, MD  
teddanafalconer@gmail.com

## Laura Bachle

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**From:** jfelix2139@everyactioncustom.com on behalf of Jorge Felix <jfelix2139@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Jorge Felix  
Beltsville, MD  
jfelix2139@yahoo.com

## Laura Bachle

---

**From:** n.williams79@everyactioncustom.com on behalf of Natsha Ferrell <n.williams79@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Natsha Ferrell  
District heights, MD  
n.williams79@yahoo.com

**Laura Bachle**

---

**From:** don.wink68@everyactioncustom.com on behalf of Don Flanders <don.wink68@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

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Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Don Flanders  
Cottage city, MD  
don.wink68@gmail.com

## Laura Bachle

---

**From:** cheryl\_gleason@everyactioncustom.com on behalf of Cheryl Gleason  
<cheryl\_gleason@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Cheryl Gleason  
greenbelt, MD  
cheryl\_gleason@comcast.net



**Laura Bachle**

---

**From:** ethanjgoings@everyactioncustom.com on behalf of Ethan Goings  
<ethanjgoings@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ethan Goings  
Lanham, MD  
ethanjgoings@gmail.com

## Laura Bachle

---

**From:** lovmelyssa12@everyactioncustom.com on behalf of Alyssa Hamilton <lovmelyssa12@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:54 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Alyssa Hamilton  
Upper Marlboro, MD  
lovmelyssa12@gmail.com

## Laura Bachle

---

**From:** winterwarlock9@everyactioncustom.com on behalf of Christian Hayes <winterwarlock9@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Christian Hayes  
College Park, MD  
winterwarlock9@gmail.com

## Laura Bachle

---

**From:** caldwc01@everyactioncustom.com on behalf of Charlene Hernandez <caldwc01@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Charlene Hernandez  
Beltsville, MD  
caldwc01@gmail.com

## Laura Bachle

---

**From:** maxhenadez2@everyactioncustom.com on behalf of Max Hernadez <maxhenadez2@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Max Hernadez  
Upper Marlboro, MD  
maxhenadez2@yahoo.com

**Laura Bachle**

---

**From:** dhicks@everyactioncustom.com on behalf of Diane Hicks  
<dhicks@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Diane Hicks  
College park, MD  
dhicks@umd.edu

## Laura Bachle

---

**From:** sjhobar@everyactioncustom.com on behalf of Sara Hobar  
<sjhobar@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sara Hobar  
College park, MD  
sjhobar@hotmail.com

**Laura Bachle**

---

**From:** dnalloh3@everyactioncustom.com on behalf of Marion Holland <dnalloh3@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Marion Holland  
Greenbelt, MD  
dnalloh3@msn.com



## Laura Bachle

---

**From:** tamara.hounshell@everyactioncustom.com on behalf of Tamara Hounshell  
<tamara.hounshell@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Tamara Hounshell  
College Park, MD  
tamara.hounshell@gmail.com

## Laura Bachle

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**From:** dorotheadot@everyactioncustom.com on behalf of Dorothea Houston  
<dorotheadot@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Dorothea Houston  
College park, MD  
dorotheadot@me.com

## Laura Bachle

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**From:** redneck7307@everyactioncustom.com on behalf of Richard Hudson <redneck7307@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:11 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Richard Hudson  
College Park, MD  
redneck7307@gmail.com

**Laura Bachle**

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**From:** hutchrex@everyactioncustom.com on behalf of Toby Hutchings  
<hutchrex@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 3:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Toby Hutchings  
Riverdale, MD  
hutchrex@gmail.com

**Laura Bachle**

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**From:** macnelson52@everyactioncustom.com on behalf of Nelson John <macnelson52@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:48 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Nelson John  
College park, MD  
macnelson52@yahoo.com

**Laura Bachle**

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**From:** info@everyactioncustom.com on behalf of Robert Jonathon  
<info@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Robert Jonathon  
College park, MD  
info@candrsolutions.com

## Laura Bachle

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**From:** mzjones11@everyactioncustom.com on behalf of Rebecca Jones <mzjones11@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Rebecca Jones  
Beltsville, MD  
mzjones11@yahoo.com

## Laura Bachle

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**From:** misstea48@everyactioncustom.com on behalf of Denise Jones <misstea48@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Denise Jones  
College park, MD  
misstea48@yahoo.com



**Laura Bachle**

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**From:** arjhts@everyactioncustom.com on behalf of Alicia Jurado  
<arjhts@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Alicia Jurado  
Adelphi, MD  
arjhts@gmail.com

**Laura Bachle**

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**From:** guykirby@everyactioncustom.com on behalf of Guy Kirby  
<guykirby@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Guy Kirby  
College park, MD  
guykirby@comcast.net

## Laura Bachle

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**From:** kraush15@everyactioncustom.com on behalf of Harrison Kraus <kraush15@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Harrison Kraus  
Greenbelt, MD  
kraush15@gmail.com

## Laura Bachle

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**From:** warrenlmbrt@everyactioncustom.com on behalf of Warren Lambert  
<warrenlmbrt@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Warren Lambert  
College park, MD  
warrenlmbrt@gmail.com

**Laura Bachle**

---

**From:** terrynd1020@everyactioncustom.com on behalf of Terry Lawson <terrynd1020@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Terry Lawson  
Greenbelt, MD  
terrynd1020@gmail.com

## Laura Bachle

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**From:** coolg1487@everyactioncustom.com on behalf of Pamela Lee <coolg1487@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Pamela Lee  
College park, MD  
coolg1487@gmail.com

**Laura Bachle**

---

**From:** anthonylamus.1424@everyactioncustom.com on behalf of Anthony Lemus  
<anthonylamus.1424@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:52 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Anthony Lemus  
College park, MD  
anthonylamus.1424@gmail.com

**Laura Bachle**

---

**From:** rickmac99@everyactioncustom.com on behalf of Richard Macgregor <rickmac99@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Richard Macgregor  
Adephi, MD  
rickmac99@verizon.net



**Laura Bachle**

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**From:** travonmacksr@everyactioncustom.com on behalf of Travon Mack  
<travonmacksr@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Travon Mack  
College park, MD  
travonmacksr@gmail.com

## Laura Bachle

---

**From:** blmay55@everyactioncustom.com on behalf of Bennie May <blmay55@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:49 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Bennie May  
Adephi, MD  
blmay55@gmail.com

## Laura Bachle

---

**From:** glandusmccoy@everyactioncustom.com on behalf of Glandus Mccoy  
<glandusmccoy@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Glandus Mccoy  
Hyattsville, MD  
glandusmccoy@yahoo.com

**Laura Bachle**

---

**From:** millermuzic@everyactioncustom.com on behalf of Zenzi Miller  
<millermuzic@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Zenzi Miller  
Beltsville, MD  
millermuzic@gmail.com

**Laura Bachle**

---

**From:** dhicks@everyactioncustom.com on behalf of Diane Hicks  
<dhicks@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Diane Hicks  
College park, MD  
dhicks@umd.edu

## Laura Bachle

---

**From:** michelle.72618@everyactioncustom.com on behalf of Monica Molin <michelle.72618@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:54 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Monica Molin  
Pg, MA  
michelle.72618@icould.com

**Laura Bachle**

---

**From:** bmonroetrotz@everyactioncustom.com on behalf of Brenda Monroe  
<bmonroetrotz@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Brenda Monroe  
Greenbelt, MD  
bmonroetrotz@gmail.com

**Laura Bachle**

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**From:** diessell72@everyactioncustom.com on behalf of Jose Nunez <diessell72@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:26 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jose Nunez  
Beltsville, MD  
diessell72@gmail.com



**Laura Bachle**

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**From:** micheal.outler@everyactioncustom.com on behalf of Micheal Outler  
<micheal.outler@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Micheal Outler  
Beltsville, MD  
micheal.outler@gmail.com

## Laura Bachle

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**From:** araymond@everyactioncustom.com on behalf of Anthony Raymond  
<araymond@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Anthony Raymond  
Riverdale, MD  
araymond@verizon.net

## Laura Bachle

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**From:** jsrb203@everyactioncustom.com on behalf of Javasia Roberts <jsrb203@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 10:46 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Javasia Roberts  
College park, MD  
jsrb203@gmail.com

**Laura Bachle**

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**From:** omarsacko192@everyactioncustom.com on behalf of Omar Sacko <omarsacko192@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Omar Sacko  
College park, MD  
omarsacko192@gmail.com

## Laura Bachle

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**From:** sedonne\_salmon@everyactioncustom.com on behalf of Sedonne Salmon  
<sedonne\_salmon@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Sedonne Salmon  
College park, MD  
sedonne\_salmon@yahoo.com

**Laura Bachle**

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**From:** msedik2368@everyactioncustom.com on behalf of Mohamed Sedik <msedik2368@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Mohamed Sedik  
Beltsville, MD  
msedik2368@gmail.com

## Laura Bachle

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**From:** mohamedsudan1987@everyactioncustom.com on behalf of Mohamed Shamam <mohamedsudan1987@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Mohamed Shamam  
Landover, MD  
mohamedsudan1987@gmail.com

## Laura Bachle

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**From:** sizzle218@everyactioncustom.com on behalf of Kc Shoppers <sizzle218@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kc Shoppers  
College park, MD  
sizzle218@yahoo.com



**Laura Bachle**

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**From:** tsmith@everyactioncustom.com on behalf of Tracy Smith  
<tsmith@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 12:42 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Tracy Smith  
Beltsville, MD  
tsmith@gmail.com

## Laura Bachle

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**From:** tukufu@everyactioncustom.com on behalf of Ushindi Spears  
<tukufu@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 1:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ushindi Spears  
Largo, MD  
tukufu@gmail.com

## Laura Bachle

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**From:** dentho@everyactioncustom.com on behalf of Denise Thomas  
<dentho@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Denise Thomas  
Hyattsville, MD  
dentho@live.com

**Laura Bachle**

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**From:** hip162998@everyactioncustom.com on behalf of Jack Toma <hip162998@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 4:24 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Jack Toma  
College park, MD  
hip162998@gmail.com

## Laura Bachle

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**From:** Diego Villatoro <dievill10@gmail.com>  
**Sent:** Wednesday, June 19, 2024 2:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Hello,

I am writing to express my **STRONG** opposition to the recent decision regarding the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As a concerned citizen, I believe this allocation is misguided and detrimental to our community for the following reasons:

**Traffic Congestion:** Allocating the median space for auto travel will exacerbate traffic congestion during peak hours. Induced demand often leads to increased overall traffic volume, negating any short-term benefits.

**Blue Line WMATA Expansion Project:** Furthermore, this decision undermines the upcoming Blue Line expansion project. The extension promises improved connectivity, reduced commute times, and enhanced transit options. Allocating the median to auto travel directly contradicts these goals.

I urge you to reconsider this decision and engage in a transparent dialogue with community members. Let's work together to find a solution that balances safety, efficiency, and environmental stewardship.

I am advocating passionately for the expansion of the Blue Line within our transit system. This project represents not just a mere extension of tracks but a transformative leap toward a more efficient, accessible, and vibrant transportation network. Allow me to outline the compelling benefits:

**Increased Capacity:** The expansion will add five additional trains per hour during peak periods, accommodating at least 4,000 more passengers per direction. Shorter wait times and less crowded platforms await commuters.

**Economic Growth:** New stations—like Georgetown, Buzzard Point, St. Elizabeths, and National Harbor—will attract businesses, residents, and tourists. A win-win for our community.

**Environmental Impact:** Less reliance on cars means cleaner air. The expansion aligns with sustainability goals.

**Equity:** Improved accessibility benefits underserved neighborhoods, bridging gaps in transit options.

Let's invest in progress, connectivity, and a brighter future for all.

Thank you,  
Diego Villatoro

**Laura Bachle**

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**From:** mrsew23@everyactioncustom.com on behalf of Saul Walker <mrsew23@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 5:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Saul Walker  
College park, MD  
mrsew23@yahoo.com

**Laura Bachle**

---

**From:** tonywarnick52@everyactioncustom.com on behalf of Tony Warnick <tonywarnick52@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 11:05 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

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Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Tony Warnick  
Greenbelt, MD  
tonywarnick52@gmail.com

## Laura Bachle

---

**From:** e\_yarosh@everyactioncustom.com on behalf of Yelena Yarosh  
<e\_yarosh@everyactioncustom.com>  
**Sent:** Wednesday, June 19, 2024 2:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Yelena Yarosh  
College Park, MD  
e\_yarosh@hotmail.com



**Laura Bachle**

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**From:** damieyoun@everyactioncustom.com on behalf of Damie Youn  
<damieyoun@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 2:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Damie Youn  
College park, MD  
damieyoun@gmail.com