



National Capital Region  
**Transportation Planning Board**



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# TRANSPORTATION PLANNING BOARD MEETING PACKET

December 20, 2023

12:00 P.M. – 2:00 P.M.

In-person



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
MEMBERSHIP LIST**

December 20, 2023

2023 Officers: Chair Reuben Collins; First Vice Chair Christina Henderson;  
Second Vice Chair James Walkinshaw

	<b>Members</b>	<b>Alternates</b>
<b><u>DISTRICT OF COLUMBIA</u></b>		
DC Council	Brooke Pinto	Ella Hanson
DC Council	Charles Allen	Chris Laskowski
DC Council	Christina Henderson	Heather Edelman
DC-DOT	Vacant	Mark Rawlings
		Sandra Marks
		Anna Chamberlin
D.C. Office of Planning	Anita Cozart	Sakina Kahn
		Ryan Hand
		Rebecca Schwartzman
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Charles Co.	Reuben Collins	Jason Groth
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Frederick Co.	Jessica Fitzwater	Mark Mishler
City of Frederick	Kelly Russell	David Edmondson
Gaithersburg	Neil Harris	Dennis Enslinger
Greenbelt	Emmett V. Jordan	Rodney Roberts
Laurel	Brian Lee	Christian Pulley
Montgomery Co.	Marilyn Balcombe	
Montgomery Co. Exec.	Marc Elrich	Christopher Conklin
		Gary Erenrich
Prince George's Co.	Eric C. Olson	Wala Blegay
Prince George's Co. Exec.	Oluseyi Olugbenle	Victor Weissberg
Rockville	Bridget Newton	Emad Elshafei
Takoma Park	Cindy Dyballa	Shana Fulcher
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Alexandria	Canek Aguirre	Alyia Gaskins
Arlington Co.	Takis Karantonis	Dan Malouff
City of Fairfax	Catherine Read	Tom Ross
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Fairfax Co.	James Walkinshaw	Rodney Lusk
Falls Church	David Snyder	
Fauquier Co.	Richard Gerhardt	Adam Shellenberger
Loudoun Co.	Matthew Letourneau	Rob Donaldson
Loudoun Co.	Kristen Umstatt	Lou Mosurak
City of Manassas	Pamela J. Sebesky	Ralph Smith
City of Manassas Park	Jeanette Rishell	
Prince William Co.	Ann B. Wheeler	Ricardo Canizales
Prince William Co.	Victor Angry	Paolo Belita
Virginia DOT	John Lynch	Maria Sinner
		Amir Shahpar
		Bill Cuttler
Virginia House	David A. Reid	
Virginia Senate	David Marsden	
<b><u>WMATA</u></b>		
	Allison Davis	Mark Phillips
<b><u>EX OFFICIO/NON-VOTING</u></b>		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	Daniel Koenig
NCPC	Julia Koster	Marcel Acosta
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 North Capitol Street, NE Suite 300  
Washington, DC 20002







## TRANSPORTATION PLANNING BOARD

Wednesday, December 20, 2023  
12:00 P.M. - 2:00 P.M.

In Person-Hybrid Meeting

### AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Reuben Collins, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, December 19, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE NOVEMBER 15, 2023 MEETING MINUTES**  
*Reuben Collins, TPB Chair*
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**  
*Mark Rawlings, TPB Technical Committee Chair*
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**  
*Richard Wallace, CAC Chair*  
*Christina Henderson, AFA Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**  
*Reuben Collins, TPB Chair*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
Visit [www.mwkog.org/accommodations](http://www.mwkog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

## **ACTION ITEMS**

- 12:50 P.M. 7. NOMINATING COMMITTEE REPORT FOR THE 2024 TPB OFFICERS**  
*Charles Allen, Nominating Committee Chair*
- Chair Collins appointed a nominating committee to help select TPB officers for the 2024 term. The TPB bylaws set a one calendar year term for TPB officers from January 1 through December 31. The Nominating Committee will present its proposed slate of TPB officers for 2024, which the board will be asked to approve.
- Action: Approve the calendar year 2024 slate of TPB officers.**
- 12:55 P.M. 8. PBPP: ANNUAL TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**  
*Andrew Meese, TPB Program Director, Systems Performance Planning*  
*Janie Nham, TPB Transportation Planner*
- The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.
- Action: Adopt Resolution R4-2024 to approve regional transit safety targets and adopt Resolution R5-2024 to approve regional highway safety targets.**
- 1:05 P.M. 9. 2023 ENHANCED MOBILITY GRANT PROGRAM APPROVAL**  
*Nicholas Ramfos, TPB Transportation Operations Programs Director*
- The board will be briefed on the projects recommended for funding under the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The board was briefed on the solicitation and selection process at its November meeting and the TPB officers have concurred with the recommended projects for funding. The board will be asked to approve the recommended projects for funding and inclusion in the TIP.
- Action: Adopt Resolution R6-2024 to approve funding recommendations for Enhanced Mobility and to approve an amendment of the FY 2023-2026 Transportation Improvement Program (TIP) to include these projects.**

## **INFORMATIONAL ITEM**

- 1:20 P.M. 10. VISUALIZE 2050 STATUS REPORTS**
- A. PUBLIC ENGAGEMENT SUMMARY, Cristina Finch, TPB Transportation Planner**
- B. MARYLAND EXPRESS LANES PROJECTS, Maryland Department of Transportation Staff**
- C. WMATA PROJECTS AND OPERATIONS, Washington Metropolitan Area Transit Authority Staff**
- The board will receive a briefing summarizing the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050. In addition, the Visualize 2050 schedule was changed due to uncertainties with a few of the major projects in our region — the express lanes system in Maryland and the WMATA transit system. As the deadline approaches for the

Visualize 2050 project inputs, WMATA and MDOT will provide briefings on the status of these inputs.

**2:00 P.M. 11. ADJOURN**

The next meeting is scheduled for January 17, 2024.

**MEETING VIDEO**

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)





## MEMORANDUM

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

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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 Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon at Tuesday, November 14 at noon on Tuesday, December 19, 2023, the TPB received three comments submitted via email.

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

## PUBLIC COMMENT

### **Bill Pugh – Comment and Letter via Email – December 6, 2023**

Pugh, Senior Policy Fellow for the Coalition for Smarter Growth, provided comments they also shared with MWAQC about the pollution and health impacts from vehicle tires, brakes, and toxic road dust. CSG expressed concern that pollution from these sources could continue with increased regional VMT and greater vehicle weights from EVs. The letter also references a study from the [Imperial College of London](#) about the impact of tire particles on major organ systems.

### **Stewart Schwartz – Comment via Email – December 18, 2023**

Schwartz, Executive Director for the Coalition for Smarter Growth, provided a comment on the importance for COG and its members to prioritize the funding of Metro for the region's housing, equity, and sustainability vision. The email also included a [press release about the "Fund Metro!"](#) coalition that 18 groups have signed into, along with the group's [Statement of Principles](#). It was asked that elected officials do more to find enough funding to avoid shifting capital money to operations.

### **Tad Aburn – Comments and Letters via Email – December 19, 2023**

Tad Aburn, a member of a DC Environmental Justice Coalition, submitted environmental justice comments on his assessment that TPB is failing to address high-risk, localized air pollution hot-spots caused by Transportation Related Air Pollution in environmental justice communities of color across the region. Leadership from the DC EJ Coalition submitted a letter of support for Mr. Aburn's comments which attached an earlier NAACP letter on TRAP and EJ comments submitted to MWAQC. Mr. Aburn, who has commented at every TPB meeting since late 2022, believes TPBs failure to address this issue is very disappointing. He also believes TPBs lack of action is also illegal.

## Addressing vehicle Non-Tailpipe pollution at COG and TPB

Bill Pugh <[bill@smartergrowth.net](mailto:bill@smartergrowth.net)>

Wed 12/6/2023 4:40 PM

To:TPBcomment <[tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)>

 1 attachments (130 KB)

CSG comment to MWAQC Nov 30 2023.pdf;

Dear TPB Chair Collins and board members,

The Coalition for Smarter Growth brings to your attention the growing body of research documenting the significant pollution and suspected health impacts from vehicle tires, brakes, and toxic road dust. Our region's transition to electric vehicles will bring major air quality benefits; however, non-tailpipe pollution will continue and could grow worse as regional VMT increases and the greater weight of EVs results in 20% more tire particulate pollution. We encourage COG and TPB to bring greater awareness of this issue to their member agencies.

Please see attached comments that we gave to the Metropolitan Washington Air Quality Committee at its meeting today.

We asked COG and MWAQC to:

- Put Non-Tailpipe Vehicle Air Pollution in the FY25 work program
- Address the role of Vehicle Miles Traveled in air quality outcomes by asking for VMT performance targets at TPB and other area MPOs
- Include Non-Tailpipe vehicle pollution in their environmental justice efforts

Thank you,

**Bill Pugh, AICP CTP | Senior Policy Fellow**

**Coalition for Smarter Growth**

[www.smartergrowth.net](http://www.smartergrowth.net) | [@betterDCregion](https://twitter.com/betterDCregion)

[bill@smartergrowth.net](mailto:bill@smartergrowth.net)

(202) 821-3226

November 30, 2023

Hon. Anita Bonds, Chair  
Metropolitan Washington Air Quality Committee

**Re: MWAQC needs to address Non-tailpipe vehicle air pollution**

Dear Chair Bonds and Committee members,

The Coalition for Smarter Growth asks the Metropolitan Washington Air Quality Committee to take up the issue of non-tailpipe air pollution from cars and trucks in its work program and coordination with area transportation Metropolitan Planning Organizations (MPOs).

CSG applauds the region's air quality progress over the previous decades, reducing VOC and NOx pollution. However, mounting evidence shows that vehicle tires, brakes, and toxic roadway dust are harming human and environmental health, that these sources largely escape regulation, and that this problem will only grow worse (see this [summary](#)):

- In regions like ours that have cleaned up car and truck exhaust, PM 2.5 and PM 10 emissions from tires and brakes are greater than emissions from tailpipes.
- Tire particulate emissions from electric vehicles are 20% greater than those from similar gas/diesel-powered vehicles, due to the greater weight of EVs.
- Half to a majority of the microplastics in our waterways and oceans are from tires. For example, tire wear particles constitute half of the San Francisco Bay microplastics – so you can imagine a similar impact on the Potomac and Anacostia Rivers and Chesapeake Bay.
- The [Imperial College of London](#) found that tire wear particles likely contribute to a range of negative human health impacts across major organ systems.

Therefore, we ask MWAQC to:

**1. Put Non-Tailpipe Vehicle Air Pollution in the MWAQC FY25 work program**

While MWAQC's primary responsibilities are implementing federal air quality statutory requirements, it is also encouraged in its bylaws to "perform other functions to improve regional air quality, including the evaluation and consideration of innovative and non-regulatory initiatives designed to expedite or enhance attainment and maintenance of air quality goals." MWAQC is the appropriate body for regional leadership and coordination on addressing non-tailpipe air pollution from cars and trucks.

**2. Address the role of Vehicle Miles Traveled (VMT) in air quality outcomes, by asking for VMT performance targets at the region's transportation MPOs**

Vehicle tailpipe emissions mandates and the transition to EVs will not address non-tailpipe particulate and chemical pollution (which could grow worse with more and heavier vehicles driving more miles). Accelerating the region's shift to more sustainable modes of travel and shorter trips through land use planning and housing policy, are critical for desired health, social, environmental, and economic outcomes. **Reducing per capita VMT** is a clear performance metric for these issues – and is also critical for the MWCOG region to achieve its greenhouse gas reduction goals. TPB and other agencies across the country have found that EV adoption won't be enough in the on-road transportation sector to meet COG, local, state and federal climate goals.<sup>1</sup>

*MWAQC should recommend that TPB and other MPOs in its area such as FAMPO, adopt per capita VMT reduction targets of 20% for interim years and 25-30% by 2050.*

### **3. Include Non-Tailpipe vehicle pollution in your environmental justice efforts**

CSG appreciates the efforts of MWAQC to address disparate impacts of pollution on communities of color and low-income residents and workers. The proximity to high-volume roadways means that these communities could continue to be exposed to unacceptable levels of particulate matter and other toxins, even as our fleets shift to electric vehicles.

Note that at the September meeting of the MWCOG Climate, Energy and Environment Policy Committee (CEEPC), non-tailpipe pollution came up, and Jeff King, COG Climate, Energy & Air Director, suggested that MWAQC would be the appropriate venue to address this.

Thank you for your consideration of this timely issue.

Bill Pugh, AICP CTP  
Senior Policy Fellow

CC: MWCOG Air and Climate Public Advisory Committee  
MWCOG Climate, Energy and Environment Policy Committee  
National Capital Region Transportation Planning Board

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<sup>1</sup> TPB's [Climate Change Mitigation Study of 2021](#) found that a rapid shift to EVs by itself is not enough to meet COG's GHG goal. The region must reduce per capita light duty VMT by 20% by 2030 (from the pre-pandemic level), with further reductions beyond to reduce transportation emissions at the scale needed in the *MWCOG 2030 Climate and Energy Action Plan*. This level of VMT reduction is needed *on top of* the region's goal for 50% of car sales to be EVs in 2030. TPB's long-range transportation plan *Visualize 2045* would only reduce per capita passenger car VMT by a modest 5% by 2045, falling well short of the level needed to meet MWCOG GHG targets.

The State of California, which has the nation's most ambitious EV adoption programs, found that it must also achieve per capita VMT reductions of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045, to meet its climate goals (CARB 2022 Scoping Plan).



## 18 Group Press Release re Metro Funding (& Statement of Principles)

Stewart Schwartz <stewart@smartergrowth.net>

Mon 12/18/2023 1:37 PM

To: Clark Mercer <cmercer@mwkog.org>; Kanti Srikanth <ksrikanth@mwkog.org>; TPBcomment <tpbcomment@mwkog.org>; Steve Kania <skania@mwkog.org>; Lyn Erickson <lerickson@mwkog.org>  
Cc: Bill Pugh <bill@smartergrowth.net>

Clarke, Kanti, Lyn, and Steve:

Thank you for the update you shared today on the negotiated COG position on Metro funding. As I mentioned on the call, if COG and its members are committed to the Region Forward vision of a network of transit-oriented communities and all of the follow-on housing, equity, and sustainability agreements that followed, then Metro and all transit funding should be the top regional transportation funding priority. And the climate crisis demands it.

Last week, 18 groups signed onto this [press release re Metro funding](#) and released this shared [Statement of Principles](#).

You can see that we hope that our elected officials will do more to find enough funding to avoid shifting capital \$ to operations.

Please include this in your agenda packets for the COG Board, TPB and other relevant committees.

Thank you for all that you do,

Stewart

**Stewart Schwartz** | Executive Director

**Coalition for Smarter Growth**

PO Box 73282

Washington, DC 20056

[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion

[stewart@smartergrowth.net](mailto:stewart@smartergrowth.net) | @csgstewart

(703) 599-6437 (cell)

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## Item 1 Virtual Comment Opportunity

George Aburn <tadaburn@gmail.com>

Tue 12/19/2023 7:47 AM

To:TPBcomment <tpbcomment@mw cog.org>;Lyn Erickson <lerickson@mw cog.org>  
Cc:kates@takomaparkmd.gov <kates@takomaparkmd.gov>;Rick Konrad <rkonrad@mw cog.org>;Fernandez.Cristina@epa.gov <fernandez.cristina@epa.gov>;Ortiz.adam@epa.gov <Ortiz.adam@epa.gov>;Welch, Angus <welch.angus@epa.gov>;Kanti Srikanth <ksrikanth@mw cog.org>;Vivek Ravichandran <vravicha@terpmail.umd.edu>

 5 attachments (407 KB)

TPB 122023 Final Written Comment Tad w DC EJC (2).pdf; TPB Letter Final Phoenix et al 12192023 Letter forwarding TA Public Comments on TRAP (2).pdf; TPB 122023 Final Written Comment Tad w DC EJC (2).pdf; NAACP.Final DDOT Letter.pdf; MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan .pdf;

Lyn - Please register me to provide virtual public comment during the 12/20/2023 TPB meeting.

The comments are attached.

A letter supporting my comments from leadership of the DC EJ Coalition is also attached.

Thanks again for your help

Tad

Comments for the December 20, 2023 TPB Meeting

Tad Aburn<sup>1</sup>

DC Environmental Justice (EJ) Coalition

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

(443) 829-3652

\*\*\*\*\*

Mr. Chairman, TPB members ... happy holidays ... and thank you for the opportunity to provide public comment today.

I am commenting today as a member of the DC EJ Coalition<sup>2</sup>. My comments focus on TPBs continued failure to address high-risk air pollution hot-spots caused by Transportation Related Air Pollution (or TRAP) in environmental justice communities of color across the region. Leadership in the DC EJ Coalition have submitted a letter of support for my comments today, an earlier NAACP letter on TRAP and a copy of DC EJ Coalition comments submitted to MWAQC.

Since the end of 2022 I have been submitting comments on this issue. Research, studies, air monitoring and other information, demonstrating how serious this issue is, are readily available to MWAQC TAC and TPB Tech. Much of this policy relevant, analytical work has been conducted or supported by your members. DC DOEE and MDE are openly acknowledging that many communities of color are overburdened by high-risk air pollution and linking those risks to TRAP. Since the end of 2022, TPB has done nothing on this issue. Neither MWAQC TAC nor TPB Tech has even looked at the numerous studies and ongoing research on high-risk air pollution hot-spots and TRAP in the DC metropolitan area. I find this total lack of action on this very serious issue very disappointing. I believe it is also illegal.

Please use the following language in your staff summary of my comments:

“Mr. Aburn, as a member of the DC EJ Coalition, again submitted environmental justice comments on TPBs failure to address high-risk, air pollution hot-spots caused by Transportation Related Air Pollution or TRAP in environmental justice communities of color across the region. Leadership from the DC EJ Coalition submitted a letter of support for Mr. Aburn’s comments which attached an earlier NAACP letter on TRAP and EJ comments submitted to MWAQC. Mr. Aburn, who has commented at every TPB meeting since late 2022, believes TPBs failure to address this issue is very disappointing. He also believes TPBs lack of action is also illegal.”

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

<sup>2</sup> Key members of the DC EJ Coalition who are working with me on these issues include Dr. Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition, Dr. Sacoby Wilson, University of Maryland Center for Community Engagement, Environmental Justice and Health, Parisa Norouzi, Executive Director, Empower DC, Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma and William Washburn, Climate Justice Chair, Washington DC Branch, NAACP.

Thank you again for providing the opportunity for public comment.

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*Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition*  
*Parisa Norouzi, Executive Director, EMPOWER DC*  
*Dr. Sacoby Wilson, University of Maryland Center for Community*  
*Engagement, Environmental Justice and Health (CEEJH)*  
*Tene Lewis, Lead Volunteer, Campaign to Reduce*  
*Lead Exposure & Asthma*  
*Tad Aburn*

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December 19, 2023

Reuben Collins, Chair, MWCOG Transportation Planning Board (TPB)  
Members, MWCOG TPB  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Comments on Environmental Justice (EJ) and Transportation Related Air Pollution

Chairman Collin, TPB members:

We are writing to forward and express our support for the attached public comments being made by Tad Aburn. Mr. Aburn has been working with us as part of the DC EJ Coalition for the past 6 months.

We have begun to work with Tad Aburn on this and other issues. We support his comments and share his concern over high-risk, air pollution hot-spots in EJ communities of color. We are also concerned that TPB has made no attempt over the past year to address this very serious issue. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City EJ area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP. We are also attaching our earlier comments on EJ to MWAQC.

In closing, should you want our input on TRAP and high-risk air pollution hot-spots in EJ communities, please contact Tad Aburn.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

*Janet A. Phoenix*

Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

*Parisa Norouzi*

Parisa Norouzi, Executive Director, EMPOWER DC

*Dr. Sacoby Wilson*

865U JWP

Dr. Sacoby Wilson, University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH)

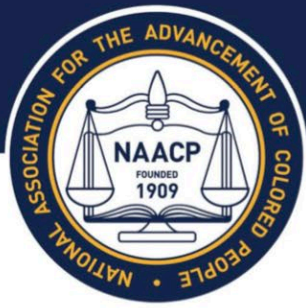
*Tene Lewis*

Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

*George S. Aburn Jr.*

George S. (Tad) Aburn Jr.

Cc: William Washburn, Climate Justice Chair, Washington DC Branch, NAACP  
Kate Stewart, Chair, MWCOG BOD  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



**NAACP** *National Association For The Advancement Of Colored People*

*Washington, DC Branch*

1000 U Street, NW • Suite 100 • Washington, DC 20001

September 1, 2022

Olivia Dedner  
Chief of External Affairs  
District Department of Transportation (DDOT)

Dear Olivia,

I trust that this letter finds you safe & well. This is a note from Neil Boyer, Environment and Climate Justice Committee for the Washington DC branch of the NAACP. We would like to thank you for providing the opportunity to have a Zoom meeting with you and your team on July 18th. We would like to request a further meeting to follow up on the measures discussed at that meeting. We understand that your office is in the process of putting together requests for the FY 24 budget. As you know, in our previous discussions we requested that DDOT use some of the federal and local resources allocated to improve transportation infrastructure in the district to also reduce resident exposure to Traffic-Related Air Pollution (TRAP). This is critical for those areas of the city where exposure to TRAP has resulted in adverse public health outcomes, namely in residential areas adjacent to I-295, I-395, Suitland Parkway, and New York Avenue (as well as other high-volume traffic corridors located in lower-income areas of the city). We also requested active community engagement in the design and implementation of interventions funded by these resources and aimed at reducing TRAP. The Campaign team would very much like to participate as stakeholders as your agencies plan current and future budget requests that could support implementation of some of the recommendations for pollution mitigation along high traffic corridors, especially those in low-income minority neighborhoods.

In the context of the issues cited above, we were recently made aware that WMATA intends to remodel its Shepherd Parkway bus garage to include new Compressed Natural Gas (CNG) fueling infrastructure. The proposed remodel will shift many of WMATA's CNG buses to the community, contribute more fossil fuel powered traffic, result in additional TRAP, and compound adverse health impacts in Ward 8 and along the I-295 corridor. Furthermore, this project represents a troubling new foothold for fossil gas infrastructure in Ward 8 and will stymie efforts to ensure clean public transportation for DC's most vulnerable commuters and residents. Furthermore, the WMATA proposal, if implemented, would undermine its stated commitment to electrify its bus fleet and reduce its carbon footprint. This proposal is especially concerning due to its potential public health impacts on a disadvantaged community that is already disproportionately impacted by TRAP. This development further illustrates the need for greater community involvement in decisions related to TRAP and public health.

In addition, sufficient resources should be allocated to ensure that a baseline of information on TRAP-related adverse health outcomes for residents of the aforementioned communities is established as well. Such a baseline could identify the current levels of TRAP, as well as TRAP-

related morbidity and mortality rates (especially for vulnerable low-income people living close to high-traffic corridors).

In light of the above, our 'ask' is that DDOT & DOEE create a mechanism to monitor and track health outcomes associated with TRAP (e.g. respiratory disease and cardiovascular disease) especially in communities at risk adjacent to I-295, I-395 and New York Avenue. This may require coordination with DC Health as they are the agency with the expertise to assess health indicators and conduct surveillance. Under the assumption that improving public health outcomes remains a priority of the current Bowser administration, establishing this baseline is critical to provide measures of progress towards the goal of reducing harmful exposures to TRAP. This is especially important to those residents at risk in Wards 5, 7 & 8. We also strongly urge that DDOT and DOEE recommend that the District Government's representatives on the WMATA Board call for WMATA staff to suspend its proposal to locate new CNG fueling infrastructure at this Metrobus garage and consider replacing older diesel-powered Metrobuses in the garage's fleet with new electric Metrobuses instead.

Thank you in advance for your continued willingness to meet with us to discuss these important transport related public health issues. We look forward to continued collaboration on this matter and hope to hear from you at your earliest convenience.

Best Regards,



Neil Boyer

cc:

Anna Chamberlin, Associate Director, Planning and Sustainability Division,  
DDOT [anna.chamberlin@dc.gov](mailto:anna.chamberlin@dc.gov)

Nana Bailey, (meeting facilitator) Chief Transportation Equity & Inclusion Officer -  
[nana.bailey@dc.gov](mailto:nana.bailey@dc.gov) - DDOT

Austina Casey, Manager, Environmental Program Branch,  
DDOT [austina.casey@dc.gov](mailto:austina.casey@dc.gov) (DDOT)

Faye Dastgheib, Interim Manager, Policy and Legislative Affairs Division, DDOT -  
[faye.dastgheib@dc.gov](mailto:faye.dastgheib@dc.gov)

Kelly Crawford, Associate Director Air Quality Division, DOEE  
[kelly.crawford@dc.gov](mailto:kelly.crawford@dc.gov)

Kendra Wiley, Renewable Energy and Clean Transportation Policy Analyst, DOEE  
[Kendra.Wiley@dc.gov](mailto:Kendra.Wiley@dc.gov) (DOEE)

Will Perkins - Staffer from Councilmember Janeese Lewis-George's office -  
[WPerkins@dccouncil.us](mailto:WPerkins@dccouncil.us)

Michael Porcello - Staffer from Councilmember Mary Cheh's office -  
[mporcello@dccouncil.us](mailto:mporcello@dccouncil.us)



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***Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition***  
***Parisa Norouzi, Executive Director, EMPOWER DC***  
***Dr. Sacoby Wilson, University of Maryland Center for Community***  
***Engagement, Environmental Justice and Health (CEEJH)***  
***William Washburn, Climate Justice Chair,***  
***Washington DC Branch, NAACP***  
***Tene Lewis, Lead Volunteer, Campaign to Reduce***  
***Lead Exposure & Asthma***

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September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee (MWAQC)  
Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee (CEEPC)  
Committee Members, MWAQC  
Committee Members, CEEPC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Request to Provide Input on the MWAQC/MWCOG Environmental Justice Plan

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

We are writing to offer our assistance to MWAQC, CEEPC and MWCOG as you work to finalize and implement the regional Environmental Justice Plan that Chairwoman Bonds proposed and passed during MWAQC's May 24, 2023 meeting. This proposal was vigorously supported by the Committee and passed unanimously. We understand that this issue may be discussed at the September 27, 2023 MWAQC and CEEPC meetings. This letter is follow-up to the comments that we submitted for the May 20, 2023 TPB meeting.

We have begun to work with Tad Aburn on this and other issues and we share his concern that it has been nearly a quarter of a year and that no real progress has been made to follow-up on Chairwoman Bond's action during the May 24th MWAQC meeting to expeditiously develop and adopt a stand-alone environmental justice plan. We find this surprising given the Committees clear charge to develop and implement the plan expeditiously.

The Plan needs to not only encourage the need to build partnerships with environmental justice communities but also include real action to reduce excessive emissions in these areas from both stationary and transportation related sources.

The data, research and analysis that is now readily available clearly shows that excess emissions in and around environmental justice areas are creating very serious, inequitable public health risks to the people and the children that live in these communities. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City environmental justice area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP and the critical need for government agencies and regional planning organizations like MWCOG to take action to address this issue.

We have followed Mr. Aburn's efforts (before retiring, Mr. Aburn was the MDE Air Director for many years) to push MWAQC and the MWCOG Transportation Planning Board (TPB) to address the need to reduce pollution in the now well documented air pollution hotspots that are driven by TRAP and causing high risks in environmental justice communities of color. We support his efforts and share his concerns. Interestingly, Mr. Aburn's efforts started in Late 2022, almost the same time we began to push the need to address TRAP.

In closing, should you want our input on what we believe is critical in your environmental justice plan, please contact us. Please contact Tad Aburn. He will be coordinating this effort.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

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Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

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Parisa Norouzi, Executive Director, EMPOWER DC

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Dr. Sacoby Wilson, University of Maryland Center for Community Engagement,  
Environmental Justice and Health (CEEJH)

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William Washburn, Climate Justice Chair, Washington DC Branch, NAACP

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Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

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George S. (Tad) Aburn Jr., Volunteer

Cc: Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, Executive Director, MWCOG  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



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TRANSPORTATION PLANNING BOARD  
MEETING MINUTES

VIRTUAL

November 15, 2023

MEMBERS AND ALTERNATES PRESENT

Reuben Collins, TPB Chair – Charles County  
Christina Henderson – DC Council  
Heather Edelman – DC Council  
Mark Rawlings – DDOT  
Anna Chamberlin - DDOT  
Rebecca Schwartzman – DC Office of Planning  
Mark Mishler – Frederick County  
David Edmondson – City of Frederick  
Neil Harris – Gaithersburg  
Brian Lee – Laurel  
Marilyn Balcombe – Montgomery County  
Gary Erenrich – Montgomery County  
Oluseyi Olugbenle – Prince George’s County  
Bridget Newton – Rockville  
Shana Fulcher – Takoma Park  
Heather Murphy – MDOT  
Marc Korman – Maryland House  
Kris Fair – Maryland House  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Catherine Read – City of Fairfax  
Tom Ross- City of Fairfax  
James Walkinshaw – Fairfax County  
Dave Snyder – Falls Church  
Rob Donaldson- Loudoun County  
Kristen Umstattd – Loudoun County  
Pamela Sebesky – City of Manassas  
Anne B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Paolo Belita – Prince William County  
Bill Cuttler – VDOT  
John Lynch - VDOT  
Allison Davis – WMATA  
Mark Phillips – WMATA  
Laurel Hammig – NPS  
Julia Koster – NCPD

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Nick Ramfos

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Paul DesJardin  
Tim Canan  
Mark Moran  
Jeff King  
Leo Pineda  
John Swanson  
Sergio Ritacco  
Rachel Beyerle  
Marcela Moreno  
Deborah Etheridge  
Kim Sutton  
Jane Posey  
Cristina Finch  
Jamie Bufkin  
Pierre Gaunard  
Cherice Salisbury  
Dusan Vuksan  
Charlene Howard  
Kathrine Rainone  
Janie Nham  
Eric Randall  
Michael Farrell  
James Davenport  
Mohammad Khan  
Don Varley – WMATA  
Jordon Holt - WMATA  
Andrew Bossi – Montgomery County

## **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a virtual (online-only) format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. (Attendance for the meeting can be found on the first pages of these minutes.) She confirmed there was a quorum.

Lyn Erickson said that between noon October 17 and noon November 14, the TPB received four comments by email and 20 project-specific comments from the Visualize 2050 initial project list feedback form. She said a summary, as well as each individual comment, can be found on the meeting web page. She reiterated that staff has created a project list feedback form on the TPB comment page to help share specific project comments with project sponsors. She said that staff is sharing the comments twice a month, at the Technical Committee and at TPB. She said these comments were attached to the memo. She said a short summary of them was provided at the front of the memo and then provided in full. She said that all the comments received were posted on the website.

Lyn Erickson summarized the rest of the comments. She said that Joseph Schiarizzi, who is a member of the City of Falls Church Environmental Sustainability Council, called attention to the city's recently adopted greenhouse gas emission reductions targets of net zero emissions by 2045 and he expressed support for the bus transit project on Route 7. George Aburn shared comments asking how the TPB is addressing climate justice and air quality hot spots associated with transportation projects, and he submitted a letter that he also shared with MWAQC and CEEPC regarding environmental justice in the region. Kevin O'Brien

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submitted communication expressing concern about the 15 percent increase in nonmotorist fatalities and serious injuries over the past five years and asked the TPB to make safety investments a higher priority in their Visualize 2050 project submissions. They also offered a different definition of what regionally significant projects could mean. (In response, Lyn Erickson noted that for federal conformity purposes, the TPB is required to use a specific federal definition.) Lastly, Bill Pugh, senior policy fellow for the Coalition for Smarter Growth, provided comments about road fatality trends and the safety benefits of narrower lanes. CSG also expressing concern about the rise in traffic deaths and asking TPB members to make safety investments for vulnerable road users a higher priority in their Visualize 2050 project submissions.

## **2. APPROVAL OF THE OCTOBER 18, 2023 MEETING MINUTES**

Mr. Walkinshaw asked that the October minutes be corrected to show that he was present.

Approval of the minutes was moved by Mr. Walkinshaw and was seconded by Chris Fair. The motion was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted material, Mark Rawlings said the Technical Committee met on November 3 and reviewed three items for inclusion on TPB agenda: Draft regional target for transit safety and highway safety; selection process for projects to be funded under the 2023 Enhanced Mobility Grant Program; and an update on Visualize 2050. He said that three items were presented for information and discussion: A briefing on the new motor vehicle emissions budget approved by the Metropolitan Washington Air Quality Committee; a status report on the National Capital Trail Network; and an update on the TPB regional resiliency program.

## **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Richard Wallace said the Community Advisory Committee met virtually on November 9. The meeting brought the CAC together with two TPB officers – Chair Collins and Vice Chair Walkinshaw – and Vice Chair Christina Henderson's legal legislative staffer, Gabrielle Rogoff. He said the session featured comments from the officers and Gabrielle Rogoff, and then broke into state-based discussion groups. He said the discussions were spirited and insightful.

James Walkinshaw said the dialogue with the Virginia CAC members was very robust. He said he left the meeting with some new insights.

Heather Edelman said that Gabrielle Rogoff, who is Vice Chair Henderson's legislative director, found the CAC meeting to be very helpful.

Chair Collins said a strong focus of his group's discussion was on how the CAC can have more of an impact on the actual direction that the TPB goes in terms of policy. He said the committee represents a great opportunity for TPB members to hear directly from citizens.

## **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Lyn Erickson began the item by reminding the board that the COG annual awards luncheon would be held on December 13.

Referring to the posted materials, Kanti Srikanth said the Steering Committee met on November 3 and approved two amendments. The first amendment, at the request of DDOT, replaced federal STBG funds with

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Federal Highway Safety improvement funds and added additional highway safety improvement funds to the District's traffic signal maintenance and traffic safety input programs. The second amendment, at the request of VDOT, added funding for a Duke Street transit enhancement project and also added funding for the Dulles West Boulevard Phase 2 project.

Kanti Srikanth called attention to two sets of comments, received from WMATA and from the Coalition for Smarter Growth, regarding the draft statewide carbon reduction strategy documents that the states are required to submit to the USDOT.

Kanti Srikanth said the posted material included two letters from the TPB in support of applications from Loudoun County for Commonwealth-wide transit grants. He also noted that the posted material included information on a new database featuring projects funded through the TPB's local technical assistance programs. Also included in the posted material was a staff summary of the regional level discussions that the Council of Governments has been facilitating about WMATA's funding options for its operations in fiscal year 2025.

Kanti Srikanth made additional announcements that were not included in the posted material. He said that a project in Alexandria, funded through the Regional Roadway Safety Program, had received an award through the Institute of Transportation Engineers. He said the latest round of the Street Smart Pedestrian and Bicycle Safety Outreach Campaign officially was kicked off on October 25. He announced that MDOT would be holding open house meetings for the American Legion Bridge and I-270 corridor program. He also noted that National Geography Week was currently underway, and he described some of the TPB staff's recent GIS efforts.

Kanti Srikanth concluded by noting that this November marked the 10<sup>th</sup> anniversary of the death of Ron Kirby, who was the TPB's long-time director. He acknowledged Mr. Kirby's contributions and continuing legacy, and he noted the personal impact he had on so many people, including Mr. Srikanth himself.

## **6. CHAIR'S REMARKS**

Chair Collins congratulated TPB members who recently won reelection. He also said that consistent with the TPB bylaws, he would be convening a nominating committee to bring to the board a slate of candidates for the chair and two vice chair positions for next year. He thanked Bridget Newton, Pamela Sebesky, and Charles Allen for agreeing to serve on the nominating board. He said the board would elect its officers at its December 20 meeting.

Chair Collins acknowledged the retirement of John Lynch of VDOT who has represented Virginia on the TPB. He noted some of Mr. Lynch's accomplishments, thanked him for his service, and presented him, virtually, with a certificate of appreciation.

John Lynch said it has been a pleasure to serve on the TPB and to serve the region for a couple of decades.

## **INFORMATIONAL ITEMS**

### **7. PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**

Referring to the presentation materials, Eric Randall provided an overview of the draft annual regional transit safety targets. He stated that under federal rules, Section 5307-funded urban public transportation providers have to annually set targets for four transit safety performance measures. He said that once the agencies adopt targets, the metropolitan planning area has 180 days to adopt regional targets.



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Eric Randall stated that the four transit safety performance measures are: total number of fatalities, fatality rate per vehicle revenue mile, reportable injuries, and system reliability. He said that every agency has always set a target of zero for fatalities, but several hundred safety events, particularly in the bus environment, are anticipated.

Eric Randall reported that injuries for Metro heavy rail were lower than target; however, safety events for heavy rail, streetcar, commuter bus, and demand-response transportation exceeded targets. He said that demand response and vanpool agencies decided to set targets for zero because they do not have hard data on which to set targets this year with the expectation that they agencies will exceed those targets.

Janie Nham provided a briefing on the regional highway safety targets. She said that the set of regional safety targets is: number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of nonmotorized fatalities and serious injuries. She stated that all targets are recorded as five-year rolling averages.

Janie Nham said that the number of fatalities in the region continued to increase in 2022 while serious injuries decreased in 2022. She reported that the largest increase was seen in the number of nonmotorist fatalities and serious injuries, which increased by approximately 23 percent from 2021 to 2022. She stated that the region fell short of meeting the targets set for all five categories, and the rise in nonmotorist fatalities is notable.

Janie Nham stated that the nonmotorist fatalities have had the highest annual increase since 2006. She said the TPB is planning on a safety study similar to the study completed in 2020, and the board will be briefed on the findings once the study is completed.

David Snyder stated that, in the past, the TPB has finalized these goals that the region is not meeting, and the board listed things that members are doing or plan to do to meet and exceed goals in the future. He asked whether the board can make a similar effort when the targets come before the board for final action.

Kanti Srikanth noted that the draft targets proposed by staff do not increase the rates for any category above what has previously been adopted. Kanti Srikanth said that the TPB has been focusing on trying to change the safety trajectory and staff have a number of activities planned. He said that staff intends to examine 2022 data to determine if residents in the Equity Emphasis Areas (EEAs) are disproportionately represented in the dataset and to better understand what needs they have. He stated that staff are looking into ways to better understand the increase in nonmotorist pedestrian and bicyclist fatalities and serious injuries.

He stated that staff is also planning to hold a forum or webinar on safety best practices with state safety engineers to understand that is being done at the state level.

Kristen Umstattd asked whether information is available on how many pedestrian and bicycle crashes occur after dark versus during daylight hours.

Janie Nham stated that the TPB does not currently have the breakout, but staff can explore that data once it is collected from each state DOT and jurisdiction.

Kristen Umstattd said that she wonders if a large percentage of those crashes occur during night or early morning and whether there should be a public information campaign. She stated that in Leesburg there are a significant number of workers traveling early morning on foot or by bicycle, some wearing dark clothing. She said that she wonders whether information should be shared to educate travelers, including information in Spanish, about white clothing and reflective strips or vests. She commented that Loudoun County has shared this type of information and wonders whether other jurisdictions have.

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Janie Nham said that this is a contributing factor for crashes in the region and she said staff will circle back when they have had an opportunity to look at the figures.

Kanti Srikanth said that three or four years ago TPB member Matt Letourneau chaired a COG task force on traffic incident management that set recommendations for the region's consideration. He said that one recommendation was holding a federally developed assessment of safety programs or maturity model. He stated that the TPB staff is happy to bring back those recommendations to see which are particularly focused on improving roadway safety outcomes.

Takis Karantonis commented that there have been conversations in Arlington County about walking with dark clothing. He said that we cannot ask walkers and cyclists to dress in an appropriate way while we do not ask drivers to behave safely by not racing or by not buying very heavy and unsafe cars. He stated that he thinks that the onus for traffic safety falls on drivers in the first place and on designers of the transportation system.

Takis Karantonis asked whether TPB staff sees any correlation between the tendency to buy heavier, taller, bigger cars and the number of or gravity of crashes, injuries, and fatalities.

Janie Nham stated that the TPB has seen research and reports showing a correlation, although causation is not stated at this time, between the increase in vehicle size and the rise in fatalities. She stated that the TPB's 2020 safety study did not specifically address this issue, but the TPB is currently developing the scope of work for the study update and are exploring all kinds of factors.

Takis Karantonis said that he has read that heavy cars and SUVs are exempt from the strictest requirement for energy absorption when crashing. He stated that he would like the TPB staff to include this topic as part of the focus because there is a need to learn whether vehicles are allowed that are unfit to circulate on urban streets.

Kanti Srikanth said that earlier in the year a federal representative briefed the TPB on a new approach to safety that identified all the factors involved in any kind of crash or incident. He said that the approach was to build redundancy by taking action on all of the factors so that if a driver fails to follow safety practices then the design helps to negate that oversight.

Takis Karantonis said he is considering all involved parties yet he sees street design as the first priority.

David Edmonson said that the Insurance Institute for Highway Safety released a study that looked at vehicle design and found that larger and blunter vehicles has a significant negative impact on crashes and crash survivability. He commented that he wonders whether the TPB can focus on advocacy to U.S. DOT to see about rules that would limit impacts.

David Edmonson said that it is important to deal with lighting so that clothing choices don't necessarily have as much impact on safety. He stated that local jurisdictions, the region, and the states are uniquely placed to advocate for safer vehicles and to eliminate some options that drivers have that hurt roadway safety. He stated that these efforts would be alongside those that mitigate crash energies and issues around road design that incentivizes speeding, unsafe driving, and unsafe crossing such as wide gaps between sidewalks. He stated that focusing on pedestrian safety is an interesting stopgap, but ultimately the responsibility needs to come from the people who are using the vehicles and not necessarily from those who might just be on a sidewalk when someone jumps the sidewalk.

Janie Nham stated that while the MPO is not allowed to explicitly advocate for certain issues, a few months earlier the TPB staff submitted a letter to NHTSA in response to proposed legislation to revise NHTSA's five-star vehicle rating system. She said that the TPB's recommendation was that the rating system should incorporate or consider pedestrian impacts.

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David Edmondson said that explicit advocacy is not necessary but rather expressing concerns and highlighting the issues around incentives created by the federal regulatory system and how those incentives alter the safety environment and inhibit the MPO from meeting its targets.

Kristen Umstatted responded to Takis Karantonis's comment, which she thought was well taken. She said that she thinks that many pedestrians do not understand how invisible they are at night to people driving cars. She said that while she would never mandate any clothing choice, she does not think that people understand that they will not be seen by drivers of vehicles if they're wearing dark clothing while crossing the street outside a crosswalk. She reiterated that is why she wondered if anyone in the region has a public information campaign underway for education purposes.

Gary Erenrich said that the TPB has had prior discussions on the impact of seat belt use and inebriated driving and the percent of fatalities associated with those instances. He said that one of the follow ups needed is to address enforcement and how campaigns help. He said that he would like to ask staff for information on each state's statistics and performance on safety. He stated that he thinks that it is important that the region see why certain jurisdictions are outperforming or underperforming on the safety metrics. He asked that TPB staff look at breaking data up by jurisdiction and county to have a better understanding of the regional picture.

Kanti Srikanth said that the data is available from federal and local databases. He cautioned that the data does not automatically lend itself to fully informed comparisons and inferences due to the geography, design, roadway conditions, patterns, and timing, and that there are a number of variables involved. He stated that it would be good information to see what is happening in one jurisdiction; however, it might not be enough to say that a particular jurisdiction's design is better than another's.

Jordan Holt of WMATA provided an overview on the safety targets that WMATA shares with TPB. She stated that WMATA begins gathering inputs in the spring reaching out to internal stakeholders such as bus maintenance and rail maintenance staff. She said that during June and July, the senior executive team and labor management and safety committee team review target proposals and provide guidance. She stated that the agency safety plan is published in December.

Jordan Holt said that in addition to the targets the TPB sets, WMATA also measures assaults based on an FTA requirement. She stated that WMATA likes to use peer data from the National Transit Database and looks at measure comparisons with BART, MARTA, SEPTA, MBTA, CTA, Los Angeles Metro, and MTA.

Jordan Holt said that WMATA has seen improvements in collisions and derailments between 2018 and 2022. She noted that WMATA has experienced slight increases in customer and employee injuries. She stated that WMATA met its system safety event rate target for FY 2023. She said that Metro Access conducted a targeted safety campaign by communicating daily safety messages and reminders which contributed partially to the decrease.

Jordan Holt commented that of the Metrobus collisions in FY 2023, two-thirds were deemed unpreventable. She said that the FY 2023 target was met for all three modes for customer injuries with the biggest decrease in slips, trips, and falls on the escalator system. She stated that the customer and employee assault rate on Metrorail has decreased since a spike in FY 2022. She noted that part of this is contributable to escalation training.

Jordan Holt noted that Metrobus customer and employee assault rate is moving in a different direction and that similar to rail, it is predominantly customer on customer assault. She said that WMATA has seen a 50 percent increase in customer assaults in FY 2023 compared to FY 2022 although assaults on employees has decreased.

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Brian Lee said that a couple of his constituents raised a question about the size of the police force for Metrorail and Metrobus with concerns that the size of the force was not adequate.

Jordan Holt said that through FY 2023, WMATA has been supplementing its police force with partnerships of jurisdictional police forces to help WMATA police patrol key areas at key times. She stated that select stations are supplemented with contracted private security officers.

Brian Lee said that the concern is that the constituents would like their tax dollars to go toward increasing their own police forces and asked if there is there anything the jurisdictions can do to support the Metro Transit Police being supported for additional positions for their force and not through the assistance of other forces.

Jordan Holt said that the topic is tied to the WMATA funding discussion as part of the operational funding supports safety and security in the system.

## **8. 2023 ENHANCED MOBILITY PROGRAM**

Nicholas Ramfos referred to the presentation materials to provide a briefing on the Federal Transit Administration 2023 Enhanced Mobility Grant Program solicitation and selection process for the urbanized area. He stated that the purpose of the program is to assist individuals with disabilities, older adults, and low-income individuals with transportation options.

Nicholas Ramfos stated that the solicitation process involved the update of the Coordinated Human Service Transportation Plan which guides the implementation of the Enhanced Mobility program. He stated that the selection committee makes funding recommendations based on certain selection criteria. He stated that the TPB Access for All Committee also identifies priorities of the most significant unmet transportation needs.

Nicholas Ramfos said that there is approximately \$5 million a year in matching grants, and the match requirements are 20 percent for capital or mobility management and 50 percent for operating. He stated that COG received a record number of 30 applications from 27 organizations representing about \$15.6 million in requested federal dollars. He said that only \$2.2 million is available in federal funding,

Nicholas Ramfos thanked District of Columbia Councilmember and TPB Vice Chair Christina Henderson for helping to coordinate the selection committee and also thanked representatives from the District Department of General Services, Maryland DOT, Virginia DRPT, and U.S. Aging for serving on the selection committee.

Nicholas Ramfos said that staff will request TPB approval of selected application on December 20. He said that successful applicants are given 30 days to complete FTA-required forms, and FTA approval can take up to nine months. He stated that once FTA approval occurs, then COG will put together sub-grant agreements for each sub-recipient, and then projects should begin by spring 2025 with the earliest possible delivery of vehicles in summer 2025.

No questions were received on Item 8.

## **9. VISUALIZE 2050 UPDATE**

Cristina Finch, referring to the agenda materials, provided an update on Visualize 2050 and a review of goals, objectives, and the plan development schedule. She provided a recap of how stakeholders and the public have been engaged in the planning process and an update on the technical inputs process.

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Cristina Finch explained that the National Capital Region Transportation Plan is the region's policy document for short- and long-term strategies to improve transportation. She said that that the TIP is a budget document that describes planned federal funding obligations for investments to be implemented in the first four years of the plan.

Cristina Finch said that in July 2021, the TPB board directed staff to initiate the next plan update upon approval of Visualize 2045 in June 2022. She said the technical inputs solicitation for Visualize 2050 began in February, and staff began a public comment period to provide feedback on reexamination of projects.

Cristina Finch shared the three-year schedule for Visualize 2050 and stated that the plan would be finalized in 2025. She said that a formal 30-day comment period would begin in March 2024 to provide community members with an opportunity to provide feedback on the regionally significant for air quality investments, how local, state, and transit agencies propose to address transportation issues, as well as the land use inputs and air quality analysis scope of work. She said that in April 2025, the National Capital Region transportation plan and the associated four-year program of detailed financial investments will be available for public comment and the TPB's anticipated approval of the plan, programs, and subsequent air quality conformity approval is June 2025.

Cristina Finch stated that the TPB held a state listening session in March 2023 with board members and state and local transit agency staff. She said that TPB staff initiated Q&A bimonthly sessions in September 2023 to assist TPB member staff with project inputs through December 2023. She stated that as of the first of November, TPB staff received 952 comments and 133 suggestions for new projects which have also been shared with each state as well as at technical committee meetings. She noted that the top three projects to receive comments have been the Op Lanes Maryland Phase 1, the new Long Bridge to be built between Virginia and DC, and I-270 innovative congestion management.

Cristina Finch said that the resubmission of project details is undergoing a thorough QA/QC review by TPB staff. She said that as of November 7, agencies have submitted 79 inputs for staff review and continue to submit. She commented that for the financial analysis, each input will include a total cost estimate in the amounts from each committed or anticipated funding source.

Cristina Finch stated that once the board approves necessary inputs, TPB staff will initiate air quality analysis by developing the envisioned transportation network. She said that staff will use project inputs to estimate future regional travel using a trip-based model and updated networks and land use data. She commented that because the National Capital Region is a nonattainment area, TPB staff will estimate future vehicle emissions using the MOVES, or Motor Vehicle Emissions Simulator estimation tool.

Kanti Srikanth thanked TPB member agencies, transit agencies, and staff for their hard work for the past six to eight months because the approach has been to reexamine every project that was in the long-range plan and to reassess whether it is continued to be necessary and if those investments will be there.

## **10. ADJOURN**

There being no other business, the meeting was adjourned at 1:59 P.M. The next meeting will be on December 20, 2023.



## Meeting Highlights TPB Technical Committee – December 1, 2023

The Technical Committee met on Friday, December 1, 2023. Meeting materials can be found here: <https://www.mwcog.org/events/2023/12/1/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's December agenda:

### **TPB AGENDA ITEM 8 – PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY**

Staff reported to the Committee on the draft regional targets for the transit safety performance measures, including fatalities, injuries, safety events, and system reliability, and for the highway safety performance measures, including fatalities and serious injuries, as required annually under the federal performance-based planning and programming (PBPP) rulemaking for State DOTs, public transportation providers, and MPOs. The board was briefed on the draft targets at its November meeting and will be asked to approve the regional targets at the December meeting.

### **TPB AGENDA ITEM 9 – 2023 ENHANCED MOBILITY GRANT PROGRAM APPROVAL**

Staff reported to the Committee on the solicitation and selection process for projects. At the December TPB meeting, the board will be briefed on the projects recommended for funding under the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area and asked to approve the recommended projects for funding and inclusion in the TIP.

### **TPB AGENDA ITEM 10 – VISUALIZE 2050 UPDATE**

TPB staff briefed the committee on the completion of the February 15-November 30, 2023 public comment period and on what the board will hear about this month, as well as provided an update on project inputs. WMATA and MDOT provided a short description of topics the TPB will receive presentations on in December, which is what led to the schedule extension.

The following items were presented for information and discussion:

### **EPA CLIMATE POLLUTION REDUCTION GRANT (CPRG) UPDATE**

COG is leading the effort to develop the Priority Climate Action Plan (PCAP) for the Metropolitan Statistical Area with funding from the federal Climate Pollution Reduction Grant (CPRG) Program. Mr. King provided a detailed update on the planning efforts for the PCAP, which is due March 1, 2024

### **HCT LOCAL TRANSIT ACCESS STUDY**

The staff briefed the Committee on a study of local transit and non-motorized access to High-Capacity Transit (HCT) stations. Consultants have developed a web application that was demonstrated.

### **Other Business**

- RRSP/TLC Application period opens January 5
- Carbon Reduction Strategy Plans Update
- PBPP: New GHG requirements
- Survey Monkey to update Committee Membership
- Draft 2024 TPB/Tech/Steering Calendar
- Tech Chair announcement
- Staff Update





## **ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

December 20, 2023

*Christina Henderson, Chair*

The Access for All Advisory Committee (AFA) met in a virtual format on Monday, November 27, 2023. The committee discussed WMATA's Better Bus network redesign, COG's Enhanced Mobility solicitation update, Virginia's multimodal trip planner tool, and TPB's National Capital Trail network update. The AFA advises the Transportation Planning Board (TPB) on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

### **WMATA BETTER BUS NETWORK REDESIGN UPDATE**

Melissa Kim, WMATA's Program Manager, provided an update on their Better Bus initiative. Better Bus seeks to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region. The AFA last received an update on Better Bus in December 2022. The committee heard an update on the initiative, including findings from their spring/summer 2023 public engagement efforts.

Member questions and comments included:

- Discussion on outsized negative impressions by District of Columbia residents on visionary network as driven by five routes.
- Consideration of equity and connectivity as part of the visionary network.
- Financial feasibility of implementation.
- Participation of traditionally disadvantaged groups in public comment efforts, including those lacking computer and internet access, by using "ride along" efforts.

### **2023 ENHANCED MOBILITY SOLICITATION UPDATE**

Mohammad Khan, TPB's Enhanced Mobility Program Manager provided an update on recent developments for Round 6 of the Enhanced Mobility Solicitation including a summary of applications submitted, funding availability, selection committee membership, and next steps for project approvals.

Member questions and comments included:

- Discussion on selection and award timelines with a particular effort on recipient operational needs and grant performance period.

### **OVERVIEW OF VIRGINIA'S MULTIMODAL TRIP PLANNER**

Tiffany Dubinsky, Director of Transit Planning, Jess Maffey, Transit Program Manager, and Grace Stankus, Statewide Transit Planner, all from Virginia's Department of Rail and Public Transportation, provided an overview of the October 2023 release of a new map-based multimodal trip planning tool on its ConnectingVA website. DRPT provided an overview of the tool, including the project development and its functions related to visualizing mobility options throughout the state, including human service transportation options. The Virginia Trip Planner was funded through an Innovative Coordinated Access and Mobility (ICAM) grant from the Federal Transit Administration.

Member questions and comments included:

- Efforts to outreach to traditionally disadvantaged population groups.
- Plans for long-term maintenance and improving the planning tool to include paratransit and on-demand services.

## **NATIONAL CAPITAL TRAIL NETWORK UPDATE**

Andrew Meese, TPB's Systems Performance Planning Program Director, and Michael Farrell, TPB's Transportation Planner, provided an update on the National Capital Trail Network, which was approved by the TPB at its July 2020 meeting. The National Capital Trail Network is a 1,400-mile, continuous network of long-distance, off-street trails serving the entire region.

Member questions and comments included:

- Inquiring on data and outreach efforts focused on understanding the pedestrian comfort of these facilities, including, those using wheelchairs and other mobility devices.

## **OTHER BUSINESS**

- Sergio Ritacco, TPB's Transportation Planner, provided an update on staff's committee preparations for 2024, including, development of the meeting calendar beginning in March 2024 and efforts to update, formalize, and increase committee membership.
- Chair Henderson announced to the committee that the November 2024 meeting was her final as AFA Chair. She added that staff is currently in the process of identifying a new Chair for 2024 with an announcement due shortly.

### **District of Columbia**

Heather Edelman  
Heather Foote  
Cristopher Grayton  
Nechama Masliansky  
Brenda Richardson

### **Maryland**

Doreen Brown  
Bong Delrosario  
Deborah Fisher  
Sara Fought  
Denise Israel  
Robert Malone

### **Virginia**

Cynthia Alarico  
Emily Braley  
Kinta Carter  
Clemmon Hammie  
Regina Moore  
Karen Smith

### **Regional**

Glenn Millis

### **TPB Staff**

Andrew Meese  
Rachel Beyer  
Lyn Erickson  
Kanti Srikanth  
Mohammad Khan  
Michael Farrell  
Sergio Ritacco

### **Guests**

Grace Stankus, DRPT  
Jessica Maffey, DRPT  
Tiffany Dubinsky, DRPT  
Melissa Kim, WMATA  
Faisal Khan

### **Chair**

Christina Henderson, Council of the District of Columbia



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**COMMUNITY ADVISORY COMMITTEE  
MONTHLY REPORT TO THE TPB**

December 20, 2023  
*Richard Wallace, CAC Chair*  
*Ra Amin, CAC Vice Chair*

The December meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, December 14. The meeting featured briefings and discussion on the development of COG's Priority Climate Action Plan and the update of the National Capital Trail Network. Because Chair Wallace had a scheduling conflict, the meeting was led by CAC Vice Chair Ra Amin.

**EPA's CLIMATE POLLUTION REDUCTION GRANT (CPRG) PRIORITY CLIMATE ACTION PLAN**

Deb Harris from ICF provided an overview of the federal CPRG program and how COG is involved. She said the program includes non-competitive allocations for states, including the District of Columbia. Through DC's allocation, COG is managing \$1 million for climate planning in our Metropolitan Statistical Area (MSA), which includes COG jurisdictions and other communities from Virginia and West Virginia. She said that two plans are required in the first phase of this grant: 1) Priority Climate Action Plan (PCAP – due March 1, 2024) and 2) the Comprehensive Climate Action Plan (CCAP – due summer-fall 2025).

Deb Harris said the second phase of the program will focus on competitive implementation grants, ranging from \$2 million to \$500 million each. The purpose of this second phase will be implementation of greenhouse gas reduction measures. For transportation, she said, such measures could include promotion of electric vehicles and charging infrastructure, as well as updating building and zoning codes for sustainable development.

Discussion included the following questions and comments:

- A member asked for more information about the outreach that is required for the grant's Phase I planning activities. Ms. Harris noted that the deadline is coming up very quickly for the first plan (the PCAP), so there will be limited opportunity for engagement. But she said that EPA requires a comprehensive engagement plan for the CCAP (the second plan), which must include low-income disadvantaged communities (LIDAC) and Equity Emphasis Areas (EEAs), as well as multi-sector stakeholder engagement. A CAC member asked if it would be permissible to compensate people, particularly those from low-income communities, who participate in outreach activities. Ms. Harris replied that such compensation would be permitted.
- Ms. Harris called attention to a survey that is currently online to solicit initial public input. She encouraged CAC members to complete it:  
<https://www.surveymonkey.com/r/COGClimateEngagement>
- A member asked if land-use reform measures would be eligible for funding through the implementation grants. Ms. Harris said that land-use changes could potentially be funded through implementation grants, although she noted that measures funded through the program would need to show benefits at a significant scale.

- The same member also noted that due to current tax structures, weatherization improvements (such as solar panels) sometimes result in higher property values and thus, cause an increase in taxes, which can be a disincentive to implementing such GHG reduction measures.
- A member asked how this grant work will include local utilities. Deb Harris replied that working with the utilities is not a requirement, but they would be invited to join in stakeholder engagement and meetings.
- A member asked if extensions might be given to applicants and recipients, given the very tight time frames for these grants. Ms. Harris said the deadlines for the PCAP and CCAP appeared to be firmly set. She did note that grantees would have 5 to 6 years to spend the implementation funding.

## **NATIONAL CAPITAL TRAIL NETWORK (NCTN) OVERVIEW**

Mike Farrell, TPB bike/ped planner, provided an overview and update about the National Capital Trail Network, which is a planned continuous network of long-distance, off-street trails, serving the entire region. He said the entire network will be 1,549 miles long, About half has been completed. The TPB first adopted the network in 2020 and is currently in the process of updating it. He said that 83 miles have been completed since July 2020

Mr. Farrell said the trail network will be accessible to a significant number of people throughout the region when it is completed. Nearly half (47%) of the region's population will live within a half mile of the NCTN. Nearly all (97%) Regional Activity Centers and Equity Emphasis Areas (92%) will be within a half-mile of the network.

The TPB is anticipated to approve the NCTN update in February.

## **OTHER BUSINESS**

- John Swanson provided a summary of the upcoming December 2023 TPB meeting agenda.
- John Swanson said the next CAC meeting will take place on January 11 as a virtual meeting held on WebEx. That meeting will be led by 2023 Chair Richard Wallace. At the TPB meeting on January 17, the new TPB chair will appoint the CAC chair for 2024. The membership for the committee will not change, however.
- John Swanson said that a new session of the TPB's Community Leadership Institute (CLI) will be held in late April/early May of next year. CAC members will be encouraged to attend. The CLI is a workshop, held over the course of three evenings, in which community leaders from throughout the region learn how transportation planning works at various levels and how the pieces fit together in the regional planning process.

## **ATTENDEES**

### **Members**

Ra Amin, DC (presiding as chair)  
Ashley Hutson, VA  
Carolyn Wilson, MD  
Christina Farver, VA  
Daniel Papiernik, VA  
Heather Gaona, MD  
Jeffrey Parnes, VA  
Kalli Krumpos, DC  
Larkin Turman, DC  
Maribel Wong, MD  
Mark Scheufler, VA  
Nancy Abeles, MD  
Noell Evans, VA  
Rick Rybeck, DC  
Timothy Davis, MD

### **Staff and Guests**

Deb Harris, ICF Consulting  
Mike Farrell, TPB Staff  
Rachel Beyerle, TPB Staff  
Leo Pineda, TPB Staff  
John Swanson, TPB Staff





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Janie Nham, TPB Transportation Planner  
**SUBJECT:** Federal Grants – FY 2023 Safe Streets and Roads for All (SS4A) Awards  
**DATE:** December 20, 2023

On December 13, 2023, the U.S. Department of Transportation announced \$817 million in grant awards for 385 communities through the Safe Streets and Roads for All (SS4A) grant program. In the FY 2023 round of the SS4A program, USDOT awarded 337 planning and demonstration grants and 48 implementation grants.

Planning and demonstration grants provide funds to develop, complete, or supplement a comprehensive safety plan. Implementation grants support the implementation of strategies or projects identified in a safety plan.

Nine awards were announced within our region; all are planning/demonstration grants:

Lead Applicant	Project Name	Total Federal Funding
City of Brunswick, MD	Multimodal Network Connectivity Action Plan for the City of Brunswick in Frederick County, Maryland	\$240,000
City of Gaithersburg, MD	City of Gaithersburg Safety Action Plan	\$360,000
City of Rockville, MD	Vision Zero Intersection Safety Audits	\$320,000
Frederick County, MD	Fast Forward Frederick: Safe Streets and Roads for All - Planning and Demonstration	\$1,050,000
Maryland-National Capital Park and Planning Commission	SS4A Planning Grant for the Multimodal Parking Lot Design Guidelines in Montgomery County, Maryland	\$120,000
Montgomery County, MD	Montgomery County Maryland Planning and Demonstration Activities	\$160,000
City of Fairfax, VA	City of Fairfax Comprehensive Safety Action Plan and Old Town Fairfax Safe Circulation Study	\$400,000
Fairfax County, VA	County of Fairfax Planning and Demonstration Activities	\$1,600,000
Town of Vienna, VA	Town of Vienna Safety Action Plan and Neighborhood Safety Study	\$250,000



## Program Overview and Additional Information

The Bipartisan Infrastructure Law (BIL) established the SS4A grant program to fund regional, local, and Tribal safety initiatives that prevent roadway fatalities and serious injuries. The program provides grants for the development of safety Action Plans or the implementation of strategies or projects. The BIL appropriated \$5 billion in discretionary funding to the program over five years, with \$1 billion allocated annually through fiscal year 2026. SS4A aligns with the USDOT's National Roadway Safety Strategy, which recognizes zero roadway fatalities as a national long-term safety goal. The next round of the SS4A is anticipated to open in February 2024.

The following are links to the USDOT announcements and grant award fact sheets:

<https://www.transportation.gov/briefing-room/biden-harris-administration-investing-hundreds-american-communities-improve-safety>

<https://www.transportation.gov/grants/ss4a/2023-awards>





## MEMORANDUM

**TO:** COG Metro Funding Strategy Group  
**FROM:** Clark Mercer, COG Executive Director  
**SUBJECT:** Chief Administrative Officers Workgroup on WMATA Cost Structure – Interim Report  
**DATE:** December 19, 2023

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Since the COG Leadership Retreat this July, area officials have been coordinating on a path forward on Metro. Attached you will find a product of that work— an interim report from our Chief Administrative Officers Workgroup on WMATA Cost Structure. This workgroup is comprised of a dynamic group of leaders from the District of Columbia, Maryland, and Virginia, and we are grateful for their hard work.

In the last few weeks, important developments in the region, and specific to Metro, have occurred that are worth noting. Metro passed a clean financial audit for the ninth year in a row, saw its highest rail ridership numbers since pre-pandemic, and its General Manager proposed a budget for Fiscal Year 2025. Given the budget timelines of the multiple jurisdictions and states that fund Metro, its budget process involves risk. That is to say, Metro presents a prospective budget that is contingent on multiple legislatures and elected officials at the local, state, and federal levels agreeing to and committing funding. In some years, that degree of risk is lower because there is more confidence that Metro’s members will fund the system at a certain level. For FY 2025, the gap between the funding needed and that is currently provided is substantial. As such the proposed FY 2025 budget reflects that there is more risk next year than is typical, and shows the funding that Metro is confident— as opposed to hopeful— that it will receive. A funding process with such a high degree of uncertainty should cause concern, and as we look to sustainable, long-term solutions for Metro, we must prioritize how to arrive at stable, predictable funding for the system.

The proposed Metro budget includes severe service cuts across the board. You will find the CAO Workgroup’s report to be more nuanced— there are actions that can be taken that fall somewhere in between maintaining current service levels and making drastic cuts that result in a transit “death spiral.” The region’s elected and appointed officials are committed to working with Metro to find a reasonable balance given current budgetary constraints and demand for transit services. The report also highlights the serious impacts that high levels of teleworking, particularly by the region’s largest employer, the federal government, is having on our economy and transit system. Irrespective of what one thinks about the merits of telework, the region needs much deeper engagement with our federal partners to remedy these impacts. Additionally, there have been significant economic development deals discussed regionally involving the future locations of major government agencies or our region’s sports teams. Without question, a well-funded and supported Metro system will be essential to their success.

Governor Moore and his Administration have recently made a strong initial commitment to fund Metro over the next several years. While this proposal still needs to work its way through the

legislative process, we commend Governor Moore for recognizing the importance of Metro to the region, and as an economic engine that supports the entire state of Maryland. We look forward to working with Metro on actions that will lead the District of Columbia and Virginia administrations to make similar financial commitments.

Lastly, while the FY 2025 budget is the near-term concern, this is not just about the next fiscal year. This is a structural issue that we need to solve once and for all, which means we need to work on the near-term and long-term challenges simultaneously. To that end, COG is committed in the year ahead to convening government officials at the local, state, and federal levels, business and nonprofit leaders, and WMATA in an even more comprehensive, regional examination of Metro's funding model for operating and capital expenses, as well as its governance, to ensure a long-term, sustainable solution.

# CHIEF ADMINISTRATIVE OFFICERS WORKGROUP ON WMATA COST STRUCTURE - INTERIM REPORT

December 2023



Metropolitan Washington  
**Council of Governments**

## **CHIEF ADMINISTRATIVE OFFICERS WORKGROUP ON WMATA COST STRUCTURE - INTERIM REPORT**

Prepared by the COG Chief Administrative Officers WMATA Cost Structure Workgroup for the COG Metro Funding Strategy Group  
December 19, 2023

### **ABOUT COG**

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

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# INTRODUCTION AND PURPOSE

In this interim report, the Metropolitan Washington Council of Governments (COG) Chief Administrative Officers (CAO) Workgroup on the Washington Metropolitan Area Transit Authority (WMATA or Metro) Cost Structure presents information and analysis on WMATA's costs and revenues ahead of the upcoming Fiscal Year (FY) 2025 budget as well as longer term needs to support WMATA's continuing ability to provide safe, reliable service to our region.

The COG Board of Directors at its July 2023 Leadership Retreat discussed the matter of a deficit of potentially \$750 million to fund the operations of the WMATA services (Metrorail, Metrobus and Metro Access) in FY 2025 as one of the major issues facing the region. The leadership agreed to immediately convene regional and state leaders to collectively work on understanding the nature and magnitude of the fiscal challenge faced by WMATA and to identify a path forward to address this issue both in the immediate and longer terms. Accordingly, in August 2023, the COG Board established the Metro Funding Strategy Group consisting of elected officials and senior administrative representatives, and State Departments of Transportation (DOTs), to work on the issue. The COG Board also charged its Chief Administrative Officers (CAO) Committee to work with WMATA staff to conduct a thorough review of WMATA's cost structure to independently analyze and verify the magnitude of the system's budget deficit, identify ways to optimize the funding needed for FY 2025 and to identify factors to focus on to provide stability and predictability for WMATA's operating costs into the future.

The COG CAO WMATA Cost Structure Workgroup has been meeting regularly since August 2023 and, with the close cooperation of WMATA staff, completed the preliminary task of identifying actions that would reduce the funding deficit for WMATA's FY 2025 operations budget. This Interim Report describes these actions including a description of the developments that have led to the current financial situation facing WMATA and the key factors affecting continued financial stability for WMATA. Also included is an assessment of longer-term considerations of funding gaps in capital needs versus forecast revenues.

## Focus of this Report

This Interim Report is focused on WMATA's FY 2025 (July 1, 2024 – June 30, 2025) operating budget, for which initial projections forecast an unfunded deficit of \$750 million. It is important to note that this is not a one-time deficit but rather a structural issue and that WMATA anticipates the \$750 million shortfall for FY 2025 to grow annually into the future. WMATA has identified a set of financial management and internal efficiency actions that it could take which would reduce the forecast FY 2025 operating fund deficit. One of these actions – moving a sizable amount of preventive maintenance dollars from the capital budget into operating funds for FY 2025 (and potentially FY 2026) – is a one-time, non-recurring, budget action that could significantly reduce this deficit for the next one or possibly two fiscal years, but which would accelerate capital budget shortfalls soon after.

Additional actions WMATA has identified to further reduce the forecast operating deficit include changes to fare and service levels. This report summarizes the collective sense of the CAO



Workgroup on these actions both to reduce the forecast FY 2025 operating budget deficit and means to stabilize WMATA’s operating costs into the future as well.

This report is focused on finances and is intended to inform discussions and actions of the COG Metro Funding Strategy Group. It does not include any discussion of WMATA governance or other potential reforms. These are important issues, but to date have not been a focus of the CAO Workgroup.

The stark reality of WMATA’s deficit necessitates a short-term and long-term set of solutions for the region. Simply put, the stakeholders that fund WMATA cannot currently absorb an additional \$750 million-plus annual payment for the system above and beyond current subsidies. In response to this reality, the CAO Workgroup and WMATA identified several factors that could be used to reduce the short-term operating costs, and this report focuses on the important task of funding WMATA through the next one to two fiscal years. The CAO Workgroup and elected leadership across the region are committed to addressing a long-term and wide set of solutions that will result in WMATA having sustainable governance, operations, and funding so that it will thrive into the future.

## **CAO Workgroup Members**

### **Local Government Chief Administrative Officers**

Jim Parajon	City of Alexandria (CAO Workgroup Chair)
Kevin Donahue	District of Columbia
Glen Lee	District of Columbia (CFO)
Richard Madaleno	Montgomery County
Tara Jackson	Prince George’s County
Kenneth Young	City of College Park
Barack Matite	City of Rockville
David Eubanks	City of Takoma Park
John Peterson	Frederick County
Mark Schwartz	Arlington County
Robert Stalzer	City of Fairfax
Wyatt Shields	City of Falls Church
Bryan Hill	Fairfax County
Tim Hemstreet	Loudoun County

### **State Representatives**

Sarah LeBarron	Maryland Department of Transportation
Drew Morrison	Maryland Department of Transportation
Jennifer Debruhl	Virginia Department of Rail and Public Transportation
Todd Horsley	Virginia Department of Rail and Public Transportation
Andrew D’huyvetter	Northern Virginia Transportation Commission
Scott Kalkwarf	Northern Virginia Transportation Commission

## EXECUTIVE SUMMARY

Metropolitan Washington is a diverse and dynamic region, home to almost 6 million residents and forecast to grow by an additional 1.5 million people by 2050. The region's economy features Fortune 500 companies, federal agencies and contractors, and a wide array of local businesses. A robust transportation network connects this region, and WMATA is the largest single provider of public transportation. It accounts for over 80 percent of all public transportation trips in the region through its high-capacity Metrorail system, expansive Metrobus system (complemented by local jurisdictional bus services), and Metro Access paratransit system. Without Metro, the transportation network of downtown D.C. and the broader region could not function. Additionally, meeting the mobility needs of low-income and economically-disadvantaged residents and populations that rely on public transportation, including seniors, students, and new residents, can only be accomplished with WMATA's services.

The region's economy is intertwined with Metro—60 percent of the population, 70 percent of the jobs, and half of all employers are within one-half mile of a Metrorail station. Also, the one-half mile around Metro stations constitutes three percent of the region's land yet contains 65 percent of new office and 50 percent of new apartment developments, a quarter of all affordable housing and 30 percent of the region's total property value – estimated at about \$328 billion. The areas around Metrorail stations are the focus of billions of dollars of business investments and activity, in turn generating significant tax revenues. For example, the Northern Virginia Transportation Commission (NVTC) estimates Northern Virginia's transit network generates \$1.5 billion in annual personal income and sales tax revenue for Virginia. Approximately \$1 billion of it can be attributed to the Metro.

The Metro system is how servicemen and servicewomen get to and from the Pentagon and other military installations, how the region is able to host Presidential inaugurations, support First Amendment demonstrations, and million-person marches, how secondary and university students get to school, and why businesses strategically locate here. In addition to mobility, Metro helps the region advance several interconnected priorities, such as COG's housing, equity, and climate goals. Metro anchors numerous transit-oriented communities across the DMV where jurisdictions are looking to increase the amount of housing at all income levels. It expands economic opportunities for employees and employers. It also provides environmentally friendly travel options, which contributed to the region meeting its 2020 climate goal and will be instrumental to meeting a 2030 goal to reduce greenhouse gas emissions by 50 percent below 2005 levels.

### **The Pandemic and Its Continued Impacts**

The COVID-19 pandemic, affecting the United States starting in March 2020, took lives, disrupted economic activity, and impacted travel demand throughout the region. The sudden, significant, and sustained decline in transit ridership led to a major decline in fare revenues, even as health protocols required intense sanitary precautions at a personal level and for the public transportation systems that were recognized as a critical lifeline service. Many bus systems nationally and regionally discontinued fare collection altogether. By the end of the year though, public transportation system providers were grappling with questions over the sustainability of this practice.

Federal aid came to the rescue, with three tranches of funding that enabled continued public transportation operations by WMATA and the region's other providers. The federal aid funds

supported WMATA's operations in the face of significant reduction in fare revenues and increased costs (due to several reasons including inflation) through the duration of the COVID-19 pandemic. But federal operating assistance has drawn to a close and the remainder of the relief funds will be exhausted in WMATA's FY 2024.

Since 2021 with vaccines available, the region has gradually re-opened and the end of the COVID-19 public health emergency in May 2023 has witnessed by-and-large the return of typical activity. However, the COVID-19 pandemic has led to a notable change in travel demand and travel patterns, as significant numbers of the region's workforce continue to telework at much greater levels than before. In particular, the federal workforce, which historically made up about 40 percent of Metrorail's ridership, is working remotely at much higher levels than before, even as President Biden, other political leaders, and federal agency heads call for a greater return to the office.

As a consequence, rail transit ridership across the region is down significantly from pre-COVID-19 pandemic levels, even as highway traffic has rebounded. Bus ridership, which did not decline as drastically as that of rail, has rebounded yet also remains below pre-COVID-19 pandemic levels. These changes in commuting have led to a mismatch between transit service and ridership thus further impacting financial sustainability.

The disruption to national and global supply chains at the peak of the COVID-19 pandemic for extended periods of time affected people's work and living arrangements, impacting the labor force. The impacts of these changes continue to be felt at present and reflected in inflated costs of material and labor. The decline in rider revenues at the same time as heightened inflation across the nation has placed WMATA and other transit operators in a precarious financial situation, known nationally as the "transit fiscal cliff". During the height of the COVID-19 pandemic in 2020, WMATA issued a one-time subsidy credit to its funding partners of \$135 million, given the federal aid that WMATA had received. However, this reduction in subsidy levels during 2020 was not reset in subsequent years and led to lower levels of subsidy. These primary factors have resulted in WMATA's FY 2025 operating budget challenge and the gap between traditional revenues and identified needs, leading to the intensive discussions on how to address this situation.

## **COG CAO Workgroup Recommendations**

The COG CAO Workgroup has spent the second half of 2023 discussing options for cost management and optimization for WMATA services and concurs with WMATA that additional funding is needed to provide an acceptable level of service during FY 2025. Without any additional funding, beyond the agreed annual three percent increase in subsidies by WMATA funding partners above the FY 2024 level, there will have to be drastic and unacceptable levels of service cuts which could seriously affect the viability of WMATA and its service.

To ensure WMATA is in a strong position to serve the region, the CAO Workgroup recommends the following actions:

- 1. Re-baseline WMATA's Subsidy. *Subsidy payments from WMATA members should be reset to account for the impacts of the COVID-19 pandemic on operating costs and should serve as the baseline subsidy for future calculations.*** Beginning with the operating budget for FY2020, WMATA started applying the Maryland and Virginia legislative caps of allowable annual increase in operating subsidy to three percent relative to the previous year's amounts. During the height of the COVID-19 pandemic in 2020, WMATA issued a one-time

subsidy credit to its funding partners of \$135 million, given the federal aid that WMATA had received. This made good sense at the time given the drastic drop in ridership and revenues experienced by all of the region's transit operators, the general uncertainty in the economic outlook of the WMATA funding partners, and the substantial federal dollars coming to WMATA and the region.

However, WMATA did not receive authorization from Maryland and Virginia to reset the operating subsidy levels for its FY 2022 operating budget to account for the subsidy credit provided in FY 2021. With no explicit authorization from Maryland and Virginia to reset the subsidy levels, the reduced subsidy levels from FY2021 became the base amount for applying the annual three percent increase. Additionally, in 2021 WMATA did not increase the subsidy by the allowable three percent. WMATA estimates that the combined effect of this one-time subsidy credit, the forgone six percent annual increase over a two year period, and the reduced baseline subsidy levels for subsequent budgets is that the operating subsidy for FY 2025 is lower than what it would have been by about \$196 million. Additionally, historic levels of inflation, binding labor agreements related to the increase in labor costs during this period, have created an additional deficit of about \$266 million. The result is that WMATA's base budget reflects where the system was several years ago. As such, WMATA funding partners must take legislative action to authorize WMATA to reset the operating subsidy baseline to account for the impacts of the COVID-19 pandemic on operating costs. WMATA funding partners should be prepared to provide the additional subsidy amounts resulting from the re-baselining. Given the existing shared funding responsibilities in Virginia, the state should play a large role in contributing to the re-baselining.

2. **Keep the Operating Cost Increase Cap in Place.** *While WMATA's baseline budget must be adjusted upwards, the current cap in year over year operating subsidy increases to its funding partners should stay in place.* In 2018, the region came together with support from COG and other partners to establish \$500 million-a-year in dedicated funding to help Metro to implement its \$15.5 billion, 10-year capital improvement program. As part of that commitment, a 3 percent cap was put in place to provide room for WMATA's budget to increase year over year, in a responsible and predictable manner. While future work will look at whether this 3 percent cap is the most effective tool at addressing rises in cost (i.e. should it be a different percentage, or should it be tied to a metric like the Consumer Price Index for Urban Wage Earners given today's inflation rates), the bottom line is that WMATA's year over year cost increases must be predictable and manageable.
3. **Reduce Administrative Costs.** The CAO Workgroup applauds management actions WMATA has identified to date and recommends they be retained for FY 2025. One-time cost savings predicted for FY 2025 total nearly \$100 million and will be carried over into FY 2025. WMATA has also identified \$50 million in recurring costs that impact FY 2025 and beyond. Given that 70 percent of WMATA's costs are tied directly to personnel, management will need to continue to thoroughly pursue all opportunities to reduce its administrative and management costs to be best in class. Such actions should be taken in a manner that is equitable and ensures WMATA remains competitive in a very tight labor market.
4. **Increase Fares, Improve Participation of Metro Lift, and Decrease Evasion.** While it is important to keep fares affordable to encourage ridership and provide accessibility, the CAO Workgroup recommends an increase in fares to help narrow the funding gap and ensure

riders are also contributing to the shortfall. Although any proposed increase in fares must be accompanied by – with the support of the region – new strategies to increase participation in Metro Lift, WMATA’s new low-income fare product. While over 5,000 people have been signed up for Metro Lift, an estimated 400,000 area residents are believed to be eligible. And, while the CAO Workgroup recognizes that some amount of fare evasion is typical in any major transit system, it encourages WMATA to continue to take steps to curb this practice. The CAO Workgroup applauds the installation of faregate barriers and notes that this is resulting in substantial decreases in evasion.

5. **Transfer Capital Preventive Maintenance Funds to Operating Costs.** The CAO Workgroup recognizes the importance of maintaining the WMATA system in a state of good repair by fully funding its capital program; accordingly, it considers a sizable transfer of capital funds as an interim measure to help the region secure the significant additional funding needed for WMATA’s operations in FY 2025 and potentially in FY 2026. Determining the amount of capital fund transfer must be balanced with the targeted service and fare changes. It is acknowledged that WMATA, as well as many other transit agencies, often transfer some capital funds (e.g., \$30 million, \$60 million) to cover preventive maintenance costs in the operating budgets, but not at the amount called for in FY 2025 budget discussions. Other major transit agencies do this as well, some in proportionately larger amounts as a share of the budget, but such transfers are based upon the size and requirements of their service as well as their unique funding arrangements. More importantly, any sizable increase in transfers in FY 2025 and beyond would accelerate the impending deficit in WMATA’s capital funding program.
6. **Implement Targeted Service Reductions.** While the CAO Workgroup understands that WMATA is currently engaged in a larger exercise to reexamine its service offerings to better match demand, it believes that targeted service reductions for FY 2025 should be thoroughly examined and implemented. The CAO Workgroup feels strongly that any drastic service cuts should be avoided while working with funding partners and local jurisdictions to identify and implement targeted reductions that both better balance service and demand and minimize the impact on the transit dependent population, while providing enough service to maintain the ridership recovery and accommodate a greater return of the workforce commuting to and from the office. It is important that local elected and executive officials are part of these discussions when reductions are being considered, and clearly understand what specific services would be reduced, so that they can weigh the impacts to their communities.
7. **Continue Advocating for a Greater Return of In-Office Participation by the Federal Government.** While the CAO Workgroup recognizes that the way people work has changed over the last few years, it also notes that the federal government remains an outlier when compared to local and state governments, and the private sector. This affects productivity first and foremost, though it also has significant impacts on the way the region’s economy is structured, including on WMATA. The CAO Workgroup echoes the call for a greater return to office participation by the federal government that the region’s Chief Administrative Officers made earlier this year.
8. **Increase Federal Contributions to WMATA.** WMATA services are extensively used by the federal workforce and as such they form the system’s largest group of customers. Pre-COVID-19 pandemic, it was estimated that approximately 40 percent of federal workers were



regular users of Metrorail and about 17 percent of all Metrorail riders were federal workers. Many federal agency offices are within close proximity of a Metrorail station and station proximity is an important factor in locating federal agency offices in this region. While the federal government contributes to WMATA's operating costs, it does so only through transit benefits provided to its employees. As these employees are using the Metro system significantly less, due to current teleworking practices, the federal transit benefit funds are not reaching WMATA. The criticality of Metro services for federal government employees and the impact of the current teleworking practices of the federal agencies in the region are compelling reasons for WMATA to directly receive these federal transit benefit funds.

If these eight recommendations are implemented, the CAO Workgroup is confident that WMATA will have the tools necessary to serve the region over the next one to two fiscal years. However, at the end of this period, the ability for WMATA to shift sizeable preventive maintenance funds to operating costs will no longer be a viable option, and WMATA – and the region– will face serious consequences. As such, the CAO Workgroup makes a ninth and final recommendation to this interim report:

9. **Undertake a Comprehensive, Regional Examination of WMATA.** The issues that WMATA faces have been discussed for years and have been accelerated by the effects of COVID-19. It is time that the region came together to offer– and implement– solutions. Over the next year, the CAO Workgroup is prepared to engage WMATA, the Metro Funding Strategy Group, and private and nonprofit partners to do just that. WMATA's operating and funding model and its governance will be examined to develop actionable recommendations that will ensure a safe and reliable system with sustainable and predictable funding over the long term.

The CAO Workgroup believes its engagement over the past few months with WMATA has helped develop a better shared regional understanding of the financial situation and inform and support initial actions to rein in costs and present various options. The CAO Workgroup remains committed to engaging with WMATA, the Strategy Group, and regional stakeholders on the operating cost factors as the budget process moves forward over the next several weeks and months.

The CAO Workgroup's engagement with WMATA over the past months has also highlighted that in future years, WMATA will be facing a significant shortfall in its capital funding, used to maintain the system in a state of good repair (SGR). This shortfall is anticipated by FY 2029 – or sooner in the event of sizable transfers to cover preventive maintenance costs – and also requires urgent attention. The 2018 regional agreement that currently provides \$500 million annually in dedicated capital funding did not account or allow for inflation related increases in SGR costs. WMATA estimates that the current stream of dedicated capital funds will fall short of being able to support new work activities and will mostly be dedicated to debt service costs by FY 2029.

Any capital funds transferred to meet the immediate term operating budget shortfall in FY 2025 – and possibly FY 2026 – by funding preventive maintenance costs (above the levels that WMATA periodically does, about \$60 million), something which the CAO Workgroup reluctantly recommends, will accelerate the date by which WMATA's dedicated capital funds will be unable to adequately fund its SGR program. The date by which this situation is accelerated depends on the amount of capital funds that are transferred for operations in FY 2025 and beyond. For example, WMATA has estimated that if the maximum allowable (by the FTA) amount of \$345 million is transferred from capital to operating programs, the capital fund deficit will begin in FY 2028 instead of FY 2029. And uncertainty over inflation and major rehabilitation project costs continues, which could also affect the sustainability and effectiveness of the SGR program. Accordingly, a regional funding solution is

needed to meet Metro’s capital and maintenance needs as soon as 2026. Any regional effort that develops a long-term funding strategy for WMATA operations must also include the capital needs as well. The CAO Workgroup remains committed to examining the system’s capital needs as part of a comprehensive, regional examination of WMATA’s operating and funding model and its governance to ensure a safe and reliable system with sustainable and predictable funding over the long term.

# INTERIM REPORT

## Metro's Value to the Region

Metropolitan Washington is a diverse and dynamic region, home to almost 6 million residents and forecast to grow by an additional 1.5 million people by 2050. The region's economy features Fortune 500 companies, federal agencies and contractors, and a wide array of local businesses. A robust transportation network connects this region, and WMATA is the largest single provider of public transportation. It accounts for over 80 percent of all public transportation trips in the region through its high-capacity Metrorail system, expansive Metrobus system (complemented by local jurisdictional bus services), and Metro Access paratransit system. Without Metro, the transportation network of downtown D.C. and the broader region could not function. Additionally, meeting the mobility needs of low-income and economically-disadvantaged residents and populations that rely on public transportation, including seniors, students, and new residents, can only be accomplished with WMATA's services.

The region's economy is intertwined with Metro—60 percent of the population, 70 percent of the jobs, and half of all employers are within one-half mile of a Metrorail station. Also, the one-half mile around Metro stations constitutes three percent of the region's land yet contains 65 percent of new office and 50 percent of new apartment developments, a quarter of all affordable housing and 30 percent of the region's total property value – estimated at about \$328 billion. The areas around Metrorail stations are the focus of billions of dollars of business investments and activity, in turn generating significant tax revenues. For example, the Northern Virginia Transportation Commission (NVTC) estimates Northern Virginia's transit network generates \$1.5 billion in annual personal income and sales tax revenue for Virginia. Approximately \$1 billion of it can be attributed to the Metro.

The Metro system is how servicemen and servicewomen get to and from the Pentagon and other military installations, how the region is able to host Presidential inaugurations, support First Amendment demonstrations, and million-person marches, how secondary and university students get to school, and why businesses strategically locate here. In addition to mobility, Metro helps the region advance several interconnected priorities, such as COG's housing, equity, and climate goals. Metro anchors numerous transit-oriented communities across the DMV where jurisdictions are looking to increase the amount of housing at all income levels. It expands economic opportunities for employees and employers. It also provides environmentally friendly travel options, which contributed to the region meeting its 2020 climate goal and will be instrumental to meeting a 2030 goal to reduce greenhouse gas emissions by 50 percent below 2005 levels.

## Developments since 2008

In June 2008, WMATA recorded its highest regular ridership on the Metrorail system. The onset of the Great Recession later that year had a multi-year effect on ridership, which has yet to recover to the same level fifteen years later. In addition, several tragic safety incidents, notably in 2009 and 2015, brought to light deficiencies in the system's operations and state of good repair which required considerable action, including complete closures of the system and disruptions during the SafeTrack work program and successive rehabilitation projects. However, ridership trends were positive as the decade of the 2010s drew to a close with the opening of the first phase of the Silver



Line and as the backlog of state of good repair projects was completed. The onset of the COVID-19 pandemic in 2020 changed the trajectory, with a huge negative impact on transit ridership, and which more importantly has led to an apparent lasting negative change in the demand for commuter travel, especially on the rail system and into the downtown core of the District of Columbia. Greatly increased telework, particularly by federal employees but across many white-collar jobs, has led to this reduced ridership. Three-and-a-half years since the COVID-19 pandemic began, rail ridership is barely sixty percent of the 2019 level. Metrobus has done better, serving as it does as the only means of transportation for many less affluent persons, with ridership approaching ninety percent of pre- COVID-19 pandemic at times.

The COVID-19 pandemic not only led to significant reductions in ridership and a related loss of passenger revenues. A sharp increase in fare evasion, due to several factors, also impacted revenues, which has led to WMATA instituting new physical and technological measures to combat this issue. At the same time, interest in equity and in promoting public transportation as a climate-friendly mode of transportation led to several fare initiatives which also impacted revenue by reducing average fares paid, such as the introduction of free rail-bus transfers and reductions in the price of weekly bus passes.

### **COG and WMATA**

COG has a long history of involvement in WMATA funding and governance given its role as a regional forum. Working with regional leaders and other regional organizations, especially the Greater Washington Board of Trade (BOT), COG has studied WMATA governance and funding several times in the past decade. COG also stood up the Washington Metrorail Safety Commission on behalf of the states and has coordinated with WMATA and area fire departments to develop safety protocols and improved emergency communications.

In 2016, COG and BOT supported a regional series of *Metro at 40* forums to discuss ongoing issues of performance and funding. Previously in 2010, COG and BOT created the Joint WMATA Governance Review Task Force to assess and provide recommendations to improve WMATA's performance and reliability, including through improved governance.

More recently, in 2017, COG's Chief Administrative Officers (CAO) met to develop a technical report on a comprehensive-long-term approach to funding Metro's capital needs for state of good repair. This directly contributed to the 2018 agreement by the District of Columbia, Maryland, and Virginia to provide dedicated capital funds of \$500 million annually to WMATA for use in leveraging borrowing to fund a backlog of SGR needs in their capital program to maintain system safety and reliability.

### **COG Retreat, July 14, 2023**

During the early part of 2023, as part of the development and adoption of its FY 2024 operations budget, WMATA staff indicated that the federal COVID-19 pandemic aid funding WMATA was using for its annual operations would soon be fully drawn down and that WMATA would have to find a way to restore this funding in order to maintain its service levels in the following fiscal year, 2025. Later in the year, around July 2023, WMATA released its preliminary estimate of operating funding for FY 2025 depicting a potential deficit of \$750M attributable to the loss of federal aid funding, higher than usual inflation impacts and the cumulative impact of a subsidy credit WMATA had provided its member jurisdictions during the peak COVID-19 pandemic period (2020). WMATA staff informed the board that they would have to examine and outline an approach on how best to address this

potential operating funding deficit by the end of the year to allow staff to develop its FY 2025 operating budget for timely adoption by the board.

Metro's operating funding deficit for FY 2025, was one of the major topics discussed at the COG's annual Leadership Retreat of local elected officials on July 14, 2023. During the retreat, following an overview briefing by COG staff, WMATA General Manager & CEO Randy Clarke provided a detailed briefing on the matter of operating budget and the deficit for FY 2025 and the breakdown of the forecast \$750M in potential funding deficit in FY 2025. Clarke's briefing was followed by a panel of speakers including Charles Allen, District of Columbia Council member; Paul Wiedefeld, Maryland Secretary of Transportation; Jenny Reed, District of Columbia Director of the Office of Budget and Performance Management; and Jennifer DeBruhl, Virginia Department of Rail and Public Transportation Director. Each panelist discussed their agency/administration's own fiscal situations in the context of assisting the region in addressing the WMATA operating budget deficit. There was a discussion among all retreat participants on the matter.

The consensus from the discussion was that WMATA was the most significant provider of public transportation in the region; WMATA is critical to the aspirations for an equitable, sustainable, and prosperous region with safe and reliable mobility and accessibility to all. The leadership agreed to immediately convene regional and state leaders to collectively work on understanding the nature and magnitude of fiscal challenge faced by WMATA and identify a path forward to addressing this issue both in the immediate and longer terms.

In August 2023, the COG Board established the Metro Funding Strategy Group consisting of elected officials and senior state administrative representatives to work on the issue. The COG Board also charged its Chief Administrative Officers (CAO) Committee to work with WMATA staff to conduct a thorough review of WMATA's cost structure, identify ways to optimize the funding needed for FY 2025 and identify factors to focus on to optimize WMATA's operating costs that the region could fund into the future. Members of the CAO Workgroup include the CAO of the COG member jurisdictions, representative of the Transportation Secretaries of Maryland and Virginia, the District of Columbia Chief Financial Officer (DC OCFO), the Northern Virginia Transportation Commission and the Washington Suburban Transit Commission. The DC OCFO agreed to support the COG CAO Workgroup by working directly with WMATA's office of the CFO and other staff to better understand the operating cost structure of WMATA.

## **Workgroup Focus and Discussions**

The CAO WMATA Cost Structure Workgroup met regularly starting in August 2023 and was greatly assisted by the participation of WMATA staff and the staff from the DC CFO's office. Representatives of executives of Maryland and Virginia and the Mayor of the District of Columbia also participated in the detailed review and discussions.

A key outcome of the CAO Workgroup's initial discussions was the identification of the operating cost elements that WMATA and the jurisdictions have available to manage the costs. These are: administrative and management costs, the subsidy payments including federal contributions, fares, service levels, and the budgetary exercise of shifting of capital preventive maintenance funds to operations.

The consensus of the CAO Workgroup was that no action in just one of these areas would be able to address the fiscal challenge of FY 2025. To be able to address the significant fiscal deficit forecast for WMATA's FY 2025 and the longer term, the CAO Workgroup believes action would be needed on all of the above elements. Relying too heavily on one of the above solutions risks an inadequate outcome to address the problem and placing an undue burden on a limited stakeholder. A balanced and longer-lasting approach would tap into each option identified, at varying levels, that would allow for a solution for FY 2025 and set the stage for a longer-term agreement for FY 2026 and beyond. The CAO Workgroup also recognized that working on these cost elements will need a thoughtful, collaborative, and coordinated approach to design and implement. Additionally, the CAO Workgroup recognized that most any action on these cost elements will be challenging and will not be free of some consequence which will have to be minimized and cannot be eliminated.

During the CAO Workgroup's meetings, WMATA was also working, under the direction of its board, as part of its own process examining many of the above cost elements to determine what potential actions could be taken to reduce the forecast deficit in operating funds for FY 2025.

Metro Financial Update				
FY2025 Potential Scenarios		PRELIMINARY		
\$ in Millions		Scenario A Historic PM	Scenario B FY2024 PM	Scenario C Max PM
<b>FY2025 Deficit</b>		<b>\$750</b>	<b>\$750</b>	<b>\$750</b>
FY2024 Forecast	Operational Efficiency FY23 – FY24 (one-time)	- \$95	- \$95	- \$95
	FY2024 Revenue Forecast Adjustment*	+ \$45	+ \$45	+ \$45
FY2025 Initiatives	Cost Efficiency Task Force (recurring)**	- \$50	- \$50	- \$50
	Preventive Maintenance Transfer Options	- \$0	- \$139	- \$285
	Total Preventive Maintenance	[\$60]	[\$199]	[\$345]
<b>Revised FY2025 Deficit Forecast*</b>		<b>\$650</b>	<b>\$510</b>	<b>\$365</b>
October Discussion	Potential Service Cuts	TBD	TBD	TBD
	Potential Fare Increases	TBD	TBD	TBD
	Potential Inflation Reduction	- \$23	- \$23	- \$23
	Potential Federal SmartBenefits Replacement	- \$50	- \$50	- \$50
	Potential Deficit w/ Federal Replacement	\$577	\$437	\$292

\* \$45M Revenue Forecast Adjustment - includes \$65M average fare and trip adjustment (rev. decrease) offset by \$20M fare evasion recovery (rev. increase)  
 \*\* Amount above annual 3 percent growth cap from FY2024-2025  
 Note: Totals may not sum due to independent rounding

WMATA staff shared the results of its work in two sets; in the first set of findings WMATA shared its estimates of potential reduction in FY 2025 operating costs through some financial management and internal efficiency actions it could take. These actions were estimated to reduce FY 2025 operating costs by a net of about \$100M. As part of this analysis WMATA also identified a range for potential transfer of capital funds to the operating budget to fund preventive maintenance costs above and beyond the \$60M in such transfers WMATA has already assumed for its FY 2025 budget. WMATA also identified potential actions it would have to take to realize these capital funds depending upon the amount transferred. This analysis also showed how such a transfer would accelerate the shortfall in capital funds that WMATA currently estimates it will have to contend with starting in FY 2029 if not earlier. Lastly, this analysis also showed that with some federal action the deficit could be further reduced by about \$25M. For example, re-allocating budgeted federal agency funds for SmartTrip Benefits that have been unused but designated for WMATA. While the CAO

Workgroup supports a federal contribution to WMATA operations and believes this should be explored as part of the longer term WMATA funding model, the group was not confident that such a contribution would be reasonable to expect for WMATS's FY 2025 budget.

In the second set of findings WMATA staff shared additional work it had done with its board, that examined the potential of additional actions that could impact the operating funding needs in FY 2025. These actions include changes in fares and service levels. The WMATA analysis addressed the competing impacts of these two actions – fare increases would bring in more revenue per person, yet it could also lose riders. Similarly, service reductions, if not designed appropriately, could lose riders-emphasizing the need for a thoughtful and thorough approach to service changes.

## FY2025 Scenarios

# FY2025 Potential Scenarios

	Operating Budget: Illustrative Concepts				
	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
<i>\$ in Millions</i>	Standard PM No service cuts Most add'l Subsidy	Max PM No service cuts Some add'l Subsidy	Max PM Targeted service cuts Least add'l Subsidy	Max PM <sup>C</sup> Major (~33%) svc. cuts No add'l subsidy	Standard PM Severe (~60%) svc. cuts No add'l subsidy
<b>FY2025 Deficit</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>	<b>\$750</b>
One-Time Savings + Cost Efficiencies	-\$145	-\$145	-\$145	-\$145	-\$145
FY24 Revenue Adjustment <sup>A</sup>	+\$45	+\$45	+\$45	+\$45	+\$45
Preventive Maintenance Transfer Options <sup>B</sup>	-\$0	-\$285	-\$285	-\$220	-\$0
Fare Increase <sup>D</sup>	-\$0	-\$0	-\$25	-\$25	-\$25
Service Cuts <sup>D</sup>	-\$0	-\$0	-\$25	-\$405	-\$625
<b>Additional Subsidy to Balance Budget<sup>E</sup></b>	<b>\$650</b>	<b>\$365</b>	<b>\$315</b>	<b>\$0</b>	<b>\$0</b>
Potential Inflation Reduction	-\$23	-\$23	-\$23	-\$23	-\$23
Potential Federal SmartBenefits Replacement	-\$50	-\$50	-\$50	-\$50	-\$50
	\$577	\$292	\$242	Service cut relief	
FTE Impact <sup>D</sup>	-	-	-175	-2,900	-4,700

A. \$45M Revenue Forecast Adjustment - includes \$65M average fare and trip adjustment (rev. decrease) offset by \$20M fare evasion recovery (rev. increase)

B. Additional PM transfer above \$80M annual base amount

Note: Totals may not sum due to independent rounding

C. Maximum PM transfer reduced due to cuts to eligible maintenance activity

D. 10 to 12.5% increase; does not include parking.

E. Amount above annual 3 percent growth cap from FY2024-2025

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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## District of Columbia Office of the Chief Financial Officer Analysis

In support of the CAO Workgroup discussions, the District of Columbia Office of the Chief Financial Officer's (DC OCFO) took the lead in evaluating recent operating costs and revenues for WMATA to provide independent analysis and assurance to the CAO Workgroup on key topics. The DC OCFO staff worked with WMATA to examine several factors including a review of the preliminary FY 2025 operating budget gap, state contributions, FY 2025 operating costs and cash flow. The review also included the cost savings WMATA had identified from the financial management and internal efficiency actions WMATA could take to reduce the FY 2025 operating budget deficit.

The DC OCFO staff confirmed the preliminary estimates of annual operating gap of \$750 million for WMATA's FY 2025 to continue operations at the current levels. The review also confirmed the key factors leading to this deficit including: the end of the federal COVID-19 pandemic relief, which had been used to offset the decline in fare revenue, the increase in operating expenses over the years, and the subsidy credit provided to its members during the COVID-19 pandemic. Pre- COVID-19 pandemic in FY 2018, WMATA fare revenue covered 45 percent of operating expenses while the

forecast for FY 2025 is that revenues will cover just 20 percent of operating expenses; During the FY 2018 to FY 2024 period, operating expenses grew at a rate of 4.5 percent while operating revenues declined annually by 6.5 percent. Importantly, WMATA did not increase its subsidy requests in 2021 and 2022 after having provided subsidy credit to its members when federal relief fund was first made available to WMATA. The OCFO review determined that without this subsidy credit, member subsidy amounts would have increased annually at 6 percent.

## Workgroup Recommendations

The COG CAO Workgroup has spent the second half of 2023 discussing options for cost management and optimization for WMATA services and concurs with WMATA that additional funding is needed to provide an acceptable level of service during FY 2025. Without any additional funding, beyond the agreed annual three percent increase in subsidies by WMATA funding partners above the FY 2024 level, there will have to be drastic and unacceptable levels of service cuts which could seriously affect the viability of WMATA and its service.

To ensure WMATA is in a strong position to serve the region, the CAO Workgroup recommends the following actions:

- 1. Re-baseline WMATA's Subsidy.** *Subsidy payments from WMATA members should be reset to account for the impacts of the COVID-19 pandemic on operating costs and should serve as the baseline subsidy for future calculations.* Beginning with the operating budget for FY2020, WMATA started applying the Maryland and Virginia legislative caps of allowable annual increase in operating subsidy to three percent relative to the previous year's amounts. During the height of the COVID-19 pandemic in 2020, WMATA issued a one-time subsidy credit to its funding partners of \$135 million, given the federal aid that WMATA had received. This made good sense at the time given the drastic drop in ridership and revenues experienced by all of the region's transit operators, the general uncertainty in the economic outlook of the WMATA funding partners, and the substantial federal dollars coming to WMATA and the region.

However, WMATA did not receive authorization from Maryland and Virginia to reset the operating subsidy levels for its FY 2022 operating budget to account for the subsidy credit provided in FY 2021. With no explicit authorization from Maryland and Virginia to reset the subsidy levels, the reduced subsidy levels from FY2021 became the base amount for applying the annual three percent increase. Additionally, in 2021 WMATA did not increase the subsidy by the allowable three percent. WMATA estimates that the combined effect of this one-time subsidy credit, the forgone six percent annual increase over a two year period, and the reduced baseline subsidy levels for subsequent budgets is that the operating subsidy for FY 2025 is lower than what it would have been by about \$196 million. Additionally, historic levels of inflation, binding labor agreements related to the increase in labor costs during this period, have created an additional deficit of about \$266 million. The result is that WMATA's base budget reflects where the system was several years ago. As such, WMATA funding partners must take legislative action to authorize WMATA to reset the operating subsidy baseline to account for the impacts of the COVID-19 pandemic on operating costs. WMATA funding partners should be prepared to provide the additional subsidy amounts resulting from the re-baselining. Given the existing shared funding responsibilities in Virginia, the state should play a large role in contributing to the re-baselining.



2. **Keep the Operating Cost Increase Cap in Place.** *While WMATA's baseline budget must be adjusted upwards, the current cap in year over year operating subsidy increases to its funding partners should stay in place.* In 2018, the region came together with support from COG and other partners to establish \$500 million-a-year in dedicated funding to help Metro to implement its \$15.5 billion, 10-year capital improvement program. As part of that commitment, a 3 percent cap was put in place to provide room for WMATA's budget to increase year over year, in a responsible and predictable manner. While future work will look at whether this 3 percent cap is the most effective tool at addressing rises in cost (i.e. should it be a different percentage, or should it be tied to a metric like the Consumer Price Index for Urban Wage Earners given today's inflation rates), the bottom line is that WMATA's year over year cost increases must be predictable and manageable.
3. **Reduce Administrative Costs.** The CAO Workgroup applauds management actions WMATA has identified to date and recommends they be retained for FY 2025. One-time cost savings predicted for FY 2025 total nearly \$100 million and will be carried over into FY 2025. WMATA has also identified \$50 million in recurring costs that impact FY 2025 and beyond. Given that 70 percent of WMATA's costs are tied directly to personnel, management will need to continue to thoroughly pursue all opportunities to reduce its administrative and management costs to be best in class. Such actions should be taken in a manner that is equitable and ensures WMATA remains competitive in a very tight labor market.
4. **Increase Fares, Improve Participation of Metro Lift, and Decrease Evasion.** While it is important to keep fares affordable to encourage ridership and provide accessibility, the CAO Workgroup recommends an increase in fares to help narrow the funding gap and ensure riders are also contributing to the shortfall. Although any proposed increase in fares must be accompanied by – with the support of the region – new strategies to increase participation in Metro Lift, WMATA's new low-income fare product. While over 5,000 people have been signed up for Metro Lift, an estimated 400,000 area residents are believed to be eligible. And, while the CAO Workgroup recognizes that some amount of fare evasion is typical in any major transit system, it encourages WMATA to continue to take steps to curb this practice. The CAO Workgroup applauds the installation of faregate barriers and notes that this is resulting in substantial decreases in evasion.
5. **Transfer Capital Preventive Maintenance Funds to Operating Costs.** The CAO Workgroup recognizes the importance of maintaining the WMATA system in a state of good repair by fully funding its capital program; accordingly, it considers a sizable transfer of capital funds as an interim measure to help the region secure the significant additional funding needed for WMATA's operations in FY 2025 and potentially in FY 2026. Determining the amount of capital fund transfer must be balanced with the targeted service and fare changes. It is acknowledged that WMATA, as well as many other transit agencies, often transfer some capital funds (e.g., \$30 million, \$60 million) to cover preventive maintenance costs in the operating budgets, but not at the amount called for in FY 2025 budget discussions. Other major transit agencies do this as well, some in proportionately larger amounts as a share of the budget, but such transfers are based upon the size and requirements of their service as well as their unique funding arrangements. More importantly, any sizable increase in transfers in FY 2025 and beyond would accelerate the impending deficit in WMATA's capital funding program.

6. **Implement Targeted Service Reductions.** While the CAO Workgroup understands that WMATA is currently engaged in a larger exercise to reexamine its service offerings to better match demand, it believes that targeted service reductions for FY 2025 should be thoroughly examined and implemented. The CAO Workgroup feels strongly that any drastic service cuts should be avoided while working with funding partners and local jurisdictions to identify and implement targeted reductions that both better balance service and demand and minimize the impact on the transit dependent population, while providing enough service to maintain the ridership recovery and accommodate a greater return of the workforce commuting to and from the office. It is important that local elected and executive officials are part of these discussions when reductions are being considered, and clearly understand what specific services would be reduced, so that they can weigh the impacts to their communities.
7. **Continue Advocating for a Greater Return of In-Office Participation by the Federal Government.** While the CAO Workgroup recognizes that the way people work has changed over the last few years, it also notes that the federal government remains an outlier when compared to local and state governments, and the private sector. This affects productivity first and foremost, though it also has significant impacts on the way the region's economy is structured, including on WMATA. The CAO Workgroup echoes the call for a greater return to office participation by the federal government that the region's Chief Administrative Officers made earlier this year.
8. **Increase Federal Contributions to WMATA.** WMATA services are extensively used by the federal workforce and as such they form the system's largest group of customers. Pre-COVID-19 pandemic, it was estimated that approximately 40 percent of federal workers were regular users of Metrorail and about 17 percent of all Metrorail riders were federal workers. Many federal agency offices are within close proximity of a Metrorail station and station proximity is an important factor in locating federal agency offices in this region. While the federal government contributes to WMATA's operating costs, it does so only through transit benefits provided to its employees. As these employees are using the Metro system significantly less, due to current teleworking practices, the federal transit benefit funds are not reaching WMATA. The criticality of Metro services for federal government employees and the impact of the current teleworking practices of the federal agencies in the region are compelling reasons for WMATA to directly receive these federal transit benefit funds.

## LARGER TOPICS TIED TO WMATA'S OPERATING PROGRAM

The following section summarizes the analysis primarily by the DC OCFO and CAO Workgroup discussions and sentiments on a few larger topics tied to WMATA's operating program.

### JURISDICTIONAL SUBSIDIES

In an effort to better understand how the 3 percent cap on annual increase in operating subsidy had worked, the OCFO analysis determined that jurisdictional subsidies were increasing by four percent annually. While state subsidy contributions are constrained by Maryland and Virginia laws that limit annual operating subsidy increases to 3 percent, various exclusions to this three percent "cap" on growth in the base operating subsidy have been negotiated or determined that have resulted in an average annual increase of 4 percent. The exclusions include:

- Costs as a result of changes in law
- Costs arising from legal disputes
- Service increases (Most notably the opening of the Silver Line extension to Dulles Airport and Loudoun County.)
- Additional capital expenses from service increases

The OCFO found that since 2018 the cost of "exclusions" has equaled about \$250 million annually, leading to the annual growth of four percent in the regional operating subsidy.

### COVID-19 PANDEMIC FEDERAL RELIEF

The COVID-19 pandemic started in March 2020 and immediately impacted ridership and service needs, as well as rider revenues with bus operators suspending fare collection completely. Late that month the federal government passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act which provided financial assistance to public transportation agencies across the nation. At the end of 2020, WMATA was discussing possible actions to significantly reduce service in the upcoming year when the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act with additional assistance was passed in December 2020. Finally, ahead of the WMATA FY 2022 budget approval the federal government passed the American Rescue Plan Act of 2021 (ARP) in March 2022. The three tranches of federal assistance enabled WMATA to continue operating service at levels which were gradually restored to near pre- COVID-19 pandemic levels. The remaining federal funds have been used to cover the budget into the current fiscal year, FY 2024, but have been exhausted.

It should be noted that funds from the federal assistance acts were distributed or credited to other public transportation providers in the region, including local jurisdiction bus operators that did not normally take or receive federal funds.

Given the federal aid, WMATA did not increase jurisdictional study contribution requests in 2021 and 2022 even at the legislatively permitted three percent per year. Instead, federal relief revenues were used in place of increasing jurisdictional contributions. If those annual increases had not been suspended, funding partners would have subsidized WMATA with an additional \$195 million. This would have led to partners' contributions increasing approximately six percent annually. In contrast,



the OCFO noted that the District’s General Fund revenue growth in the same period was 4.0 percent annually; in other words, WMATA’s subsidies were growing faster than the District’s revenues.

## LABOR COSTS

An important factor in WMATA’s operating costs is the cost of labor, which makes up over seventy percent of costs. This is consistent with labor’s share of operating costs at other major public transportation providers. The DC OCFO worked with WMATA staff to review the recent experience in labor costs increases and found:

WMATA has Collective Bargaining Agreements (CBAs) with five unions, with the largest of these Local 689 of the Amalgamated Transit Union (AFL-CIO/CLC). Wages are only part of compensation and employee costs, which also include health care, pension benefits, etc.

However, the negotiated wage rate with Local 689 has drawn attention to the more than ten percent increase in FY 2023 in accordance with the CBA. Annual increases are shown in the table below.

**Table 1: Local 689 CBA Annual Increases (Source: DC OCFO)**

Year	GWI	COLA	PBP	Annual Increase
FY2021*	2.00%	N.A.	N.A.	2.00%
FY2022	2.50%	3.15%	0.00%	5.65%
FY2023	2.50%	6.76%	1.00%	10.26%
FY2024	2.50%	1.10%	1.00%	4.60%

*\*FY2021 annual increase was a flat 2.00% per the CBA*

The compensation factors included:

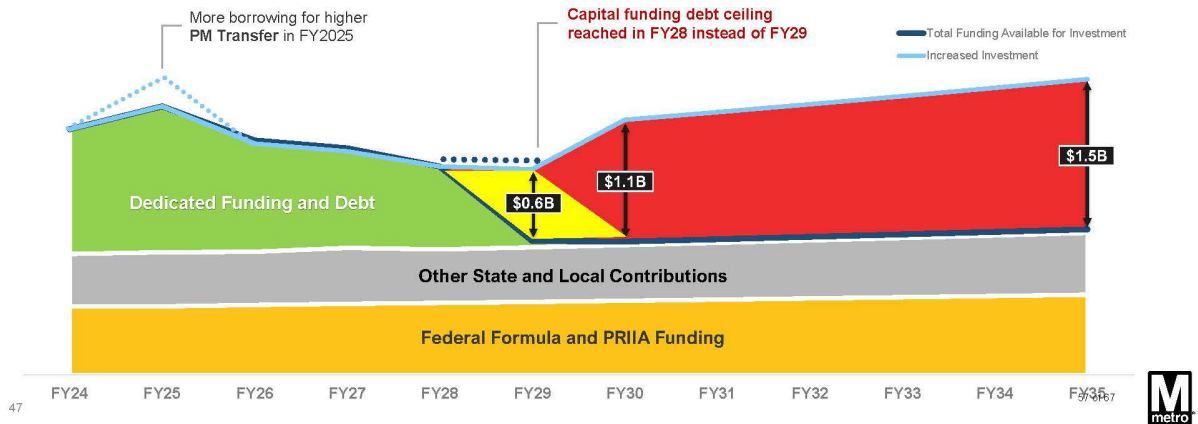
- General Wage Increase (GWI) of 2.5 percent per year;
- Cost-of-Living Adjustment (COLA) equal to the Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) minus GWI;
- Performance Base Pay (PBP) adjustment that provides a 1 percent wage increase when combined Metrorail and Metrobus systemwide ridership increases by an average of 2 percent or more from the prior fiscal year.

The CBA agreement did not foresee a situation in which ridership decreased significantly for a year as occurred during the COVID-19 pandemic, and then increased in subsequent years as ridership returned leading to the agreed increases, even though ridership continues to remain substantially below pre- COVID-19 pandemic levels.

## WMATA LONGER TERM SUBSIDY

The DC OCFO reviewed the scenarios put forward by WMATA in their second set of briefings to the CAO Workgroup in October and November 2023 regarding potential operating and capital expenses in FY 2025. The finding was that scenarios 2 through 4 would help address the operating budget gap for one year. But these scenarios would also accelerate the upcoming “fiscal cliff” for WMATA’s capital budget, which based on WMATA’s stated needs will require need an additional \$500 million annually from funding partners beginning with FY 2029 if not sooner.

## Increasing PM transfer will exhaust funding faster and decrease state of good repair investments



While FY 2025 is the immediate issue, there is a structural problem with WMATA’s fiscal model. WMATA’s operating revenue declined by roughly \$350 to \$400 million a year due to the COVID-19 pandemic and its impact to date on travel demand. The operating budget gap of \$650 million currently forecast for FY2025 will grow by up to \$40M or more annually (to account for 3% inflation thereafter). In addition, forecasts indicate that WMATA’s capital spending will outpace resources available for capital projects by roughly \$500 million annually beginning no later than FY 2029.

In conclusion, the WMATA fiscal model is unsustainable, with the future gap in operating and capital costs, more than current revenues and subsidies, totaling more than \$1.25 billion annually. This growth rate in demand for subsidy far outpaces the forecast growth rate of funding partner economies and available revenues. A more prudent financial practice and stricter limits on jurisdictional subsidy growth must simultaneously be adopted to prevent another financial crisis from occurring and begin to affect the reliable, safe, and effective regional public transportation service.

The work to develop a long-term solution to the WMATA financial model must begin as soon as the FY 2025 solution is developed. Given the significant impact to jurisdictional budgets as well as implications for raising dedicated revenue, this work cannot be left solely to the WMATA board, as they have neither the authority to appropriate funding nor raise revenues.

Therefore, the CAO Workgroup also recommends a regional convening of all decision makers and stakeholders of the transit service provided by WMATA to undertake a comprehensive regional examination of WMATA. Over the next year, the CAO Workgroup is prepared to engage WMATA, the Metro Funding Strategy Group, and private and nonprofit partners to do just that. WMATA’s operating and funding model and its governance will be examined to develop actionable recommendations that will ensure a safe and reliable system with sustainable and predictable funding over the long term. Part of the considerations for such a detailed examination include:

- **Increased federal contributions.** Moving the federal workforce has been at the front and center of WMATA planning and decision making since its inception. Yet with the change in remote work, federal workforce ridership has dropped substantially, being a large driver of continued low revenues for WMATA. The region must continue its work to seek additional assistance for the nation's Metro system. This could either be through an increase to a direct contribution like PRIIA or by shifting the federal employee transit benefits contribution to be a direct subsidy to WMATA.
- **New Regional Dedicated Funding Source** – The region needs to determine what a new dedicated funding source means. What would be the likely source of such revenue, how the revenue interacts with existing sources, how would it be designed and implemented in the “tri state” region and how will this impact the current jurisdictional subsidies. Further, the revenue source(s) will require close monitoring, and the WMATA budgets adjusted accordingly, to ensure that changes to the dedicated revenue/funding source(s), for any variety of economic driven impacts, will be accounted for without creating additional unplanned and unnecessary budget gaps for WMATA in the future.
- **Cost Controls / Prudent Financial Practices** - The region should also explore all means through which WMATA is able to control escalation in operating costs to an amount that is within the total funding provided by the region. Topics to explore under this item include removal of uncertain cost escalations in collective bargaining agreements, predictable funding requests year over year for the region and / or the WMATA members; multi-year revenue and expenditure forecasting that shows a balanced program to help avoid sudden fiscal cliffs, and for WMATA to provide clearer insight into changes that may need to be made soon because of certain revenue or expenditure considerations.

# APPENDIX A: PREVIOUS STUDIES AND BRIEFINGS

This appendix contains links to recent presentations, current agreements, and previous reports and studies of the funding and governance of the Washington Metropolitan Area Transit Authority (WMATA or Metro). It includes WMATA presentations and items, as well as previous work by COG (in several cases in conjunction with the Greater Washington Board of Trade).

## WMATA FINANCIAL INFORMATION

### COG Retreat, July 14, 2023

Metro Funding was one of the two topics discussed at the COG Retreat on July 14, 2023. Following an overview briefing by COG staff, WMATA GM & CEO Randy Clarke gave a presentation. He was followed by a panel of speakers including Charles Allen, District of Columbia Councilmember; Jenny Reed, District of Columbia Director of the Office of Budget and Performance Management; Jennifer DeBruhl, Virginia Department of Rail and Public Transportation Director; and Paul Wiedefeld, Maryland Secretary of Transportation.

[WMATA's Compact Agreement And Funding Sources \(COG\)](#)

[WMATA Immediate Term Fiscal Challenge](#) (GM Clarke)

### WMATA Board Presentations

The WMATA Board of Directors and its Finance and Capital Committee have discussed the funding situation several times in 2023.

[Future Funding Planning](#), June 22, 2023

<https://www.youtube.com/watch?v=hhJ2EkCXKxk> (recording of meeting, beginning at time 33:30)

[Metro Financial Update](#), September 28, 2023

[Future Financial Planning - FY2025 Service, Fares and Capital Planning Update](#), October 26, 2023

### WMATA Public Records: Labor and Employee Relations

The following Collective Bargaining Agreements (CBAs) are located on WMATA's [Public Records](#) website.

- [Union Contract FOP \(formerly L639/246, IBT\) Metro Transit Police](#)
- [Union Contract Local 2, OPEIU](#)
- [Union Contract Local 639/246, IBT \(Metro Special Police\)](#)
- [Union Contract Local 689, ATU](#)
- [Union Contract Local 922, IBT](#)

## REPORTS AND STUDIES

### COG

White paper and supporting slides prepared under contract by ICF and Foursquare ITP to evaluate the funding situation and solutions for major transit systems across the US.

[National Transit Funding White Paper, June 2023](#)

[National Transit Funding, Supporting Slide Deck, June 2023](#)

COG Technical Panel Report on Metro Funding (2017)

<https://www.mwcog.org/documents/2017/04/26/cog-technical-panel-report-on-metro-metro/>

Metro at 40 Forums – a COG/BOT joint effort (2016)

<https://www.mwcog.org/about-us/newsroom/2016/03/31/leaders-focus-on-restoring-metros-world-class-reputation-at-regional-summit/>

<https://www.mwcog.org/about-us/newsroom/2016/06/21/at-second-metro-forum-the-heads-of-5-major-north-american-transit-systems-shared-their-insights/>

Moving Metro Forward: Report of the Joint WMATA Governance Review Task Force – a COG/BOT joint effort (2010)

<https://www.mwcog.org/documents/2010/11/17/moving-metro-forward-report-of-the-joint-wmata-governance-review-task-force-wmata-metro/>

### WMATA

FY 2024 Budget

<https://www.wmata.com/about/records/upload/FY2024-Approved-Budget-FINAL-20231006.pdf>  
(budget book)

<https://www.wmata.com/initiatives/budget/> (supporting documents, short explanatory videos)

Why Metro Matters (webpage)

<https://www.wmata.com/initiatives/case-for-transit/>

### Previous Regional Initiatives

Secretary LaHood Report (December 2017)

<https://www.novatransit.org/uploads/LinkedDocs/2017/LaHood%20Report%20Final.pdf>

Regional Mobility Panel (1997)

<http://www.dccwatch.com/govern/regmob6.htm>

<https://planitmetro.com/wp-content/uploads/2011/03/RegionalMobilityPanel97.pdf>

WMATA Riders' Advisory Council Report on Governance (2010)

<https://www.wmata.com/about/riders-advisory-council/upload/ApprovdGovRptFinal01Dec10.pdf>

**Government Accountability Office (GAO)**

Report: Washington Metro Could Benefit from Clarified Board Roles and Responsibilities, Improved Strategic Planning (2011)

<https://www.gao.gov/products/gao-11-660>





Metropolitan Washington  
**Council of Governments**

777 North Capitol Street NE, Suite 300  
Washington, DC 20002

[mwcog.org](http://mwcog.org)







## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** December 14, 2023

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** December 14, 2023

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At its meeting on Friday, December 1, the TPB Steering Committee reviewed and adopted resolution SR10-2024, approving an amendment to the FY 2023–2026 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement. The District Department of Transportation (DDOT) requested this amendment to add \$4.75 million in Surface Transportation Block Grant (STBG) program and District funds to the 16<sup>th</sup> Street Bridge over Piney Branch Parkway NW Rehabilitation project.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

### Attachments:

- Adopted resolution SR10-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT.

**TPB Steering Committee Attendance – December 1, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.:	Reuben Collins
TPB Vice Chair/DC Rep.:	Cristina Henderson
DDOT/Tech. Cmte. Chair:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar
WMATA:	Mark Phillips

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-29.1 WHICH ADDS FUNDING FOR  
THE 16<sup>TH</sup> STREET BRIDGE OVER PINEY BRANCH PARKWAY NW REHABILITATION PROJECT,  
AS REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-29.1, which adds \$4.75 million in Surface Transportation Block Grant (STBG) and District funds to the 16<sup>th</sup> Street Bridge over Piney Branch Pkwy NW Rehabilitation project (T6418), as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended project record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated November 15, 2023, requesting the amendment, and

**WHEREAS**, the proposed amendment was entered into the TPB's Project InfoTrak database under TIP Action 23-29.1 creating the 29<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, this resolution and amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-29.1 which adds \$4.75 million in STBG and District funding to the 16<sup>th</sup> Street Bridge Over Piney Branch Rehabilitation project (T6148), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, December 1, 2023.  
Final approval following review by the full board on Wednesday, December 20, 2023.**



**TIP ID** T6418  
**Project Name** 16th St Bridge over Piney Branch Pkwy NW Rehabilitation  
**Project Limits**

**Lead Agency** District Department of Transportation  
**County** Washington  
**Municipality** District of Columbia  
**Agency Project ID**

**Project Type** Bridge - Rehab  
**Total Cost** \$20,025,000  
**Completion Date** 2022

**Description** Rehabilitation of 16th Street Bridge over Piney Branch Parkway, NW, Bridge No. 0022, to include deck repair, utility replacement to preserve the integrity and extend the life of the masonry and reinforced concrete arch superstructure.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE		\$1,537,500	\$750,000	-	-	-	\$750,000	\$2,287,500
CON	STBG		\$14,737,500	\$3,000,000	-	-	-	\$3,000,000	\$17,737,500
	<b>Total CON</b>		\$16,275,000	\$3,750,000	-	-	-	\$3,750,000	\$20,025,000
	<b>Total Programmed</b>		\$16,275,000	\$3,750,000	-	-	-	\$3,750,000	\$20,025,000



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-29.1 Amendment 2023-2026	12/20/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$16,276,000 to \$20,025,000

**ATTACHMENT B - AMENDMENT SUMMARY REPORT**

**TIP Action 23-29.1: Formal Amendment to the  
FY 2023-2026 Transportation Improvement Program**

**Approved December 20, 2023**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6418	16th St Bridge over Piney Branch Pkwy NW Rehabilitation	\$16,276,000	\$20,025,000	\$3,749,000	23	Cost change(s)	<p align="right">FUNDING CHANGES DC/STATE</p> <ul style="list-style-type: none"> <li>▸ Add funds in FFY 24 in CON for \$750,000</li> <li>▸ Delete funds in FFY 26 in STBG</li> <li>▸ Add funds in FFY 24 in CON for \$3,000,000</li> </ul> <p align="center"><i>Total project cost increased from \$16,276,000 to \$20,025,000</i></p>
	TOTAL	\$16,276,000	\$20,025,000	\$3,749,000	\$23		



ATTACHMENT C

**Government of the District of Columbia**  
**Department of Transportation**



November 15<sup>th</sup>, 2023

The Honorable Reuben B. Collins II, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street N.E., Suite 300  
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

Name	Funding Type	TIP ID	Phase	Amount	Year	Fed/State Split	Published Notes
16th St Bridge over Piney Branch Rd NW Rehabilitation	Formula/NHPP	T6418	Construction	\$ 3,750,000	2024	80/20	Increase Formula/NHPP funding for Construction by \$3,750,000 in FY 2024

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its September 8<sup>th</sup> meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at [mark.rawlings@dc.gov](mailto:mark.rawlings@dc.gov). Of course, please feel free to contact me directly.

Sincerely,

Kyle Scott  
Acting Chief Administrative Officer  
District Department of Transportation  
[Kyle.scott@dc.gov](mailto:Kyle.scott@dc.gov)



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** December 14, 2023

---

The attached letter was sent since the last TPB meeting.



National Capital Region  
**Transportation Planning Board**

November 8, 2023

Mr. Shailen Bhatt  
Administrator  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington DC 20590

Re: National Electric Vehicle Infrastructure (NEVI) Formula Program: Electric Vehicle Charger Reliability and Accessibility Accelerator Grant Application by the Maryland Department of Transportation

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for an Electric Vehicle Charger Reliability and Accessibility Accelerator grant.

The State of Maryland is embarking on ambitious efforts to decarbonize the transportation sector; ensuring the reliability and accessibility of the nation's electric vehicle (EV) charging network is essential in addressing EV range anxiety and maintaining a state-of-good-repair across the EV network. The MDOT has worked closely with local units of government, power supply companies, and EV charging companies to review the FHWA temporality unavailable list and move forward on repair/replacement projects on verified EV charging sites. This grant request will provide MDOT the opportunity to pilot projects that meet NEVI requirements and provide the agency critical lessons learned that will positively inform and impact its NEVI-deployment.

The project is consistent with the regional transportation goals identified in the Washington region's Regional Transportation Priorities Plan. The TPB has long supported investment in electric vehicles for our region and this grant would advance the region's long-term transportation and environmental priorities.

The TPB requests your favorable consideration of this request by MDOT. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Joe McAndrew, Deputy Secretary, Maryland Department of Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** December 14, 2023

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Janie Nham, TPB Transportation Planner  
John Swanson, TPB Transportation Planner  
**SUBJECT:** FY 2025 Solicitation for Technical Assistance Program Applications: Transportation Land-Use Connections (TLC) Program and Regional Roadway Safety Program (RRSP)  
**DATE:** December 14, 2023

---

The application period for two TPB local technical assistance programs, the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP), will open on Friday, January 5, 2024. Applicants will be able to access the application forms through the TLC and RRSP webpages ([www.mwcog.org/tlc](http://www.mwcog.org/tlc) and [www.mwcog.org/rrsp](http://www.mwcog.org/rrsp)) on the Metropolitan Washington Council of Governments (MWCOG) website.

The deadline for applications is March 8, 2024. Applicants have the option to submit a proposed project abstract. The deadline for this optional step is January 24, 2024.

### TRANSPORTATION LAND-USE CONNECTIONS (TLC) PROGRAM

The TLC Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. TLC projects typically last 6-8 months.

As in past years, TLC projects may provide a range of services for community-oriented planning activities, such as:

- Small area & transit station area planning
- Bicycle and pedestrian safety & access
- Transit-oriented development studies
- Housing studies
- Economic development studies
- Roadway design guidelines & standards
- Streetscape improvement plans
- Safe Routes to School planning
- Trail planning and design
- Transit demand and feasibility analysis

The TPB encourages applications that address long-standing TPB priorities, including support for multimodal transportation options and land use enhancements in Activity Centers. We are particularly interested in applications that support walking and biking improvements in high-capacity transit station areas, especially Transit Access Focus Areas (TAFAs); projects to plan and design missing links in the National Capital Trail Network (NCTN); and projects that support access in Equity Emphasis Areas (EEAs).

## **REGIONAL ROADWAY SAFETY PROGRAM (RRSP)**

The RRSP provides short-term consultant services to local jurisdictions for small planning and preliminary engineering projects that focus on roadway safety. Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Non-profits and non-member jurisdictions in the region may apply as secondary recipients to a TPB member jurisdiction. Recipients receive short-term consultant services and no direct financial assistance. RRSP projects typically last 6-8 months.

Proposed projects may provide a range of services to support roadway safety efforts, including.

- Support of local roadway safety plans
- Bicycle and pedestrian safety & access studies
- Roadway safety audits
- Crash data analysis
- Jurisdictional efforts to leverage the “Street Smart” program
- Identification of jurisdictional “high injury networks”
- Road diet design
- Lighting and signage improvements
- Intersection improvements
- Enhanced pedestrian infrastructure
- Safety guides or toolkits
- Safety guidelines and standards

The TPB encourages applications that address five TPB priorities: safety improvements for EEAs, improvements to road user behavior, identifying and designing safety countermeasures, understanding safety data, and cross-jurisdictional collaboration.

## **TIMELINE**

The TPB anticipates approving a slate of recommended projects for both programs in spring 2024. The projects will begin in fall 2024. For more information, contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org)) regarding the TLC program and Janie Nham ([jnham@mwkog.org](mailto:jnham@mwkog.org)) regarding the RRSP.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** FHWA Final Rulemaking for Greenhouse Gas (GHG) Emissions Performance Measure  
**DATE:** December 14, 2023

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On November 22, 2023, the Federal Highway Administration (FHWA) announced a final rule to establish a performance measure for greenhouse gas (GHG) emissions as part of the National Highway Performance Program (NHPP). The final rule was published in the Federal Register on December 7, 2023.

The final rule requires state DOTs and MPOs to set declining targets for carbon dioxide (CO<sub>2</sub>) emissions on the Interstate and non-Interstate National Highway System (NHS) to support the national goals of reducing economy-wide GHG emissions by 50%-52% below 2005 levels by 2030 and to net zero by 2050.

State DOTs are required to set two- and four-year targets and MPOs are required to set four-year targets, as part of the performance-based planning process (PBPP) that is also required for highway safety, highway assets, and other performance areas. Initial State DOT four-year targets are required to be established by February 1, 2024 for the 2022-2025 quadrennial performance period; for this period only the two-year targets are not required. State DOTs must also submit State Initial GHG Reports by February 1, 2024 to FHWA. MPOs have up to 180 days after the state DOTs establish their targets to establish four-year targets for the same period and do not have an immediate reporting requirement.

Due to our regional geography, the TPB is required to adopt three geographic targets for the GHG performance measure: one target for the TPB's metropolitan planning area, one target for the Washington DC-MD-VA urban area, and one target for the Baltimore MD urban area. These latter two targets must be established jointly with our adjacent MPOs, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) for the Washington urban area target and the Baltimore Regional Transportation Board (BRTB) for both the Washington and Baltimore urban area targets. TPB staff are in coordination with the region's DOTs and our adjacent MPOs on this rulemaking as routinely conducted as part of our overall PBPP process.

The State DOT performance measure is the percent change in tailpipe CO<sub>2</sub> emissions on the NHS, compared to a reference year of 2022. State DOTs are required to measure emissions reductions for their state using a prescribed formula, which uses fuel consumption, fleet factors, and VMT. MPOs also have the same performance measure – percent change in tailpipe CO<sub>2</sub> emissions on the NHS – but have “flexibility in how they calculate the GHG metric... MPOs may use the MPO share of the State's VMT as a proxy for the MPO share of CO<sub>2</sub> emissions in the State, VMT estimates along with MOVES emissions factors, FHWA's Energy and Emissions Reduction Policy Analysis Tool (EERPAT) model, or other method the MPO can demonstrate has valid and useful results for CO<sub>2</sub> measurement.”

The rule does not dictate the levels for the targets, but rather that “State DOTs and MPOs have the flexibility to set targets that work for their respective climate change policies and other policy priorities, so long as they are declining.” The rule does not establish penalties for failing to meet targets.

The TPB is scheduled to be briefed on the GHG rule at its January 2024 meeting. In succeeding months TPB staff will test several options for calculating GHG emissions performance and forecasting future performance for the required targets. TPB staff anticipate bringing a recommended methodology and draft targets to the TPB for a briefing in May 2024 followed by approval in June 2024.

### **ADDITIONAL INFORMATION**

Federal Register publication of the Final Rule for the GHG Emissions Performance Measure:

<https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Erin Morrow, TPB Transportation Engineer  
**SUBJECT:** State Carbon Reduction Strategies  
**DATE:** December 14, 2023

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In October, the state DOTs briefed the TPB on the Carbon Reduction Strategies that they are required to develop as part of the Bipartisan Infrastructure Law's Carbon Reduction Program. The strategies were to be submitted to U.S. DOT by November 15, 2023.

The strategies that were submitted by MDOT and DDOT [are posted](#) on the COG/TPB website. VDOT's strategy will be added when it is available.

Please direct any questions to Erin Morrow ([emorrow@mwcog.org](mailto:emorrow@mwcog.org)).



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Katherine Rainone, Transportation Resilience Planner  
**SUBJECT:** Project Submission Request for Regional Transportation Resilience Improvement Plan  
**DATE:** December 14, 2023

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The National Capital Region Transportation Planning Board (TPB) is soliciting transportation resilience projects to include in the TPB Transportation Resilience Improvement Plan (TRIP). Per the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Guidance from the Federal Highway Administration, priority resilience projects included in the TRIP will receive extra evaluation points and will be eligible for a 7% reduction in the non-federal share of project costs for the PROTECT Discretionary Grant Program. If projects are incorporated into the TPB National Capital Region Transportation Plan, they will be eligible to for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

Submitted projects will be evaluated for inclusion in the TRIP according to the resilience criteria established in the TRIP Project Request Guidance. Project evaluation will consider whether the project:

- Is for an eligible transportation asset (Roads and Highways, Bridges, Public Transit Infrastructure, Active Transportation Infrastructure, Airports, Maritime Infrastructure, Stormwater Infrastructure).
- Is a qualifying project type for PROTECT (Resilience Planning, Resilience Improvements, Community Resilience and Evacuation Routes, At-Risk Coastal Infrastructure).
- Targets a high priority risk identified in the TPB Climate Vulnerability Assessment or risk(s) identified through another assessment/data source.
- Reduces climate risks.

This information has been sent out widely to identified regional stakeholders, and we also request TPB Board members to send to any offices or individuals that may have a project to submit. Please follow [this link](#) to submit a resilience project for inclusion in the regional TRIP. Project submissions will be accepted through January 31, 2024. To see the full TRIP Project Request Guidance, see [https://www.mwcog.org/assets/1/6/TRIP\\_Project\\_Request\\_Form1.pdf](https://www.mwcog.org/assets/1/6/TRIP_Project_Request_Form1.pdf).

The results of the Vulnerability Assessment conducted as part of the TRIP development have been integrated into [this interactive mapping tool](#) to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects. Additional guidance on using the mapping tool can be found here (it is also embedded in the online tool): [https://www.mwcog.org/assets/1/6/Map\\_Companion\\_Text1.pdf](https://www.mwcog.org/assets/1/6/Map_Companion_Text1.pdf).

## **ADDITIONAL BACKGROUND AND CONTEXTUAL INFORMATION**

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to “improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation.” At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's new Transportation Resilience Planning Program.

### **TRANSPORTATION RESILIENCY IMPROVEMENT PLAN (TRIP)**

One major element of the PROTECT program is the idea of a Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

### **TPB TRANSPORTATION RESILIENCY STUDY - PHASE II**

Together with member jurisdictions and agencies, TPB is developing a regional TRIP as part of the second phase of its transportation resiliency study. The study – which includes a vulnerability assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets – is being guided by a regional working group who primarily provides input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project has convened a Resiliency Forum – which included a broad swath of regional participants, building knowledge of climate risks among the jurisdictions and collaborating with them to develop resilience solutions. The final component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas.



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** TPB, Technical Committee and Steering Committee Dates for Calendar Year 2024  
**DATE:** December 14, 2023

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2024 are found below. As permitted in the TPB Bylaws, up to 3 meetings can be scheduled in an all-virtual manner, and these meetings will be identified in January.

<b>2024 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES</b>			
	<b>TPB Technical Committee</b>	<b>TPB Steering Committee</b>	<b>Transportation Planning Board</b>
	<b>1<sup>st</sup> Friday at 9 AM</b>	<b>1<sup>st</sup> Friday at 12:15 PM</b>	<b>3<sup>rd</sup> Wednesday at 12 Noon</b>
January	5	5	17
February	2	2	21
March	1	1	20
April	5	5	17
May	3	3	15
June	7	7	20 *Thursday due to holiday
July	3* Wednesday due to holiday	3* Wednesday due to holiday	17
August	No meetings	No meetings	No Meetings
September	6	6	18
October	4	4	16
November	1	1	20
December	6	6	18

\* Note different meeting day of the week



**ITEM 8 – Action  
December 20, 2023**

PBPP: Annual Targets for Transit Safety and Highway Safety

**Action:** Adopt Resolution R4-2024 to approve regional transit safety targets and adopt Resolution R5-2024 to approve regional highway safety targets

**Background:** The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

**ATTACHMENTS**

- Item 8 – Highway Safety Targets Approval Package
- Item 8 – Transit Safety Targets Approval Package

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL HIGHWAY SAFETY TARGETS  
FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, though the federal regulations that designate the safety performance measures refer to them as the National Performance Management Measures for the Highway Safety Improvement Program, the performance measures are applicable to all public roads in the region from community streets to Interstate highways, and can properly be referred to as roadway safety targets; and

**WHEREAS**, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

**WHEREAS**, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals of zero fatalities and serious injuries on its roadways and is using the federally-required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

**WHEREAS**, the TPB completed a regional roadway safety study in 2021 to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

**WHEREAS**, the TPB reviewed the findings of that study and adopted Resolution R3-2021 titled, "Resolution to Establish A Regional Roadway Safety Policy, and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways" on July 22, 2020 based on those findings; and

**WHEREAS**, the TPB, as described in Resolution R3-2021, urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways; and

**WHEREAS**, the TPB has, as part of Resolution R3-2021, established and funded a Regional Roadway Safety Program to assist its members to develop and/or implement projects, programs, or policies to equitably improve safety outcomes for all roadway users; and

**WHEREAS**, the TPB continues to support local, regional, and state level efforts to reduce fatalities and serious injuries; and

**WHEREAS**, the DOTs of the District of Columbia, Maryland, and Virginia set their respective highway safety targets for the five-year period 2020 through 2024 by August 31, 2023, and MPOs are required to set highway safety targets for their metropolitan planning areas for the same period by February 28, 2024; and

**WHEREAS**, TPB staff have coordinated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to develop regional highway safety targets that are evidence-based, consistent with the targets submitted by each member state DOT, and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

**WHEREAS**, these highway safety targets have been reviewed and recommended for TPB approval by the TPB Technical Committee; and

**WHEREAS**, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.



**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of highway safety targets for the National Capital Region, as described below.

**Table 1: Regional Highway Safety Targets, 2020-2024**

<b>Performance Measure (5-year rolling average)</b>	<b>2020-2024 Targets</b>
Number of Fatalities	<b>253.0</b>
Fatality Rate (per 100 million VMT)	<b>0.588</b>
Number of Serious Injuries	<b>1,675.7</b>
Serious Injury Rate (per 100 million VMT)	<b>3.222</b>
Number of Nonmotorist Fatalities & Serious Injuries	<b>473.5</b>



## MEMORANDUM

**TO:** National Capital Region Transportation Planning Board (TPB)  
**FROM:** Janie Nham, TPB Transportation Planner  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Highway Safety Targets  
**DATE:** December 14, 2023

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At the November 15 TPB meeting, staff briefed the board on the federal requirement for metropolitan planning organizations (MPOs) to set annual transit and highway safety performance targets and presented draft 2020-2024 targets for the board's consideration. Following the presentation, TPB members raised a number of safety questions and issues, including potential safety work activities to pursue in 2024, vehicle design, pedestrian visibility, and jurisdictional-level data. This memorandum provides information to further inform the discussion.

### POTENTIAL SAFETY WORK ACTIVITIES FOR 2024

TPB staff is currently considering a range of safety activities to undertake in the upcoming year to supplement the TPB's established safety program. The following concepts have been proposed:

- **2024 Safety Study** – This “deep dive” study would be similar to the Safety Study completed in 2021. Staff currently anticipates that the study would include two components:
  - Quantitative analysis of state crash data, as well as possibly data from data vendors, with the aim of understanding crash contributing factors and geographic distribution. The analysis would also include an evaluation of crashes within and outside of regional Equity Emphasis Areas.
  - Qualitative analysis of survey information to be collected from member jurisdictions to understand current barriers to implementing safety strategies. The qualitative analysis would also include a literature review of contributing factors not captured in crash reports.
- **Safety event** – Options include a safety work session or a stand-alone forum, particularly to explore multi-disciplinary collaboration on safety.
- **Guest speaker** – Staff would invite a federal agency safety official or national safety expert to discuss how the TPB can engage with the federal government on safety, particularly regarding factors that are outside of the TPB's authority, or other related topics.
- **Explore regional coordination on “zero deaths” goals and approaches** – While most TPB members have adopted a “zero deaths” approach, there may be opportunities to strengthen these activities through regional coordination.
- **Continued engagement at federal level via submission of comments** – Staff would continue to submit comments on the board's behalf in response to proposed federal safety actions, such as vehicle design.
- **Enhancement of the TPB Safety website** – Staff would develop additional content for the website based on frequently requested items and links to information by jurisdictional and agency staff.

In addition, as the board considers legislative priorities for the upcoming year, it may wish to review the recommended roadway safety tools based on the 2021 TPB safety study and included in Resolution R3-2021. The resolution is attached and available on the COG website at:

[R3-2021 - Resolution to Establish a Regional Roadway Safety Policy and Associated Roadway Safety and Equity Policy Statements, to Reduce Fatalities and Serious Injuries on the National Capital Region's Roadways](#)

## **PEDESTRIAN SAFETY OUTREACH**

In addition to the aforementioned activities, staff will continue to support existing ongoing safety activities, including the COG/TPB Street Smart education campaign. The region-wide program specifically aims to reduce the number of pedestrian and bicyclist deaths by offering safety education through print, radio, television, and social media advertising, as well as on-the-ground outreach. Campaign components address driver behavior, safety tips for pedestrians and bicyclists, and enforcement. Staff will explore enhancing campaign components with the Street Smart funding agencies and Advisory Group.

Enhancing visibility will continue to be an element of Street Smart. This message is simultaneously balanced with driver awareness education to encourage shared responsibility on roadways.

The following list includes a sampling of pedestrian visibility education messaging. In its research, staff did not locate any stand-alone campaigns specifically focused on pedestrian visibility but rather pedestrian visibility messaging that was a component of larger safety education efforts.

- Montgomery County, MD – [Look Out for Each Other](#)
- Prince George's County, MD – [Vision Zero Media Toolkits](#)
- Fairfax County, VA – [Take A Moment](#) (see, "Safety in Every Season")
- New York City, NY - [Vision Zero Dusk and Darkness Campaign](#)
- State of Delaware, Office of Highway Safety - [Walk Smart, Arrive Alive](#)

## **2020-2024 HIGHWAY SAFETY TARGETS FOR THE NATIONAL CAPITAL REGION**

On November 15, staff presented its recommendations for the 2020-2024 highway safety targets for the TPB's consideration. The TPB is required to set targets each year in five performance categories: the number of fatalities, the fatality rate, the number of serious injuries, the serious injury rate, and the number of nonmotorist fatalities and serious injuries. Note that staff still has not yet received the 2022 regional vehicle miles traveled (VMT) figures, and the serious injury rate target reflects 2021 VMT data. The presentation from the November meeting, part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following link:

[Item 7 – Draft PBPP Transit and Highway Safety Targets Presentation](#)

To date, no comments on the proposed targets have been received. Pending any last-minute comments, the following highway safety targets are anticipated to be final. The TPB will be asked to adopt a resolution approving the targets at its December 20 meeting.

Performance Measure (5-year rolling average)	Adopted 2019- 2023 Targets	<b>DRAFT</b> 2020- 2024 Targets	Difference	Percent Difference
# of Fatalities	253.0	<u>253.0</u>	0.0	0.0%
Fatality Rate (per 100 MVMT)	0.588	<u>0.588</u>	0.0	0.0%
# of Serious Injuries	1,757.4	<u>1,675.7</u>	-81.7	-4.6%
Serious Injury Rate (per 100 MVMT)	3.733	<u>3.222</u>	-0.511	-13.7%
# Nonmotorist Fatalities & Serious Injuries	486.9	<u>473.5</u>	-13.4	-2.8%

Following adoption, the adopted targets will be transmitted to the State Departments of Transportation (DOTs) in accordance with agreements in place.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**777 North Capitol Street, N.E.**  
**Washington, D.C. 20002**

**RESOLUTION TO ESTABLISH A REGIONAL ROADWAY SAFETY POLICY, AND ASSOCIATED  
ROADWAY SAFETY AND EQUITY POLICY STATEMENTS, TO REDUCE FATALITIES AND  
SERIOUS INJURIES ON THE NATIONAL CAPITAL REGION'S ROADWAYS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

**WHEREAS**, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled, number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

**WHEREAS**, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

**WHEREAS**, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

**WHEREAS**, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

**WHEREAS**, the recommended regional roadway safety strategies, based upon the regional safety study as well as other relevant safety improvement ideas developed through ongoing Transportation Safety Subcommittee activities and continuing collaboration with state DOTs and member jurisdictions, have been reviewed by the TPB; and

**WHEREAS**, the TPB has established Equity Emphasis Areas that identify small geographic areas with high concentrations of low-income and / or minority populations for the analysis of disproportionately high and adverse impacts on these populations; and

**WHEREAS**, the TPB urges that safety measures, including those addressing roadway design and operations, be applied with particular attention to Equity Emphasis Areas; and

**WHEREAS**, the TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally, in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism; and

**WHEREAS**, the TPB believes that road-user safety and the equitable, non-racist implementation of safety strategies are both equally important and should not be mutually exclusive; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board approves the following Regional Roadway Safety and Associated Equity Policy Statements for the National Capital Region:

#### **POLICY STATEMENT ON EQUITY**

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

#### **POLICY STATEMENT ON ROADWAY SAFETY**

The National Capital Region Transportation Planning Board urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways by taking the actions, working individually and/or collectively, described in the Sections 1 through 4 below.

### Section 1:

- Increase seat belt use among all occupants in a motor vehicle;
- Reduce unsafe vehicle speeds on all roadways in the region;
- Reduce impaired and distracted driving.

### Section 2:

Identify and implement applicable countermeasures, especially those outlined in the table shown below, as appropriate and on a case by case basis, in an equitable and non-racist manner, consistent with the TPB's Policy Statement on Equity.

### Section 3:

Establish and fund a Regional Safety Program at the TPB, beginning in fiscal year 2021, to assist its member jurisdictions and the region to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users. Funding for the first year of the Regional Safety Program will total \$250,000 which will be provided through the TPB's Unified Planning Work Program.

### Section 4:

- Calls upon all its member jurisdictions and agencies to adopt safety goals consistent with Vision Zero or Towards Zero Death policies and develop local roadway safety plans and ensure their equitable impacts on all road users.
- Calls upon its member states to adopt procedures that increase the use of ignition interlock devices for impaired driving offenders.

**Adopted by the National Capital Region Transportation Planning Board on July 22, 2020**



National Capital Region  
**Transportation Planning Board**



## ROADWAY SAFETY IMPROVEMENT STRATEGIES

### INTRODUCTION

During 2019 and 2020, the National Capital Region Transportation Planning Board (TPB) Technical Committee conducted a Regional Safety Study in collaboration with the state Safety Engineers from the District of Columbia, Maryland and Virginia Departments of transportation to:

















- Understand the factors contributing to the high number of fatal and serious injury crashes in the National Capital Region (NCR);
- Determine where and what types of crashes on the roadway transportation network are over-represented;
- Identify and recommend proven effective project, program and policy solutions to significantly reduce fatalities and serious injury crashes; and
- Inform future Transportation Safety Subcommittee and Street Smart efforts.

Following are recommended actions that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region in four areas that were identified through data analysis as the area’s serious traffic safety problems including pedestrian, intersection, major arterial, and young driver crashes. The appropriateness of any of the strategies listed in this document need to be determined on a case-by-case basis. This list of strategies is not comprehensive and does not preclude the use of other proven effective strategies to improve roadway safety.

The TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism. As such, the TPB strongly urges all safety strategies implemented in the region be consistent with its Equity Policy statement, below:




































The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region’s MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

### LEGEND





























 Intersections	 Major Arterials	 Roadway Departure	 Rear-end Collisions
 Speeding	 Alcohol Impaired Driving	 Distracted Driving	 Occupant Protection
 Pedestrians	 Young Drivers	 Older Drivers	 Enforcement
 Education	 Emergency Medical Services	 Communications	 Legislation











































## DESIGN AND OPERATE SAFER INFRASTRUCTURE

		Install pedestrian hybrid beacon and advanced yield signs, stop markings and signs, high visibility crosswalk markings.
		Implement leading pedestrian interval (LPI) at intersections with high turning vehicle volumes.
		Conduct pedestrian road safety audits in areas with a higher than average crashes.
		 Reduce motor vehicle speeds by using data driven, effective, and equitable enforcement methods that utilize available technology, such as automated speed cameras, and other traffic calming strategies such as narrower lanes, adding roundabouts, and implementing road diets.
		 Evaluate mid-block crossings with higher rates of fatalities and serious injuries (especially those over 10,000 Annual Average Daily Traffic (AADT)) to determine the need for more improvements such as medians, refuge islands, pedestrian hybrid beacon, and rectangular rapid flashing beacons.
		Install pedestrian countdown signals.
		Improve geometry of pedestrian and bicycle facilities at signalized intersections with high frequencies of pedestrian and/or bicycle crashes and on routes serving schools or other generators of pedestrian and bicycle traffic.
		 Provide walkways where appropriate, including paved shoulders, shared-use paths, trails, bicycle lanes and/or separated bike lanes.
		 Install lighting at intersection and mid-block crossings to ensure motorists can see pedestrians crossing the road at locations with high pedestrian crashes.
		Evaluate double-right turns at intersections to determine if removal of one right-turn lane is warranted.
		Implement audible pedestrian crossing signals where appropriate.
		Create pedestrian safety zone programs in areas with high occurrences of pedestrian crashes.
		Replace intersections that have high numbers of fatalities and serious injuries with roundabouts, a circular intersection configuration with channelized approaches and a center island that results in lower speeds and fewer conflict points, wherever feasible.
		Utilize multiphase signal operation at signalized intersections with a high frequency of angle crashes involving left turning and opposing through vehicles as well as rear-end and sideswipe crashes.
		Increase change intervals (when the traffic lights change) at signalized intersections at locations where too-short signal change intervals cause rear-end crashes and crashes between vehicles continuing and entering the intersection between phases.
		Improve left-turn channelization (providing definite paths for vehicles to follow) at signalized intersections where left-turn crashes, including those associated with left turning vehicles from through lanes, are an issue.
		Improve right-turn channelization at signalized intersections with a high number of rear-end collisions.

## DESIGN AND OPERATE SAFER INFRASTRUCTURE

			Install LED heads and reflective backplates (reflective borders around traffic lights that make them more visible) in locations with high numbers of signalized intersection fatal and serious injury crashes.
			Restrict access to properties using driveway closures or turn restrictions that are near signalized intersections with high crash frequencies related to driveways.
			Restrict or eliminate turning maneuvers (including right turns on red) or employ signal coordination at signalized intersections with a high frequency of crashes related to turning maneuvers.
			Improve signage at unsignalized intersections by ensuring foliage does not block the sign, the lettering is still reflective, and the sign is located where it can be seen by motorists.
			Add reflective material to sign posts at unsignalized intersections.
			Install LED-enhanced stop signs at unsignalized intersections where there are a higher than average number of fatal and serious injury crashes.
			Implement high friction treatment at intersections that have a high number of rear-end crashes.
			Implement left-turn traffic calming (left turn hardening) to reduce left turn speeds and provide for safe turning behavior at intersections that show a pattern of pedestrian-related left turn crashes and intersection geometry that facilitates high speeds.
			Implement roadside design improvements such as clear zones, slope flattening, and adding or widening shoulders to improve ability for drivers to safely recover if they leave the travel lane.
			Implement enhanced delineation treatments to alert drivers in advance of the curve including pavement markings; post-mounted delineation; larger signs and signs with enhanced retro-reflectivity; and dynamic advance curve warning signs and sequential curve signs.
			Implement improvements including installation of cable barriers, guardrails, and concrete barriers to reduce the severity of roadway departure crashes.
			Identify areas in the region that could benefit from traffic calming including road diets that reduce the number of traffic lanes and planting trees that encourage reduced speeds.
			Install high friction surface treatment (HFST) in locations where the available pavement friction is not adequate to support operating speeds at a sharp curve, inadequate cross-slope design, wet conditions, polished roadway surfaces, or driving speeds in excess of the curve advisory speed.
			Install longitudinal rumble strips and stripes in locations where run-off-the-road crashes are high.
			Install the Safety Edge to eliminate the vertical drop-off at the pavement edge, allowing drifting vehicles to return to the pavement safely.
			Develop a regional Safety Checklist or template as a tool for local jurisdictions to use during planning and project identification efforts

## ENCOURAGE SAFER BEHAVIOR

			Include pedestrian safety and the risks of impairment for pedestrians and drivers in alcohol related media campaigns.
			Develop and implement pedestrian safety programs for elementary school students.
			Continue the regional Street Smart Campaign and strengthen by aiding member jurisdictions to engage street teams and other elements of the campaign at more locations throughout the year.
			Develop and implement school focused pedestrian strategies building on the work done in the Safe Routes to Schools program.
			Conduct education and fair, equitable, data-driven compliance campaigns focused on distracted driving (D.R.I.V.E, Texting and Driving Initiative).
			Support legislative classification of distracted driving as a "moving violation" and decide if changes are needed.
			Provide public information, education, and training for older drivers on risks associated with signalized intersections such as red-light running, speeding, not yielding to pedestrians, and difficulty judging speed and distance of approaching vehicles when making left turns.
			Conduct a study to determine the safety needs of older adults in the region and coordinate internally and externally to provide information on transportation alternatives other than driving.
			Increase automated enforcement at intersections including speed on green lights, stop-light camera, blocking the box, etc.
			Implement safety awareness campaigns specifically for low seat belt use groups.
			Support state primary seat belt legislation.
			Evaluate incident response times to determine if additional Traffic Incident Management (TIMS) training and/or other resources are needed. Develop incident response plans for interstates and arterials throughout the region.
			Implement strategic and well-publicized compliance programs aimed at young drivers.
			Conduct well publicized, multi-component compliance campaigns throughout the region to address underage drinking, including licensing actions for underage alcohol violations, and vendor compliance checks to reduce underage drinking.
			Implement and enhance server training programs to enable servers to identify underage customers and prevent overserving.
			Increase use of ignition interlocks for impaired driving offenders.
			Encourage uniform support for open-container laws, an effective countermeasure that prevents impaired driving by prohibiting the possession of any open alcoholic beverage container and the consumption of any alcoholic beverage by motor vehicle drivers or passengers.
			Provide and encourage use of ride sharing programs (like SoberRide) to reduce impaired driving; encourage more late-night transit service to provide options other than driving while impaired.
			Conduct well-publicized compliance programs aimed at impaired drivers.



**ITEM 8 – Action  
December 20, 2023**

PBPP: Annual Targets for Transit Safety and Highway Safety

**Action:** Adopt Resolution R4-2024 to approve regional transit safety targets and adopt Resolution R5-2024 to approve regional highway safety targets

**Background:** The board will be asked to approve annual regional targets for transit safety and highway safety performance measures, as required by the federal performance-based planning and programming (PBPP) regulations for MPOs.

**ATTACHMENTS**

- Item 8 – Highway Safety Targets Approval Package
- Item 8 – Transit Safety Targets Approval Package

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2023  
FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized on November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the provisions of the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

**WHEREAS**, the Federal Transit Administration (FTA) issued a rulemaking for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities per hundred thousand revenue vehicle miles (RVM), number of serious injuries, rate of serious injuries per hundred thousand RVM, number of safety events (collisions, derailments, fires, or life safety evacuations), rate of safety events per hundred thousand RVM, and the Mean Distance Between Failure (MDBF); and

**WHEREAS**, the applicable providers of public transportation have set their respective transit safety targets for 2023 and that MPOs are required to set transit safety targets for their metropolitan planning areas for the same period within 180 days; and

**WHEREAS**, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets submitted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

**WHEREAS**, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

**WHEREAS**, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region’s roadways and transit systems is unacceptable and contrary to its own vision and the region’s aspirations; and

**WHEREAS**, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

**WHEREAS**, the TPB remains focused on developing and achieving its aspirational goals and will use the federally required annual regional safety transit targets and the target setting process to evaluate the region’s progress toward its aspirational goals; and

**WHEREAS**, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities and serious injuries; and

**WHEREAS**, these transit safety targets have been reviewed and recommended for TPB approval by the Regional Public Transportation Subcommittee and the TPB Technical Committee; and

**WHEREAS**, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety.

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2023, as described below.

**Table 1: Regional Transit Safety Targets – 2023**

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	146	18.30	41	5.20	25,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	351	0.58	356	0.59	11,378
Commuter Bus (CB)	0	0	1	0.01	0	0	33,401
Demand Response (DR)	0	0	49	0.24	59	0.29	0
Vanpools (VP)	0	0	0	0	0	0.00	0

Rate - Per 100,000 Revenue Vehicle Miles      MDBF = Mean Distance Between Failures



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets – 2023  
**DATE:** December 14, 2023

At its November 15 meeting, the TPB was briefed on the federal requirement for metropolitan planning organizations (MPOs) to adopt regional targets for transit safety. Targets are set annually for fatalities, serious injuries, safety events, and reliability; first by providers of public transportation in the region and then by the MPO. The materials from the November meeting, including a memo and part of a joint presentation on draft transit safety and highway safety targets, can be accessed through the following links:

- [Memorandum – PBPP Draft Transit Safety Targets](#)
- [November 17 Presentation – Draft PBPP Transit and Highway Safety Targets](#)

The TPB was briefed on the draft 2023 transit safety targets for the region, which are based on those of applicable transit providers across the region. To date no comments on the proposed targets have been received. Accordingly, the TPB will be asked to adopt a resolution approving the 2023 regional transit safety targets at its December 20 meeting.

**2023 REGIONAL TRANSIT SAFETY TARGETS**

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets will be adopted for the region for 2023.

	Fatalities		Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	146	18.30	41	5.20	25,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	1,000
Urban Bus (MB)	0	0	351	0.58	356	0.59	11,378
Commuter Bus (CB)	0	0	1	0.01	0	0	33,401
Demand Response (DR)	0	0	49	0.24	59	0.29	0
Vanpools (VP)	0	0	0	0	0	0.00	0

Rate - Per 100,000 Revenue Vehicle Miles      MDBF = Mean Distance Between Failures





**ITEM 9 – Action**  
**December 20, 2023**

2023 Enhanced Mobility Grant Program Approval

**Action:** Adopt Resolution R6-2024 to approve funding recommendations for Enhanced Mobility and to approve an amendment of the FY 2023-2026 Transportation Improvement Program (TIP) to include these projects.

**Background:** The board will be briefed on the projects recommended for funding under the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The board was briefed on the solicitation and selection process at its November meeting and the TPB officers have concurred with the recommended projects for funding. The board will be asked to approve the recommended projects for funding and inclusion in the TIP.

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE FEDERAL TRANSIT ADMINISTRATION'S SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE TIP ACTION 23-31.4 ADDING THESE PROJECTS**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, IIJA authorizes the Federal Transit Administration's Section 5310 Enhanced Mobility program to provide capital and operating grants to eligible subrecipients to "improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available"; and

**WHEREAS**, under IIJA, projects funded by the Enhanced Mobility program must respond to strategies in a "locally developed, coordinated public transit-human services transportation plan"; and

**WHEREAS**, in June 2013, the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated the Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

**WHEREAS**, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on May 17, 2023 (TPB Resolution R11-2023), which includes the comments and input of the TPB's Access for All Advisory Committee received on February 27, 2023; and

**WHEREAS**, the Coordinated Plan includes the priority projects and selection criteria to be used in the solicitation and selection of Enhanced Mobility grants; and

**WHEREAS**, a solicitation for Enhanced Mobility grant applications was conducted from August 1 through September 30, 2023, during which more than 3,000 individuals received an announcement of the grant opportunity; and

**WHEREAS**, more than 55 individuals attended one of **three** pre-application conferences conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

**WHEREAS**, a selection committee comprised of local and national experts in transportation and human services met on November 9, 2023 to review the applications and evaluate them against the selection criteria; and

**WHEREAS**, the selection committee recommended funding 23 projects described in the attached memorandum; and

**WHEREAS**, the TPB Officers concurred with the selection committee recommendations; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 Transportation Improvement Program (TIP); and

**WHEREAS**, a proposed amendment to the FY 2023-2026 TIP to include TIP Action 23-31.4, adding descriptions and funding information for these projects to the Enhanced Mobility of Seniors and Individuals with Disabilities program (TIP ID 6366f) is attached; and

**WHEREAS**, full funding for this program and all its projects is included in the Visualize 2045 long-range plan financial analysis; and

**WHEREAS**, this program and its projects are exempt from the air quality conformity requirement for the plan and TIP, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, there is \$5,080,852 from FY 2022, \$5,210,439 from FY 2023, (less allowable Program Administration) allocated to COG for supporting projects in the Washington, DC-VA-MD Urbanized Area program for a total of \$10.2 million in federal funding to be awarded.

**NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD** approves 23 projects for funding described in the attached memorandum and TIP amendment and amends the FY 2023-2026 TIP to include TIP Action 23-31.4, adding these projects to the Sub-Recipient Projects table included in the attached materials.



National Capital Region  
**Transportation Planning Board**

National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program

<i>TIP ID</i>	T6366	<i>Lead Agency</i>	TPB	<i>Project Type</i>	Human Service Transportation Coordination
<i>Project Name</i>	Enhanced Mobility of Seniors and Individuals with Disabilities	<i>County</i>		<i>Total Cost</i>	\$17,703,488
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

*Description* This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This also includes funding for six sub-projects funded in FY 2021 by the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and five sub-projects funded in FY 2021 by the American Rescue Plan Act (ARPA). See the listing of subprojects for each on the following pages. These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
OTHER	LOCAL	\$1,127,000	\$1,127,000	\$1,154,048	\$1,181,745	\$4,589,793	\$4,589,793
OTHER	S. 5310	\$3,220,000	\$3,220,000	\$3,297,280	\$3,376,415	\$13,113,695	\$13,113,695
	<i>Total Other</i>	\$4,347,000	\$4,347,000	\$4,451,328	\$4,558,160	\$17,703,488	\$17,703,488
	<i>Total Programmed</i>	\$4,347,000	\$4,347,000	\$4,451,328	\$4,558,160	\$17,703,488	\$17,703,488

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022

Subrecipient	Project Description	Total Project	Federal	Location
<b>Arc of Greater Prince William/INSIGHT, Inc.</b>	The Arc of Prince William/INSIGHT, Inc. will use this funding to procure one replacement vehicle. The requested vehicle vehicle will be retrofitted to transport people requiring wheelchair securements.	\$ 185,919.00	\$ 114,886.00	Woodbridge, VA
<b>Arc of Northern Virginia</b>	The Arc of Northern Virginia will use this funding to fill gaps in travel training services for people with IDD through new Arc2Independence app, which provides customized Travel Lessons (formerly TravelMate), and Employment, Safety, and Daily Living Lessons.	\$ 1,024,863.00	\$ 819,889.00	Fairfax, VA
<b>Arc of Prince George's County - Transportation for Seniors with Disabilities</b>	The Arc of Prince George's County will use this funding to continue to enhance the ability to provide specialized transportation to people with intellectual and developmental disabilities to whom we currently provide service. Specialized transportation will enable them to access activities, potential employment, community socials, and volunteering within their communities.	\$ 297,897.00	\$ 197,310.00	Largo, MD
<b>Arc of Prince George's County - Wheels to Wellness</b>	The Arc of Prince George's County will use this funding to conduct a pilot program to partner with the PGC Health Department to help fill this gap and provide transportation for older adults and individuals with disabilities get to medical appointments and/or treatment (e.g. dialysis) and improve their health. Under this two-year grant, The Arc PGC will purchase two (2) minivans equipped with wheelchair lifts, and provide a targeted 1,600 one-way trips to approximately 160 older adults and individuals with disabilities.	\$ 500,774.00	\$ 297,983.00	Largo, MD
<b>Boat People SOS</b>	BPSOS will use this funding for Mobility Management services for the transportation component of RISE-Road to Independence through Savings and Education, which aims to improve mobility for Vietnamese seniors and individuals with disabilities through travel training, individualized transportation planning, a mass media campaign, dissemination of a language-specific transportation guidebook, and partnerships for referrals.	\$ 250,000.00	\$ 200,000.00	Falls Church, VA

<b>Capitol Hill Village</b>	<p>Capitol Hill Village will use this funding to continue a Mobility Management program, in close coordination with other DC Villages, that builds on past successes of improving and increasing door-to-door transportation services, providing mobility counseling and travel training, increasing transportation stakeholders' awareness of the needs of older adults and people with disabilities, and increasing engagement with alternative transportation modes.</p>	<p>\$ 777,238.00</p>	<p>\$ 695,265.00</p>	<p>Washington, DC</p>
<b>Chinese Culture and Community Service Center</b>	<p>CCACC will use this funding to provide Adult Medical Daycare door-to-door transportation service on a daily basis for up to 300 seniors and individuals with disabilities who are mostly low-income, frail, racial minority to improve their mobility and life quality. The proposed grant will replace existing vehicles with 15-passenger BOC wheelchair-accessible vehicles. Replacements will continue existing programs to transport seniors to our various programs.</p>	<p>\$ 377,639.00</p>	<p>\$ 302,111.00</p>	<p>Gaithersburg, MD</p>
<b>City of Hyattsville</b>	<p>City of Hyattsville will use this funding to optimize the City's publicly funded, shared-ride transportation service, which provides "curb-to-curb" trips to medical appointments, grocery shopping, and social and recreational opportunities within the City of Hyattsville as well as special destinations within the DC Metropolitan area. This project will be catalyzed by expanding their fleet of dependable vehicles, hiring, training and retaining skilled drivers, and expanding outreach.</p>	<p>\$ 200,000.00</p>	<p>\$ 100,000.00</p>	<p>Hyattsville, MD</p>
<b>Community Support Services</b>	<p>CSS will use this funding to procure 3 minivans with capacity for one wheelchair and four other passengers per vehicle, continue transportation services available to people with intensive needs due to developmental disabilities by partnering with ParaMed Medical Transportation, Inc., use minivans daily across programs serving children and adults with developmental disabilities, and increase community based services, which require specialized transportation.</p>	<p>\$ 284,618.00</p>	<p>\$ 227,694.00</p>	<p>Gaithersburg, MD</p>
<b>Dulles Area Transportation Association</b>	<p>DATA will use this funding to assist Fairfax County's Department of Neighborhood and Community Services, Loudoun Volunteer Caregivers, NV Rides, and the ARC of Northern Virginia to expand the availability of transportation services to underserved populations of seniors, veterans, and individuals with disabilities, in each of their respective jurisdictions.</p>	<p>\$ 500,000.00</p>	<p>\$ 400,000.00</p>	<p>Reston, VA</p>

<b>Easter Seals Serving DC   MD   VA</b>	<p>Easterseals will use this funding for to maintain free transportation services that are available and accessible for ADS-IGC participants (seniors and adults with disabilities). Support participants with programming to keep them active so they can age in place with dignity. Major activities include reducing participant travel time, continuing to coordinate and improve transportation services, retaining drivers, maintaining the fleet, and replacing technology.</p>	<p>\$ 877,354.00</p>	<p>\$ 459,375.00</p>	<p>Silver Spring, MD</p>
<b>ECHO</b>	<p>ECHO will use this funding to replace 2 buses and 1 minivan. These vehicles would reduce the average age of their fleet and the expansion van would provide employment to more individuals with disabilities.</p>	<p>\$ 695,448.00</p>	<p>\$ 449,250.00</p>	<p>Leesburg, VA</p>
<b>Fairfax County Neighborhood &amp; Community Services</b>	<p>Fairfax County NCS will use this funding to continue and expand the Fairfax Mobility Access Project which seeks to enhance awareness of transportation programs and develop training programs to teach how to use them, develop and implement new transportation options, and coordinate services. This iteration includes recruiting community volunteers as Travel Navigators, creating additional volunteer driver programs in underserved areas, including services for Veterans, and providing transportation subsidy cards for non-emergency medical transportation and participants who successfully complete Travel Training.</p>	<p>\$ 777,013.00</p>	<p>\$ 603,610.00</p>	<p>Fairfax, VA</p>
<b>Jewish Council for the Aging of Greater Washington - Elderbus</b>	<p>JCA will use this funding to support rising insurance premiums, increasing fuel prices and rising salaries for staff and drivers. As has been demonstrated by the shortage of public and school bus drivers, JCA has had to meet competitive salaries for drivers. In addition, this request includes capital maintenance and vehicle replacement costs as buses have aged. The grant also assists with partnerships with local governments, public transit and community-based organizations and bolsters transportation options at local community centers offering older adult programming along with 50 neighborhood Villages in the region, and dozens of residential senior housing centers.</p>	<p>\$ 814,109.00</p>	<p>\$ 458,177.00</p>	<p>Rockville, MD</p>



<b>Jewish Council for the Aging of Greater Washington - NVD</b>	<p>JCA will use this funding to increase the capacity and effectiveness of volunteer driving programs through the following activities: providing resources (bulk purchasing of ride scheduling portal system, background checks, subsidized rides for unmet rides), program development (support to start-up volunteer driver programs, enhance driver training, and volunteer recruitment) and technical assistance (helpdesk for software, troubleshooting) as well as provide essential marketing and publicity support to volunteer driver organizations.</p>	<p>\$ 388,631.00</p>	<p>\$ 310,545.00</p>	<p>Silver Spring, MD</p>
<b>Leisure World of Maryland Corporation</b>	<p>Leisure World will use this funding to phase out its current fleet and purchase three new vehicles to accommodate riders using wheelchairs eliminating issues of accessibility to their fixed route service. This will also alleviate financial barriers riders face using LW's mobility van fee for service model.</p>	<p>\$ 674,010.00</p>	<p>\$ 418,171.00</p>	<p>Silver Spring, VA</p>
<b>Loudoun Volunteer Caregivers</b>	<p>LVC will use this funding to to add a second vehicle to the program, with a focus on serving the eastern section of the County.</p>	<p>\$ 218,255.00</p>	<p>\$ 149,366.00</p>	<p>Leesburg, VA</p>
<b>New Horizons Supported Services, Inc.</b>	<p>New Horizons will use this funding to procure 14-seat capacity vehicles for our program to continue to offer round-trip and no-cost tailored transportation for up to 160 adults in the community integration program up to 5 days a week, 7 days a week when personal supports are included. Provide safe and reliable transportation to clients and families they can rely on and trust. And expand efficient and sustainable transportation to Equity Emphasis Areas with outreach efforts</p>	<p>\$ 290,982.00</p>	<p>\$ 220,620.00</p>	<p>Upper Marlboro, MD</p>
<b>Opportunities, Inc.</b>	<p>Opportunities, Inc. will use this funding to continue travel training program for program participants who have intellectual and developmental disabilities, in partnership with the Arc of Northern Virginia.</p>	<p>\$ 375,000.00</p>	<p>\$ 300,000.00</p>	<p>Lanham, MD</p>

<b>Pozez Jewish Community Center of Northern Virginia</b>	<p>Pozez Jewish Community Center will use this funding to continue to fill the gaps in areas unserved or underserved by public transit or paratransit or for seniors who cannot navigate public transit due to their impairment. As a multi-jurisdictional network, NV Rides will work collaboratively to close gaps and meet the needs of nondriving seniors in Northern Virginia.</p>	<p>\$ 483,933.00</p>	<p>\$ 384,146.00</p>	<p>Fairfax, VA</p>
<b>Seabury Resources for Aging</b>	<p>Seabury will use this funding to expand the agency's transportation services for older adults in the DC-Maryland- Virginia region. Specifically to acquire a 15-passenger bus to expand existing fleet to a total of three vehicles, enabling them to provide 1,600 more older adults with transportation services each year.</p>	<p>\$ 368,382.00</p>	<p>\$ 225,759.00</p>	<p>Washington, DC</p>
<b>University of Maryland</b>	<p>UMD will use this funding to to procure a wheelchair-accessible vehicle and offset operating expenses for the provision of safe and reliable Paratransit service to all members of the UMD community seeking transportation.</p>	<p>\$ 371,420.00</p>	<p>\$ 212,005.00</p>	<p>College Park, MD</p>
<b>Washington Metropolitan Area Transit Authority</b>	<p>WMATA will use this funding to provide increased customer satisfaction through a more comfortable, safer, reliable and easier to board vehicle. The minivans will replace 25 full size lift equipped Transit Vans that have met the useful life consistent with FTA circular 5010. The vehicles will be used in all 9 jurisdictions for all MetroAccess eligible customers with disabilities in Metro's service region. Eligible out of town visitors are also eligible to use MetroAccess service.</p>	<p>\$ 2,145,000.00</p>	<p>\$ 1,716,000.00</p>	<p>Washington, DC</p>



## **MEMORANDUM**

**TO:** Transportation Planning Board

**FROM:** Christina Henderson, TPB First Vice Chairman  
Nicholas Ramfos, Director of Transportation Operations

**SUBJECT:** Funding Recommendations for the Federal Transit Administration Section 5310  
Enhanced Mobility of Seniors and Individuals with Disabilities Program and Amendment  
of the TIP

**DATE:** December 14, 2023

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This memorandum describes the funding recommendations for the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities grant program. On November 9, 2023, the selection committee finalized its recommendations to fund \$10.2M of allocated and available FTA funds among \$15.6M in requested funds. The TPB will be asked on December 20, 2023 to approve these funding recommendations and amend the FY 2023-2026 Transportation Improvement Program (TIP) accordingly.

A description of the Committee's recommendations is provided below with additional details in Attachment A. An overview of the TPB's Enhanced Mobility program, which provides funding to remove barriers to transportation services and expand transportation mobility options for these communities, is provided in Attachment B.

The TPB's Selection Committee for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities program was chaired by TPB First Vice Chairman Christina Henderson. The selection committee discussions resulted in a unanimous recommendation to fund 23 applications. The committee's recommendations were reviewed by TPB Officers who had no further questions for the selection committee and concurred with the proposed project awards for approval at the December 20, 2023 meeting.

## **FUNDING RECOMMENDATIONS**

The Selection Committee recommends funding 23 of the 27 applications reviewed utilizing the \$10.2M in federal funding available. With the additional \$4.2M in matching funds provided by the applicants, the combined funding for the 23 projects total about \$14.5M. The selection was very competitive, with total federal funding requests of \$15.6 million, over two times the amount available. Due to the limited funding, 11 of the 23 applications would be partially funded. Attachment A describes the recommended funding amounts.

The recommended projects fall under the two categories: vehicle acquisition and "all other" projects including mobility management and operating services. 18 of the 23 projects are for vehicle acquisition and the recommendations would fund 53 vehicles to provide service to eligible clients.

Under the vehicle acquisition category, the recommendations prioritize awarding vehicles with the limited funding available rather than providing operating assistance. The rationale for the 11 applications recommended for partial funding include allowing the applicant to pilot the proposal on a smaller scale or to expend funding from previous grants. Attachment A provides a summary of the projects being recommended for funding.

## **NEXT STEPS**

With approval of these funding recommendations at the December 20 meeting, applicants will be notified of board action and staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to administer the grants.

The 4 applications not recommended for funding, as described on page 10 of Attachment A, will receive a letter with suggestions for improving their application for the next Enhanced Mobility grant solicitation. Applicants would also be offered a debriefing about their application with TPB staff.



**ATTACHMENT A**

**RECOMMENDATIONS FOR FUNDING UNDER THE 2023 ENHANCED MOBILITY PROGRAM**

1. **Arc of Prince William** will use this funding to procure one replacement vehicle. The requested vehicle vehicle will be retrofitted to transport people requiring wheelchair securements.

**Geographic Focus:** Prince William County, Virginia

Requested		Recommended	
Federal Funds	\$663,718	Federal Funds	\$114,886
Required Match	\$282,751	Required Match	\$71,033
Total Project	\$946,469	Total Project	\$185,919

2. **Arc of Northern Virginia** will use this funding to fill gaps in travel training services for people with IDD through new Arc2Independence app, which provides customized Travel Lessons (formerly TravelMate), and Employment, Safety, and Daily Living Lessons.

**Geographic Focus:** Northern Virginia

Requested		Recommended	
Federal Funds	\$819,889	Federal Funds	\$819,889
Required Match	\$204,974	Required Match	\$204,974
Total Project	\$1,024,863	Total Project	\$1,024,863

3. **Arc of Prince George's County Transportation for Seniors with Disabilities** will use this funding to continue to enhance the ability to provide specialized transportation to people with intellectual and developmental disabilities to whom we currently provide service. Specialized transportation will enable them to access activities, potential employment, community socials, and volunteering within their communities.

**Geographic Focus:** Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$1,154,607	Federal Funds	\$197,310
Required Match	\$472,538	Required Match	\$100,587
Total Project	\$1,627,145	Total Project	\$297,897

4. **Arc of Prince George's County Wheels to Wellness** will use this funding to conduct a pilot program to partner with the PGC Health Department to help fill this gap and provide transportation for older adults and individuals with disabilities get to medical appointments and/or treatment (e.g. dialysis) and improve their health. Under this two-year grant, The Arc PGC will purchase two (2) minivans equipped with wheelchair lifts, and provide a targeted 1,600 one-way trips to approximately 160 older adults and individuals with disabilities.

**Geographic Focus:** Prince George’s County, Maryland

Requested		Recommended	
Federal Funds	\$297,983	Federal Funds	\$297,983
Required Match	\$202,791	Required Match	\$202,791
Total Project	\$500,774	Total Project	\$500,774

- Boat People SOS** will use this funding for Mobility Management services for the transportation component of RISE–Road to Independence through Savings and Education, which aims to improve mobility for Vietnamese seniors and individuals with disabilities through travel training, individualized transportation planning, a mass media campaign, dissemination of a language-specific transportation guidebook, and partnerships for referrals.

**Geographic Focus:** Northern Virginia

Requested		Recommended	
Federal Funds	\$200,000	Federal Funds	\$200,000
Required Match	\$50,000	Required Match	\$50,000
Total Project	\$250,000	Total Project	\$250,000

- Capitol Hill Village** will use this funding to continue a Mobility Management program, in close coordination with other DC Villages, that builds on past successes of improving and increasing door-to-door transportation services, providing mobility counseling and travel training, increasing transportation stakeholders’ awareness of the needs of older adults and people with disabilities, and increasing engagement with alternative transportation modes.

**Geographic Focus:** District of Columbia

Requested		Recommended	
Federal Funds	\$695,265	Federal Funds	\$695,265
Required Match	\$81,973	Required Match	\$81,973
Total Project	\$777,238	Total Project	\$777,238

- Chinese Culture and Community Service Center** will use this funding to provide Adult Medical Daycare door-to-door transportation service on a daily basis for up to 300 seniors and individuals with disabilities who are mostly low-income, frail, racial minority to improve their mobility and life quality. The proposed grant will replace existing vehicles with 15-passenger BOC wheelchair-accessible vehicles. Replacements will continue existing programs to transport seniors to our various programs.

**Geographic Focus:** Gaithersburg, Maryland

Requested		Recommended	
Federal Funds	\$503,519	Federal Funds	\$302,111

Required Match	\$125,880	Required Match	\$75,528
Total Project	\$629,399	Total Project	\$377,639

8. **City of Hyattsville** will use this funding to optimize the City’s publicly funded, shared-ride transportation service, which provides “curb-to-curb” trips to medical appointments, grocery shopping, and social and recreational opportunities within the City of Hyattsville as well as special destinations within the DC Metropolitan area. This project will be catalyzed by expanding their fleet of dependable vehicles, hiring, training and retaining skilled drivers, and expanding outreach.

**Geographic Focus:** Hyattsville, Maryland

Requested		Recommended	
Federal Funds	\$220,000	Federal Funds	\$100,000
Required Match	\$130,000	Required Match	\$100,000
Total Project	\$350,000	Total Project	\$200,000

9. **Community Support Services** will use this funding to procure 3 minivans with capacity for one wheelchair and four other passengers per vehicle, continue transportation services available to people with intensive needs due to developmental disabilities by partnering with ParaMed Medical Transportation, Inc., use minivans daily across programs serving children and adults with developmental disabilities, and increase community based services, which require specialized transportation.

**Geographic Focus:** Gaithersburg, Maryland

Requested		Recommended	
Federal Funds	\$706,491	Federal Funds	\$227,694
Required Match	\$176,623	Required Match	\$56,924
Total Project	\$883,114	Total Project	\$284,618

10. **Dulles Area Transportation Association** will use this funding to assist Fairfax County’s Department of Neighborhood and Community Services, Loudoun Volunteer Caregivers, NV Rides, and the ARC of Northern Virginia to expand the availability of transportation services to underserved populations of seniors, veterans, and individuals with disabilities, in each of their respective jurisdictions.

**Geographic Focus:** Northern Virginia

Requested		Recommended	
Federal Funds	\$506,733	Federal Funds	\$400,000
Required Match	\$126,683	Required Match	\$100,000
Total Project	\$633,416	Total Project	\$500,000

11. **EasterSeals** will use this funding for to maintain free transportation services that are available and accessible for ADS-IGC participants (seniors and adults with disabilities). Support participants with programming to keep them active so they can age in place with dignity. Major activities include reducing participant travel time, continuing to coordinate and improve transportation services, retaining drivers, maintaining the fleet, and replacing technology.

**Geographic Focus:** Silver Spring, Maryland

Requested		Recommended	
Federal Funds	\$459,375	Federal Funds	\$459,375
Required Match	\$417,979	Required Match	\$417,979
Total Project	\$877,354	Total Project	\$877,354

12. **ECHO** will use this funding to replace 2 buses and 1 minivan. These vehicles would reduce the average age of their fleet and the expansion van would provide employment to more individuals with disabilities.

**Geographic Focus:** Leesburg, Virginia

Requested		Recommended	
Federal Funds	\$898,322	Federal Funds	\$449,250
Required Match	\$492,214	Required Match	\$246,198
Total Project	\$1,390,536	Total Project	\$695,448

13. **Fairfax County Neighborhood & Community Services FXMAP** will use this funding to continue and expand the Fairfax Mobility Access Project which seeks to enhance awareness of transportation programs and develop training programs to teach how to use them, develop and implement new transportation options, and coordinate services. This iteration includes recruiting community volunteers as Travel Navigators, creating additional volunteer driver programs in underserved areas, including services for Veterans, and providing transportation subsidy cards for non-emergency medical transportation and participants who successfully complete Travel Training.

**Geographic Focus:** Fairfax County, Virginia

Requested		Recommended	
Federal Funds	\$603,610	Federal Funds	\$603,610
Required Match	\$173,403	Required Match	\$173,403
Total Project	\$777,013	Total Project	\$777,013

14. **Jewish Council for the Aging of Greater Washington Elderbus** will use this funding to support rising insurance premiums, increasing fuel prices and rising salaries for staff and drivers. As has been demonstrated by the shortage of public and school bus drivers, JCA has had to meet competitive salaries for drivers. In addition, this request includes capital maintenance and vehicle replacement costs as buses have aged. The grant also assists with partnerships



with local governments, public transit and community-based organizations and bolsters transportation options at local community centers offering older adult programming along with 50 neighborhood Villages in the region, and dozens of residential senior housing centers.

**Geographic Focus:** Rockville, Maryland

Requested		Recommended	
Federal Funds	\$1,232,650	Federal Funds	\$458,177
Required Match	\$1,028,163	Required Match	\$355,932
Total Project	\$2,260,813	Total Project	\$814,109

15. **Jewish Council for the Aging of Greater Washington NVD** will use this funding to increase the capacity and effectiveness of volunteer driving programs through the following activities: providing resources (bulk purchasing of ride scheduling portal system, background checks, subsidized rides for unmet rides), program development (support to start-up volunteer driver programs, enhance driver training, and volunteer recruitment) and technical assistance (helpdesk for software, troubleshooting) as well as provide essential marketing and publicity support to volunteer driver organizations.

**Geographic Focus:** Rockville, Maryland

Requested		Recommended	
Federal Funds	\$310,545	Federal Funds	\$310,545
Required Match	\$78,086	Required Match	\$78,086
Total Project	\$388,631	Total Project	\$388,631

16. **Leisure World of Maryland Corporation** will use this funding to phase out its current fleet and purchase three new vehicles to accommodate riders using wheelchairs eliminating issues of accessibility to their fixed route service. This will also alleviate financial barriers riders face using LW's mobility van fee for service model.

**Geographic Focus:** Silver Spring, Maryland

Requested		Recommended	
Federal Funds	\$1,164,310	Federal Funds	\$418,171
Required Match	\$727,713	Required Match	\$255,839
Total Project	\$1,892,023	Total Project	\$674,010

17. **Loudoun Volunteer Caregivers** will use this funding to to add a second vehicle to the program, with a focus on serving the eastern section of the County.

**Geographic Focus:** Loudoun County, Virginia

Requested		Recommended	
Federal Funds	\$149,366	Federal Funds	\$149,366

Required Match	\$68,889	Required Match	\$68,889
Total Project	\$218,255	Total Project	\$218,255

18. **New Horizons Supported Services, Inc** will use this funding to procure 14-seat capacity vehicles for our program to continue to offer round-trip and no-cost tailored transportation for up to 160 adults in the community integration program up to 5 days a week, 7 days a week when personal supports are included. Provide safe and reliable transportation to clients and families they can rely on and trust. And expand efficient and sustainable transportation to Equity Emphasis Areas with outreach efforts

**Geographic Focus:** Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$220,620	Federal Funds	\$220,620
Required Match	\$70,362	Required Match	\$70,362
Total Project	\$290,982	Total Project	\$290,982

19. **Opportunities, Inc.** will use this funding to continue travel training program for program participants who have intellectual and developmental disabilities, in partnership with the Arc of Northern Virginia.

**Geographic Focus:** Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$740,704	Federal Funds	\$300,000
Required Match	\$185,176	Required Match	\$75,000
Total Project	\$925,880	Total Project	\$375,000

20. **Pozez Jewish Community Center of Northern Virginia** will use this funding to continue to fill the gaps in areas unserved or underserved by public transit or paratransit or for seniors who cannot navigate public transit due to their impairment. As a multi-jurisdictional network, NV Rides will work collaboratively to close gaps and meet the needs of nondriving seniors in Northern Virginia.

**Geographic Focus:** Northern Virginia

Requested		Recommended	
Federal Funds	\$384,146	Federal Funds	\$384,146
Required Match	\$99,787	Required Match	\$99,787
Total Project	\$483,933	Total Project	\$483,933

21. **Seabury Resources for Aging** will use this funding to expand the agency's transportation services for older adults in the DC-Maryland- Virginia region. Specifically to acquire a 15-passenger bus to expand existing fleet to a total of three vehicles, enabling them to provide 1,600 more older adults with transportation services each year.

**Geographic Focus:** District of Columbia

Requested		Recommended	
Federal Funds	\$225,759	Federal Funds	\$225,759
Required Match	\$142,623	Required Match	\$142,623
Total Project	\$368,382	Total Project	\$368,382

22. **University of Maryland** will use this funding to procure a wheelchair-accessible vehicle and offset operating expenses for the provision of safe and reliable Paratransit service to all members of the UMD community seeking transportation.

**Geographic Focus:** College Park, Maryland

Requested		Recommended	
Federal Funds	\$696,174	Federal Funds	\$212,005
Required Match	\$485,801	Required Match	\$159,415
Total Project	\$1,181,975	Total Project	\$371,420

23. **Washington Metropolitan Area Transit Authority** will use this funding to provide increased customer satisfaction through a more comfortable, safer, reliable and easier to board vehicle. The minivans will replace 25 full size lift equipped Transit Vans that have met the useful life consistent with FTA circular 5010. The vehicles will be used in all 9 jurisdictions for all MetroAccess eligible customers with disabilities in Metro’s service region. Eligible out of town visitors are also eligible to use MetroAccess service.

**Geographic Focus:** Region-wide

Requested		Recommended	
Federal Funds	\$1,716,000	Federal Funds	\$1,716,000
Required Match	\$429,000	Required Match	\$429,000
Total Project	\$2,145,000	Total Project	\$2,145,000

24. **Metropolitan Washington Council of Governments / National Capital Region Transportation Planning Board** will use this funding towards program administrative costs associated with administering the FY22-FY23 Enhanced Mobility program in the Washington, DC-VA-MD Urban Area.

**Geographic Focus:** Region-wide

Requested		Recommended	
Federal Funds	\$1,029,129	Federal Funds	\$1,029,129
Required Match	\$0	Required Match	\$0
Total Project	\$1,029,129	Total Project	\$1,029,129



### NOT RECOMMENDED FOR FUNDING

The following table shows the applications not recommended for funding. The rationale for not funding these applications include:

- One application did not meet minimum requirements;
- One application did not include a budget
- Two applications did not prove their financial capability to match the federal funds available

Denied applicants will receive communication with recommendations for improving their application for the next grant solicitation and will also be offered a debriefing about their application with TPB staff.

Applications Not Recommended for Funding			
Applicant	Geographic Focus	Proposed Project	Federal Funds Requested
Fairfax County Neighborhood & Community Services Bus Replacement	Fairfax County, Virginia	Procure 1 bus to transport Area Agency on Aging residents to/from senior centers, residents to life sustaining treatments, and clients to work enclaves, etc.	\$425,127
Head Injury Rehabilitation and Referral Services, Inc.	Rockville, Maryland	Procure 5 accessible vehicles to improve access to community-based activities such as employment, social, and recreational activities.	\$272,572
Second Family Adult Homes Inc.	Bowie, Maryland	Procure 1 vehicle and establish an in-house transportation program to provide accessible transport to individuals for medical and/or safety needs.	\$321,605
Tier 1 Transportation Services	Fort Washington, Maryland	Procure 1 new ADA compliant vehicles to provide more patients with transportation to pre-scheduled healthcare appointments.	\$100,245

## **ATTACHMENT B**

### **2023 ENHANCED MOBILITY PROGRAM OVERVIEW**

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) is for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Approximately \$5 million a year is provided to the region under the "Bipartisan Infrastructure Bill". The Metropolitan Washington Council of Governments, (COG) as the administrative agent for the National Capital Region Transportation Planning Board (TPB), is the Designated Recipient for this program for the Washington DC-VA-MD Urbanized Area (shown [here](#)). The TPB is tasked with the management of the program, including the approval of grant awards. The TPB solicits and selects grant applications for funding every other year. The applicants must match the federal funds: 20 percent for capital or mobility management projects and 50 percent for operating projects.

### **COORDINATED HUMAN SERVICE TRANSPORTATION PLAN**

As a metropolitan planning organization, the TPB has developed a Coordinated Human Service Transportation Plan ("Coordinated Plan") for the planning area. The TPB approved an update to the Coordinated Plan on November 19, 2014. The Coordinated Plan outlines priority projects for Enhanced Mobility funding and the selection process, including the criteria found below.

### **SELECTION PROCESS AND CRITERIA**

The TPB is focused on ensuring that its Enhanced Mobility program includes a broad spectrum of programs and services for residents in the Washington DC-VA-MD Urbanized Area. To ensure that the funding is utilized by grant recipients who can effectively deliver services, the TPB's Coordinated Plan outlines selection criteria that places a strong emphasis on the institutional capacity of an applicant to manage and administer an FTA grant. There are numerous federal requirements under the Enhanced Mobility program. The selection criteria also emphasize an applicant's prior grant performance.

The Coordinated Plan outlines a quantitative scoring process consisting of six factors designed to provide a comprehensive consideration of the applicant's ability to serve the transportation needs of the region's older adults and individuals with disabilities. The factors and the quantitative scores are listed below.

## Selection Criteria for Enhanced Mobility Funding

Criterion	Maximum Points
Coordination among agencies and organizations	25
Responsiveness to strategies in the Coordinated Plan Priority Projects (up to 12 points) Address strategies in the Coordination Plan (up to 8 points)	20
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need and impact	10
Customer focus and input	10
<b>Total</b>	<b>100</b>

## 2023 SOLICITATION FOR ENHANCED MOBILITY PROJECTS

The third TPB solicitation for Enhanced Mobility funds was conducted from August 1 through September 30, 2017. The Access for All Advisory Committee confirmed the [seven priority projects](#) outlined in the Coordinated Plan in May 2023 for the 2013 solicitation. Applicants could submit proposals that did not address the priorities, however, proposals that did respond to the priorities did receive extra points when scored.

More than 3,000 individuals received an email announcing the availability of grant funds. In addition, ads were placed in the August and September editions of the Senior Beacon, which is distributed to over 2,300 locations across the region. The grant opportunity was also promoted through TPB News, the Transportation Planning Board's weekly e-newsletter, and COG and TPB social media accounts.

TPB staff conducted three pre-application conferences for interested organizations on the application process, the federal requirements, and project eligibility. Conferences were held in Silver Spring, Maryland on August 4, COG on August 16, and Falls Church on August 21. Over 50 different organizations and agencies attended.

## SELECTION COMMITTEE

TPB Vice Chair Councilmember Christina Henderson chaired the Selection Committee, which was comprised of four individuals representing aging, disability, transit and human service transportation coordination. The Selection Committee members were:

1. Ms. Eileen Schroff, USAging
2. Ms. Jess Maffey, Virginia Department of Rail and Public Transportation
3. Ms. Tanya Nichols, Maryland Transit Administration (MTA)
4. Mr. Anthony DeLorenzo, D.C. Department of General Services

After the solicitation period closed, TPB staff thoroughly reviewed all the applications received and when necessary, asked for clarifications or revised budgets from the applicants. TPB staff developed summaries of the 27 applications and scored each application based on the selection criteria listed above.

Each Selection Committee member received the staff summaries and 27 applications and reviewed the materials prior to the meeting on November 9, 2023. The Selection Committee collectively reviewed the applications, preliminary scores and funding recommendations with TPB staff at the meeting. After a thoughtful and deliberative process, the Selection Committee confirmed the recommendations for funding as described in Attachment A. The Committee advised staff to share the recommendations (Attachment A) with the Officers of the Board and is prepared to respond to any questions they may have on the recommendations.





**ITEM 10 – Information  
December 20, 2023**

Visualize 2050 Status Reports

- A. Public Engagement Summary
- B. Maryland Express Lanes Projects
- C. WMATA Projects And Operations

**Background:** The board will receive a briefing summarizing the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050. In addition, the Visualize 2050 schedule was changed due to uncertainties with a few of the major projects in our region – the express lanes system in Maryland and the WMATA transit system. As the deadline approaches for the Visualize 2050 project inputs, MDOT and WMATA will provide briefings on the status of these inputs.

**ATTACHMENTS**

- Item 10A – Visualize 2050 Status Memo
- Item 10A – Visualize 2050 Initial Project List Public Comment Analysis Summary
- Item 10B – MDOT Presentation
- Item 10C – WMATA Visualize 2050 Update Status Letter



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jamie Bufkin, TPB Transportation Planner  
**SUBJECT:** Visualize 2050 Initial Project List Public Comment Analysis Summary (February 15 – November 30)  
**DATE:** December 14, 2023

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### **PURPOSE**

The purpose of this analysis is to provide a summary of all public comments received to the Board and Technical Committee members as agencies continue their re-examination and submission of project inputs for Visualize 2050. This memorandum includes Appendix A: All Comments and Letters Received. This comment period extended from February 15 through November 30, 2023, and was conducted as an “open” survey. As an open survey, a statistical sampling method was not employed, and participation was open to any interested party. Therefore, the public opinion survey results cannot be considered statistically representative of the views of the region.

### **BACKGROUND**

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

A summary of comments received through November 30, 2023, is included in this memorandum. TPB staff included project-specific comment summaries for “green list” projects exempt from re-examination that received ten or more comments, and “orange list” projects undergoing re-examination that received five or more comments. Six emails were received related to Visualize 2050, and/or specific projects up for public comment. No comments have been received via mailed letter or voicemail through November 30, 2023.

### **OVERARCHING THEMES**

Between February 15 at 12:00 PM and November 30 at midnight, there was a total of 997 project comments for the Visualize 2050 Initial Project List Feedback Form. Virginia received 514 comments, Maryland received 406 comments, and the District of Columbia received 77 comments. A total of 136 project suggestions were received, with 43 for Virginia, 40 for Maryland, and 10 for the

District of Columbia. Most survey participants learned about the projects through advocacy organizations.

The overarching themes during the entire comment period are similar to the overarching themes of the mid-year summary:

- There is **strong negative** sentiment towards roadway widening and expansion projects. There are concerns that roadway widening and expansion induces more automobile travel, contributes to climate impact, undermines public transit, and misallocates money and resources.
- There is **strong positive** sentiment towards passenger rail expansion and improvements, bus improvements, bicycle and pedestrian infrastructure improvements, and BRT projects. This support comes from enthusiasm for reducing car dependence in the region, advancement towards climate goals, and improving access and connectivity for alternative modes.
- For many projects that received “agree” for inclusion into the 2050 plan, there was support for roadway improvements that include traffic calming features, but desires for more bicycle, pedestrian, or bus infrastructure improvements.

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**OP LANES MARYLAND PHASE 1**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Op Lanes Maryland Phase 1	1	1	1	4	173	2	182

**Sentiment Analysis and Identified Themes:**

Most individuals commenting expressed strong negative sentiment for the Op Lanes Maryland Phase 1, citing concerns about environmental and historic resource degradation, equity and cost burden, and skepticism about its ability improve congestion over time. Many commenters believe that the project will adversely affect the region’s ability to reach its climate goals. Some comments expressed concerns about the public-private partnership approach and hesitancy to involve a private entity. Other comments criticized the public participation process for the project for a lack of transparency. Individuals who did not support the project suggested investing in mass transit, transit-oriented development, and telework policies as alternatives.

A small minority of commenters expressed neutrality, or approval of the project as proposed in Visualize 2045. These comments supported the project to address bottlenecks at the American Legion Bridge, and to support transit or carpooling.<sup>2</sup>

## LONG BRIDGE VA – DC

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Long Bridge VA - DC	44	0	0	0	0	1	45

### Sentiment Analysis and Identified Themes:

The comments received on the Long Bridge VA – DC expressed overwhelming positive sentiment toward the project. The comments emphasized the regional significance of the project for positive impact on passenger rail and freight transportation. Many commenters also supported the pedestrian and bike component of the project. Some commenters mentioned that they support the project because of its anticipated reduction in greenhouse gas emissions. There was also enthusiasm for improved connectivity between Virginia and the District of Columbia.

## I-270 INNOVATIVE CONGESTION MANAGEMENT

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
I-270 Innovative Congestion Management	3	1	0	1	33	0	38

### Sentiment Analysis and Identified Themes:

Most comments received for the I-270 Innovative Congestion Management project expressed negative sentiment to highway expansions and tolls. Many commenters cite concerns with negative impacts to the environment or quality of life. Many respondents expressed skepticism about the project's efficacy to address congestion. Respondents noted that induced demand would result in temporary congestion relief. In addition, feedback was critical of toll lanes as an inequitable solution that provides congestion relief to those who can pay. Many commenters suggested that alternatives such as mass transit, transit-oriented development, telework policies, and other traffic calming measures should be considered to reduce congestion and reach climate goals. Some people supported congestion pricing without highway widening, suggesting a design with reversible lanes.

There were four comments that expressed support for the project to address congestion and safety on I-270. Individuals cite the success of similar projects to support their comments.

## MARC IMPROVEMENTS

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
MARC Improvements	25	2	0	0	0	0	27

### Sentiment Analysis and Identified Themes:

All of the comments received expressed positive, or strong positive sentiment towards the MARC Improvements as a regionally significant project. Commenters highlighted the importance of improving MARC to meet climate goals, improve air quality, and reduce congestion. Feedback about desired MARC improvements including all-day, weekend, and bidirectional service on all MARC lines. There was also enthusiasm for the potential for congestion to be reduced as a result of MARC improvements.

### DISTRICT-WIDE BICYCLE AND PEDESTRIAN MANAGEMENT PROGRAM

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
District-wide Bicycle and Pedestrian Management Program	19	2	0	0	2	0	23

### Sentiment Analysis and Identified Themes:

The comments received on the District-wide Bicycle and Pedestrian Management Program largely represented a strong positive sentiment. Commenters supported more bike and pedestrian infrastructure to improve safety outcomes, connectivity, and reduce automobile dependence.

Several comments expressed negative sentiment towards the District-wide Bicycle and Pedestrian Management Program with concerns about traffic impacts, and safety implications.

### UNION STATION TO GEORGETOWN STREETCAR LINE

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Union Station to Georgetown Streetcar Line	19	0	1	1	1	0	22

### Sentiment Analysis and Identified Themes:

Most comments received expressed a strong positive sentiment towards the Union Station to Georgetown Streetcar Line, citing its potential to alleviate congestion and support climate goals. Many respondents noted the importance of more coverage, and high frequency service to encourage ridership.

Some people expressed neutral or negative sentiment towards the project concerning congestion or alternative modes of public transportation.

### DUKE STREET BRT DESIGN & CONSTRUCTION

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Duke Street BRT Design & Construction	16	1	0	0	0	0	17

**Sentiment Analysis and Identified Themes:**

All comments received on the Duke Street BRT Design & Construction project expressed positive, or strong positive sentiment. Respondents expressed support for BRT as a cost-effective, efficient, and environmentally sustainable solution to address congestion, advance climate goals, and promote safety along a major corridor.

**DULLES AIRPORT ACCESS ROAD PROJECT**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Dulles Airport Access Road Project	0	0	0	1	15	0	16

**Sentiment Analysis and Identified Themes:**

All of the comments received about the Dulles Airport Access Road Project expressed strong negative sentiment. Most comments state concern that expanding roadway capacity on the Dulles Airport Access Road would undermine the region’s investment in the Silver Line. Others noted their concerns that the project will induce more automobile travel and deviate the region from its climate goals.

**MD 355 BUS RAPID TRANSIT**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
MD 355 Bus Rapid Transit	15	0	1	0	0	0	16

**Sentiment Analysis and Identified Themes:**

Most comments express strong positive sentiment for the MD 355 Bus Rapid Transit Project. All comments emphasize the importance of BRT on MD 355 to address congestion. Some respondents support the project’s ability to improve mobility from Bethesda to Rockville – noting that it would reduce transfers and complement travel along the Red Line. Some comments support BRT as a cost-effective strategy that benefits climate goals, equity, and mobility without a car.

One comment expressed a neutral stance and suggested that RideOn Bus 30’s pre-pandemic schedule be restored.

**DASH SERVICE EXPANSION**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
DASH Service Expansion	14	1	0	0	0	0	15

### Sentiment Analysis and Identified Themes:

All comments received on the DASH Service Expansion project expressed positive or strong positive sentiments. Many respondents support expanding public transportation through better frequencies and updating fleets. The public comments anticipate that improved service will encourage people to use transit and reduce congestion.

### BRUNSWICK LINE

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Brunswick Line	13	1	0	0	0	0	14

### Sentiment Analysis and Identified Themes:

The majority of comments express a positive or strongly positive sentiment towards the Brunswick Line project. Respondents' desired improvements include improved frequency (including weekends), bidirectional service, and direct service to BWI. Many comments express support for improved rail service as a key strategy to reduce congestion.

### MONTROSE PARKWAY

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Montrose Parkway	0	0	1	0	13	0	14

### Sentiment Analysis and Identified Themes:

Most comments express strong negative sentiment towards the Montrose Parkway project. Many comments state concern that the project will continue to divide the White Flint neighborhood, promote car dependency, and negatively impact the environment. Some respondents suggested alternative investments in protected bike lanes, MD 355 BRT, and the local street network.

One comment had a neutral stance towards the project but noted that the project was previously presented as a new road. They noted that the project map in ProjectInfoTrak displayed a segment crossing railroad tracks, which they stated was extremely dangerous.

### VEIRS MILL BUS RAPID TRANSIT

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Veirs Mill Bus Rapid Transit	12	0	0	0	0	1	13



**Sentiment Analysis and Identified Themes:**

All of the comments received about the Veirs Mill Bus Rapid Transit project expressed strong positive sentiment. Most comments emphasize the need for east-west transit routes, and support BRT as a cost-effective mass transit option. Respondents also believe that expanding BRT will alleviate congestion, citing existing density and high transit ridership along the corridor.

**ALEXANDRIA 4TH TRACK**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Alexandria 4th Track	13	0	0	0	0	0	13

**Sentiment Analysis and Identified Themes:**

All of the comments received about the Alexandria 4<sup>th</sup> Track project expressed strong positive sentiment. Respondents expressed support for improving rail travel via VRE, MARC, and Amtrak in the region.

**BUS RAPID TRANSIT: US 29 – PHASE 2**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Bus Rapid Transit: US 29 - Phase 2	12	0	0	0	1	0	13

**Sentiment Analysis and Identified Themes:**

Most comments expressed strong positive sentiment towards the Bus Rapid Transit: US 29 – Phase 2 project. Respondents support BRT to reduce congestion on US 29, improve environmental quality, reach climate goals, and provide an affordable transportation alternative.

One comment expressed strong negative sentiment towards the project, citing disapproval for the dedicated median lane alternative. The respondent expressed support for the managed lane option citing concern about cost and congestion.

**US 29 WIDENING PROJECT (ECL CITY OF FAIRFAX (VIC. NUTLEY ST.) TO CAPITAL BELTWAY)**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
US 29 Widening Project	0	0	0	1	12	0	13

**Sentiment Analysis and Identified Themes:**

All comments for this project showed negative sentiment. There are concerns that widening US 29 will only increase automobile demand while making the road more unsafe for other roadway users. There is also mention that the recent dense and mixed-use developments along the corridor are not

compatible with a widened roadway. A few commenters suggested that US 29 be dieted with more narrow lanes and more bicycle, transit, and pedestrian infrastructure instead.

### FAIRFAX COUNTY PARKWAY IMPROVEMENTS

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Fairfax County Parkway Improvements	1	1	1	1	8	0	12

#### Sentiment Analysis and Identified Themes:

There was strong negative sentiment towards this project, with only 2 showing support. There is concern that this project will make Fairfax County Parkway more dangerous than it already is and that the improvements are only for automobile drivers. There was also concern about the cost of the project and skepticism towards VDOT's ability to maintain it in the future. A sporter noted the benefits that the smart lights will bring.

### ROLLING ROAD WIDENING PROJECT

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Rolling Road widening project	0	1	0	0	11	0	12

#### Sentiment Analysis and Identified Themes:

All comments received about the Rolling Road widening project expressed negative sentiment. Respondents cited concerns about induced demand and increased carbon emissions for all road widening projects. Some respondents suggested investments in safety and complete streets improvements as an alternative, noting that this area presents challenges for pedestrians, bicyclists, and transit riders.

One comment expressed support for the project but wishes it included a bike lane, safe pedestrian walking paths, and pull outs for bus stops.

### VA 7

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
VA 7	5		0	1	6	0	12

#### Sentiment Analysis and Identified Themes:

This project received mixed sentiment, with 7 comments showing negative sentiment and 5 showing support. Those who do not support the project have concerns that widening VA 7 will induce more

car demand and is skeptical about VDOT's ability to maintain it. Those who support the project anticipate congestion relief and support the inclusion of BRT.

### RESTON PARKWAY IMPROVEMENTS

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Reston Parkway Improvements	0	0	0	4	7	0	11

#### Sentiment Analysis and Identified Themes:

All comments express negative or strong negative sentiment towards the Reston Parkway Improvements project. Respondents criticized the road widening plans with concern that it would result in additional congestion. Many comments suggested that bike, pedestrian, and transit projects as alternatives. Some comments suggest that widening Reston Parkway would undermine the region's investment in the Silver Line.

### VA 123 WIDENING (FAIRFAX)

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
VA 123 Widening (Fairfax)	0	0	0	1	10	0	11

#### Sentiment Analysis and Identified Themes:

All comments for this project showed negative sentiment. There are concerns that VA 123 is already too wide and that more lanes will not solve the problem. A few commenters noted that the project description is not detailed enough on where the road will be widened.

### US 1 BRT

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
US 1 BRT	9	0	1	0	0	1	11

#### Sentiment Analysis and Identified Themes:

This project received strong positive sentiment. There is enthusiasm for the potential to replace car trips with bus trips, while also making the corridor safer.

### BATTLEFIELD PARK BYPASS PROJECT

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Battlefield Park Bypass Project	0	0	0	0	10	0	10

**Sentiment Analysis and Identified Themes:**

All comments received express strong negative sentiment towards the Battlefield Park Bypass Project. Most comments call for the removal of this project over concern that it will encourage high-speed traffic through the area. Some respondents also criticize the project for undermining the Prince William County Strategic Plan’s vision for walkable, bikeable, and transit-friendly communities. One comment suggested the project undertake the Route 29 Alternate Alignment. There was also concern that the project will become a barrier for the community and encourage car-dependent development.

**PENNSYLVANIA AVENUE NW PROTECTED BICYCLE LANE**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Pennsylvania Avenue NW Protected Bicycle Lane	8	2	0	0	0	0	10

**Sentiment Analysis and Identified Themes:**

All comments for this project show positive sentiment. There is enthusiasm for bicycle lanes that are designed with safety in mind. Others say that the project will also bring beautification improvements for the corridor. One commenter noted that Massachusetts Avenue may make more sense as a bicycle corridor.

**DULLES TOLL ROAD EXPANSION**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Dulles Toll Road Expansion	0	0	0	1	8	0	9

**Sentiment Analysis and Identified Themes:**

All comments express negative or strong negative sentiment about the Dulles Toll Road Expansion. Most respondents suggest that the road expansion project is outdated and will undermine the region’s investment in the Silver Line and induce more automobile travel.

**MAGARITY TOLL ROAD EXPANSION**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Magarity Toll Road Expansion	0	0	0	0	9	0	9

**Sentiment Analysis and Identified Themes:**

All comments for this project showed strong negative sentiment. There is concern that many homes and a school will be negatively impacted by the project. There is emphasis that the project should instead focus on improving pedestrian and bicycle access to the metro.

**MARC RUN-THROUGH SERVICE TO VIRGINIA**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
MARC Run-through service to Virginia	7	1	0	0	0	0	8

**Sentiment Analysis and Identified Themes:**

All comments received for the MARC Run-Through Service to Virginia expressed positive or strongly positive sentiment. Many comments mentioned the significance of the project to improving the regional rail network, especially facilitating travel to destinations outside of downtown Washington DC.

**US 50 IMPROVEMENTS**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
US 50 Improvements	1	0	0	0	7	0	8

**Sentiment Analysis and Identified Themes:**

Most comments expressed strong negative sentiment towards the US 50 Improvements project. Many respondents opposing the project suggest supporting the STARS study recommendations for safety and operational improvements and considering a BRT study for the corridor.

One comment expressed support for the project but did not provide any additional information.

**DULLES TOLL ROAD COLLECTOR**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Dulles Toll Road Collector	0	0	0	1	6	0	7

**Sentiment Analysis and Identified Themes:**

All comments received for the Dulles Toll Road Collector project report negative or strong negative sentiment towards the project. Most comments suggest that this project is outdated and undermines the region's investment in the Silver Line. One comment noted that the area should instead be designed as transit-oriented development.

**NEW BRADDOCK RD**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
New Braddock Rd	0	0	1	0	4	0	5

**Sentiment Analysis and Identified Themes:**

This project received strong negative sentiment, with only 1 neutral comment. There is concern that the project will create a barrier for the Center Ride Community and redirect traffic through a neighborhood and elementary school. There is also skepticism as to whether this project is needed at all. One neutral comment noted that there should be protected bicycle lanes, a road diet, crosswalks, and improved transit access.

**NEW GUINEA ROAD, CONSTRUCT**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
New Guinea Road, Construct	0	0	0	0	5	0	5

**Sentiment Analysis and Identified Themes:**

This project received strong negative sentiment. There is concern that this widening project will make the roadway less safe, contribute to emissions, worsen traffic, and destroy some natural areas. Some suggested that there should be a road diet with improved bicycle and pedestrian infrastructure instead.

**STRINGFELLOW ROADWAY IMPROVEMENTS**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
Stringfellow Roadway Improvements	0	0	1	0	4	0	5

**Sentiment Analysis and Identified Themes:**

This project received strong native sentiment, with only 1 neutral comment. There is concern that the widening project will only induce automobile demand. Others noted that the project does not align with TPB's policy framework and question whether the current traffic levels warrant the roadway projects. There were suggestions that transit access be improved and a road diet be implemented.

**VRE SERVICE IMPROVEMENTS (REDUCE HEADWAYS)**

Project	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	No Response	Total
VRE Service Improvements (Reduce Headways)	4	0	1	0	0	0	5

### Sentiment Analysis and Identified Themes:

This project received strong positive sentiment, with only 1 neutral comment. There is enthusiasm for making VRE more reliable and viable for users. There is also enthusiasm for the project's potential to get cars off the road.

### SUMMARY TABLE OF PROJECTS SELECTED FOR ANALYSIS AND NUMBER OF COMMENTS RECEIVED

Project Name	Number of Comments
Op Lanes Maryland Phase 1	182
Long Bridge VA - DC	45
I-270 Innovative Congestion Management	38
MARC Improvements	27
District-wide Bicycle and Pedestrian Management Program	23
Union Station to Georgetown Streetcar Line	22
Duke Street BRT Design & Construction	17
Dulles Airport Access Road Project	16
MD 355 Bus Rapid Transit	16
DASH Service Expansion	15
Brunswick Line	14
Montrose Parkway	14
Veirs Mill Bus Rapid Transit	13
Alexandria 4th Track	13
Bus Rapid Transit: US 29 - Phase 2	13
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	13
Fairfax County Parkway Improvements	12
Rolling Road widening Project	12
VA 7	12

Reston Parkway Improvements	11
VA 123 Widening (Fairfax)	11
US 1 BRT	10
Battlefield Park Bypass Project	10
Pennsylvania Avenue NW Protected Bicycle Lanes	10
Dulles Toll Road Expansion	9
Magarity Road Widening	9
MARC Run-through Service to Virginia	8
US 50 Improvements	8
Dulles Toll Road Collector	8
New Braddock Rd.	5
New Guinea Road, Construct	5
Stringfellow Roadway Improvements	5
VRE Service Improvements (Reduce Headways)	5



## APPENDIX A. ALL COMMENTS RECEIVED FROM FEBRUARY 15 – NOVEMBER 30, 2023

The comments outlined below were received from the Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – November 30, 2023. TPB staff has organized the original responses to the feedback form by state. Comments were reported monthly at the TPB Technical Committee and TPB meetings.

In addition to comments on projects undergoing re-evaluation, comments were also received on suggestions for projects that should be considered for the plan. There were 10 project suggestions for DC, 40 for MD, and 43 for VA. The tables below provide the project comments and project suggestions by state.

<b>Table 1. District of Columbia Project Comments .....</b>	<b>17</b>
<b>Table 2. District of Columbia Project Suggestions .....</b>	<b>32</b>
<b>Table 3. Maryland Project Comments .....</b>	<b>33</b>
<b>Table 4. Maryland Project Suggestions .....</b>	<b>118</b>
<b>Table 5. Virginia Project Comment .....</b>	<b>123</b>
<b>Table 6. Virginia Project Suggestions .....</b>	<b>242</b>

**Table 1. District of Columbia Project Comments**

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

	Streetcar Line			If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars.	
5/2/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	The current streetcar route does not provide significant transit benefits because the route is too short to connect many destinations on a trip. The extension west (together with the currently planned extension east to Benning Road) has the potential to fill a significant transportation gap and should be used together with mixed-use development along the corridor to create an excellent east-west corridor for DC. There would be significant equity benefits by connecting east of the river neighborhoods with downtown DC, and there is potential to facilitate tourism as the Streetcar could support trips taken from Georgetown or the white house area to reach difficult-to-reach areas like H Street Corridor or the Anacostia River.	Eric Englin
5/31/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
5/31/2023	Union Station to Georgetown Streetcar Line		Strongly agree		

6/14/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree		
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Good east west transit is essential to DC, and therefore I strongly support the Georgetown to Union Station streetcar project	
6/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	News/media	Strongly agree	Protected bike lanes are important to encourage safe cycling, I strongly support this project so that cyclists will be protected from vehicle traffic on Pennsylvania Ave.	
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Friend/colleague	Strongly agree	nowhere near ambitious enough. our planet is literally on fire	Karthik Balasubramanian
6/14/2023	East Capitol Street Corridor Mobility & Safety Plan	News/media	Strongly disagree	engineers unjustifiably dropped protected bike lanes. cowards	Karthik Balasubramanian
6/14/2023	C Street NE Implementation	Neighborhood/civic association	Strongly agree		Karthik Balasubramanian

6/14/2023	South Capitol Street Corridor	Neighborhood/civic association	Strongly agree		
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	We need to provide alternatives to cars and that includes making our streets more friendly & safe for pedestrians, bikers & mass transit and less inviting for cars.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	A high frequency Streetcar is necessary for providing better transit connections to locations currently served by bus. Along K and M streets. Since direct Metro service between the two high volume destinations of Union Station and Gtown is not provided, a streetcar line with frequent service would provide a better and more reliable connection. It is important, however, that the streetcar operate in a dedicated transit way, and not in mixed traffic, given congestion along the route. It's also important that service be frequent - at least every 10 minutes, otherwise ridership will be lower than expected. People in DC just don't have the luxury of scheduling their lives around when transit will arrive. Time is money.	Paul Brown
6/14/2023	South Capitol Street Corridor	Advocacy organization	Strongly disagree	Given commitments in various planning documents to combat climate change and encourage more environmentally sustainable development patterns and transportation, we should not pursue roadway widening projects unless it is to incorporate high capacity transit. Please include high capacity transit in this project to encourage transit and make it competitive to the automobile in this corridor.	

6/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Agree	DC needs more high capacity transit/Bus Rapid Transit lanes to promote alternatives to the automobile and reduce congestion. Besides K st, Pennsylvania Ave is a perfect candidate as it has the space for dedicated bus lanes. Please incorporate bus lanes into the design.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	An east-west high capacity transit option is critical to reducing congestion downtown and promoting environmentally sustainable transportation. Please get this project finally off the ground and also consider further extensions to Rosslyn/up Wisconsin Ave.	
6/14/2023	Union Station to Georgetown Streetcar Line	Friend/colleague	Strongly agree	Alternative methods to driving are great! This will help relieve congestion, help people get to where they need faster, and reduce pollution since there are fewer drivers.	Andy
6/14/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Alternatives to driving are great. This will reduce congestion, reliance on cars and create safer roads.	
6/14/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree	Building alternatives to driving are great, especially in the city.	
6/14/2023	District-wide Bicycle and Pedestrian	Neighborhood/civic association	Strongly agree	agree 100% with any and all District bicycle and pedestrian management plans. This city MUST slow down in vehicular traffic	

	Management Program				
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Neighborhood/civic association	Strongly disagree	Enduring the devastation of my local shopping center, 17th st., due to the unnecessary and unused so-called "protected" bike lanes. I, a life-long cyclist, have given up riding in the city. The so-called bike lanes are jammed with delivery trucks (or even police cruisers), forcing me into hostile traffic—already furious at the loss of a lane.	Suzanne Legault
6/15/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree		
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	This is an important project to improve mobility and safety and advance the region's climate and air pollution goals.	
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/15/2023	Union Station to Georgetown Streetcar Line		Disagree	Enhancing transit between Georgetown and Union station along K Street sounds great, but I question the cost of a light-rail line compared to dedicated bus lanes. A busway could be well designed and could also ideally enable express buses from I-66 to have direct access to stops in DC without a transfer,	

				which could help to address the Rosslyn station bottleneck on Metro and could function as an Orange/Silver line express from stations like Vienna and Reston or West Falls Church into DC.	
6/17/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are great, I love streetcars. Also this would connect me with my office and I would use it 6 times per week	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	More bikes is critical to our transportation future.	Kevin O'Brien
6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	DC is making progress on Bike and Pedestrian issues but needs to do more.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more public transportation in DC and I strongly support building more streetcar lines, specifically extending the H Street line via Union Station to Georgetown utilizing K Street. And please let's not wait until 2050 - how about doing this by 2030?	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree	I strongly support streetscape improvements to Connecticut Avenue - please re-make Connecticut Avenue into a complete street with improved pedestrian crossings, bus stops and protected bike	



				lanes so it is an Avenue for DC residents and not one designed around the needs to MD Commuters.	
6/23/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	News/media	Strongly agree	I strongly support extending the PA Ave protected bike lanes to Georgetown and by 2025 not 2030.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Please include the Glen Echo Trolley Trail in your 2050 plans for a rail to trails conversion to add a multi-use trail for pedestrian and bicyclists.	
6/27/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree		
6/27/2023	South Capitol Street Trail		Strongly agree		
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	Please! We need more bike and ped infrastructure	
6/27/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more miles of streetcar!!	Jason Schwartz

6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/27/2023	Benning Rd Bridges and Transportation Improvements		Strongly agree		
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree		
6/27/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Strongly agree	Protected bike lanes make conditions safer for all road users	
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are more efficient than cars, and we should be taking space from cars anyway	
6/27/2023	Florida Ave NE Streetscape	News/media	Strongly agree	Taking space from cars and giving it to bike lanes and sidewalks is good policy!	

6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/30/2023	District-wide Bicycle and Pedestrian Management Program (Vision Zero high-injury network and intersection projects)	Friend/colleague	Agree	Cars and trucks are getting heavier either because people purchase larger ICE vehicles or because EV batteries are inherently heavy. Heavier vehicles cause more damage in accidents. So providing bikers and pedestrians super safe lanes for walking and biking (which is the essence of Vision Zero) will reduce injuries and death.	
7/5/2023	Pennsylvania Avenue NW Protected Bicycle Lanes (Bus Priority Program improvements (multiple corridors))		Strongly agree		
7/14/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree	The streetcar would be much more useful if it were longer and connected more residents.	Luke Mueller-Oden

7/14/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	I would like to bike to work but it doesn't feel safe since there aren't any protected bike lanes connecting me to the office. I'm sure many others feel the same and would like to see infrastructure improvements	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Project webpage	Agree	Building protected bike lanes on the major avenues is key to connecting the city for cycling. Although I do wonder why Pennsylvania ave was chosen rather than Massachusetts ave, which could potentially be longer and connect to more existing bike infrastructure	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue SE	Project webpage	Strongly agree	This is a great project which would connect many DC neighborhoods and centers of employment by bike!	Luke Mueller-Oden
7/15/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Friend/colleague	Strongly agree	The proposed plan will improve bicycle and pedestrian infrastructure, as well as the streetscape, in an unattractive and hostile area of downtown. It will put underutilized capacity to more effective use and improve safety and the street use experience for cyclists, pedestrians, and transit users.	
7/29/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	These improvements are regionally significant. Other jurisdictions should also package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Visualize 2045, by excluding many of these small projects, undervalues the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050	Bill Pugh, Coalition for Smarter Growth

				constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities.	
7/29/2023	South Capitol Street Trail		Strongly agree		Bill Pugh, Coalition for Smarter Growth
7/29/2023	East Capitol Street Corridor Mobility & Safety Plan	Project webpage	Agree		Bill Pugh, Coalition for Smarter Growth
8/31/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars need to be expanded to other destinations to meet climate goals, reduce traffic and help lower income individuals, while supporting more density.	Adnan Masri
9/6/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Build it immediately	Mostafa Elnahass
9/13/2023	Benning Rd Bridges and Transportation Improvements	Advocacy organization	Neutral	Road diet for all the roads around it	Mostafa Elnahass
9/15/2023	South Capitol Street Trail	Advocacy organization	Strongly agree		Mostafa Elnahass
9/15/2023	District-wide Bicycle and Pedestrian	Advocacy organization	Strongly agree		Mostafa Elnahass

	Management Program				
9/16/2023	Pennsylvania Avenue SE	Advocacy organization	Neutral	Pennsylvania ave should undergo a road diet	Mostafa ElNahass
9/16/2023	South Capitol Street Corridor	Advocacy organization	Neutral	South Capitol Street should undergo a road diet with protected bicycle lanes implementation	Mostafa ElNahass
9/16/2023	C Street NE Implementation	Advocacy organization	Strongly disagree	Road diet and pedestrian, cycling improvements	Mostafa ELNahass
9/16/2023	Florida Ave NE Streetscape		Neutral		
9/22/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Friend/colleague	Strongly agree	ldk	
9/25/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	The area has neglected alternatives to car transportation for decades and more should be allocated to bring the other options up to competitive, if not preferred, options. Everyone that drives a car is outside of the car at least some of the time. People outside of cars should be the priority and cars accommodated later instead of the other way around.	David Duffy
9/25/2023	Pennsylvania Avenue NW Protected	Project webpage	Strongly agree	Protected bike lanes are the single best thing that can be done to encourage modal shift. The streets as they are are exceedingly hostile and dangerous to be on a bike. Giving physical separation from	David Duffy

	Bicycle Lanes			dangerous cars has been shown to increase usage of bike lanes by 70% ( <a href="https://nitc.trec.pdx.edu/news/research-reveals-perceptions-safety-and-use-protected-bike-lanes">https://nitc.trec.pdx.edu/news/research-reveals-perceptions-safety-and-use-protected-bike-lanes</a> ).	
9/25/2023	South Capitol Street Trail	Project webpage	Strongly agree	DC is the only local jurisdiction serious about alternative modes of transportation and deserve the money to make it happen.	David Duffy
9/25/2023	East Capitol Street Corridor Mobility & Safety Plan		Neutral	To the extent this project prioritizes pedestrians and cyclists, I support it.	David Duffy
10/2/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	I support this program because it reduces carbon emissions, creates safer conditions for vulnerable road users, and supports a more vibrant, people-friendly district. The Vision Zero initiative should be at the forefront of all traffic-based projects within the district. Let's make safer, more accessible, and greener traffic solutions.	
10/2/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree		Rebekah King
10/18/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree		

10/18 /2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Strongly agree		
10/19 /2023	C Street NE Implementation	Friend/colleague	Strongly agree	sfddf	Laeq Ahmed
10/19 /2023	East Capitol Street Corridor Mobility & Safety Plan	Neighborhood/civic association	Strongly agree	aSAsaSAsASAsasASasasasa	Laeq Ahmed
11/29/ 2023	District-wide Bicycle and Pedestrian Management Program	Friend/colleague	Agree	Needed to improve flow of vehicles and to manage bike/ped/vehicle interactions	



**Table 2. District of Columbia Project Suggestions**

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	Eric Englin
6/14/2023	Bus lanes on every arterial road in DC.	Karthik Balasubramanian
6/14/2023	Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have be implemented in NYC on 14th St.	Suzanne Legault
6/18/2023	Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation	Brian Lutenegger
6/25/2023	Washington Union Station Expansion Project	David Yaffe
6/30/2023	Vision Zero high-injury network and intersection projects, with accelerated implementation – see earlier comments re this projects included under DC bicycle and pedestrian management program	
7/14/2023	The Washington Union Station Expansion Project should be included, as should the Blue line loop metro expansion. There should also be a commitment to build protected bike lanes along every major avenue in DC, along with commensurate infrastructure connecting them at the circles where the avenues meet.	Luke Mueller-Oden
7/29/2023	Bus Priority Program improvements (multiple corridors) - these are regionally significant, very beneficial projects that support TPB's policy framework and should be included in Visualize 2050	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Washington Union Station Expansion Project	Bill Pugh, Coalition for Smarter Growth
9/15/2023	395, 295, 695 highway removal	Mostafa ElNahass

**Table 3. Maryland Project Comments**

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

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

3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		<p>I submit this article from WAPO, in case you missed it. Good points. <a href="http://www.washingtonpost.com">www.washingtonpost.com</a> washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	Arlene Montemarano
3/26/2023	Op Lanes Maryland Phase 1 (	Advocacy organization	Strongly disagree	<p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after</p>	Arlene Montemarano

	Creating more of a heat sink as the planet gets hotter.)			adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\hat{T}$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and $\hat{T}$ the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases ( $\hat{T}$ ). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk

	service to Virginia				
4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
6/6/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	Adam Carlesco

6/13/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not considered at all from air to water to hazardous waste, etc.	
6/14/2023	Brunswick Line	News/media	Strongly agree	All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan	
6/14/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to Frederick should be a part of the 2059 vision plan	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	Good Brt is important for this region- I support this project in the 2050 vision plan	
6/14/2023	MARC Improvements	News/media	Strongly agree	Marc all day, weekend, and bidirectional service on all lines is important door reducing car dependency in this region. I strongly support Marc service improvements on all lines.	
6/14/2023	MARC Run-through service to L'Enfant Plaza	News/media	Strongly agree		
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree		

6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree		
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern	George Hite



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

6/14/2023	Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties)	News/media	Strongly agree	We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car.	Ethan Goffman
6/14/2023	MARC Improvements	Advocacy organization	Agree	Encourage greater MARC usage	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Important opportunity to improve transit and land use in the 355 corridor	
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	Need to provide better and more frequent bus service in the New Hampshire Ave corridor	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Dense corridor that could support higher transit usage with better service.	
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	

6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that.	Jacob Allen Barker
6/14/2023	MARC Improvements	Advocacy organization	Strongly agree	All current MARC lines need to run all day bidirectionally. We need to make more places in the state accessible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state.	Jacob Allen Barker
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality.	Andrea Cimino
6/14/2023	Montrose Parkway	Neighborhood/civic association	Strongly disagree	I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some	Andrea Cimino

				bike lanes have already been built in this area (on Nebel St) and I'd love to see more, as I am a regular bike commuter.	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution.	Andrea Cimino
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization		This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate.	Andrea Cimino

6/14/2023	I-270 Innovative Congestion Management (Project to add toll lanes on interstates 270 and 495 between the American Legion Bridge and Frederick, MD)	News/media	Strongly disagree	Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes - either rail or bus, or both. And, HOV lanes should be segregated - The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	Douglas Sedon
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT.	Paul Brown

6/14/2023	Camden Line	Advocacy organization	Strongly agree	More frequent bidirectional MARC service on the Camden line ( and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit ) train service rather than the current loco-pulled diesel trains.	Paul Brown
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list.	
6/14/2023	Brunswick Line (Direct rail service to BWI)		Strongly agree	Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension.	
6/14/2023	Brunswick Line (Would like to see excursion trains to Harper's Ferry with ADA accessible at HF, also extend MARC to Oakland Maryland on	News/media	Strongly agree	I support the Brunswick train as it takes cars and drivers off the road as too tolerant of aggressive drivers	Steve Warner

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

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



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

				wound up moving to Virginia so Maryland lost my tax revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving.	
6/15/2023	MARC Run-through service to Virginia	News/media	Agree	It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City.	
6/15/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Agree	This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park.	
6/15/2023	US 1 Corridor		Agree	Route 1 is somewhat ugly and this could be a nicer gateway to College Park.	
6/16/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly agree	I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland finances. Even worse, it does not solve the congestion problem. Please kill this project and look at	Andrew Gallant

				the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/16/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Even if, on average, congestion was reduced, there are no average drivers – only those who have the money to pay and those who don't. So much for equity! Ironically, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion. Does it also mean that the tolls are already too high? The project also would create new bottlenecks to promote future toll-lane expansion – specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project's environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital – just to name a few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a	

				map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	
6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Brian Lutenegeger
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs around FLASH bus	Alex Demarais

				rapid transit stops. The money should be spent upgrading the BRT.	
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	
6/19/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
6/19/2023	US 29 Corridor		Strongly disagree	This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways.	
6/19/2023	Veirs Mill Bus Rapid Transit		Strongly agree	This project is critical to serving one of the state's highest ridership bus routes.	
6/19/2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree	This project is critical to achieving success in BRT in MoCo.	
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expanding I-495 and I-270 will private toll lanes will not address congestion but will simply shift bottlenecks to different parts of the region. It will have devastating impacts on our natural resources and communities and exacerbate air and climate change pollution. Please remove this project from the long range plan.	
6/23/2023	MARC Improvements	News/media	Strongly agree	Making MARC more attractive is a massively important step towards reducing emissions from automobiles.	Thomas G Zeller

6/23/2023	I-270"	Neighborhood/civic association	Strongly disagree	commuting traffic can be met by other traffic calming measures. The environmental degradation is not worth the limited benefit.	Elliott Levine
6/23/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Montrose Rd and Parkway borders a number of communities. Traffic coming off of I270 is already driving at 60 MPH! It would be deadly for bicycle riders and pedestrians to cross the road without taking your life in your hands.	Elliott Levine
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/WaPo)	Strongly disagree	For the sake of our children, grandchildren, and great grandchildren, we must move away from automotive transportation and for-profit road building.	Hal Ginsberg
6/23/2023	I-270"	Advocacy organization (Washington Post)	Strongly disagree	No more road expansion. Our focus should be on clean green energy/public transit.	Hal Ginsberg
6/24/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	I oppose this plan because it centers around building more road capacity, rather than reducing the need for driving through transit and other enhancements. More driving will quickly use up the increase road capacity and cause more air pollution and emit more greenhouse gases.	
6/24/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	a very large amount of money on a unneeded project that will cause much harm to the environment and provide little return on investment and be limited to those with the money to pay the tolls	Bob R
6/24/2023	Brunswick Line	historical knowledge of line	Strongly agree	this is actually far less than the true need. this route is a major corridor for freight and passengers have suffered from lack of service due to this overuse of this limited rail line. it desperately needs significant up grading,	Bob R

6/25/2023	MARC Improvements	News/media	Agree	marc and amtrak upgrades are both needed to improve service and reliability on the widely used railway, maglev should NOT be supported, use maglev funds for marc and amtrak	
6/25/2023	Brunswick Line	News/media	Agree	our local railways need maintenance and updates to better serve users	
6/25/2023	I-270"	News/media	Strongly disagree	i have serious environmental concerns regarding this project, we can not continue to strip our land bare of trees and plants that help protect us from the sun, retain water, and counteract global warming	
6/25/2023	MARC Improvements	News/media	Strongly agree	marc and amtrak both need maintenance and upgrades to provide more reliable and improved service on our widely used railways, maglev should NOT be funded, use maglev funds to help marc and amtrak	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (I live next to I-170 in Rockville, MD.)	Strongly disagree	The proposed plan has too many negative impacts.	
6/25/2023	Op Lanes Maryland Phase 1	News/media		Does not stand up to scrutiny vis a vis equity, sustainability, environmental protection and environmental justice	
6/25/2023	I-270"	News/media	Strongly disagree	Environmental	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Environmental concerns are my biggest concern. More pavement is not the answer. Other major cities have found unique ways to handle traffic. The benefits are only for the toll company and the wealthy as I do not	

				believe the tolls lanes will alleviate congestion in the free ones. Too many issues not addressed in the plan.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The Hogan administration talked about balanced transportation when transit capacity to Frederick was measured in the hundreds and highway capacity in the tens of thousands. They proposed to address this 'balance' by adding yet more lanes, a 'pave the earth' approach. Not one more penny on highways until true balance is achieved.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	toll lanes will only add to congestion and no one will pay the tolls	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Research shows that any improvements in congestion from adding more lanes are temporary don't address underlying issues. The environmental implications and inequities that will be perpetuated by this project also make this project a non-starter.	
6/25/2023	I-270 Innovative Congestion Management	News/media	Strongly agree	Maryland's Legion Bridge and I270 are solvable bottlenecks if proposed expansions are approved. I live in Rockville and traveling north to Frederick is a slow and dangerous ride. Going from 6 lanes where I live down to two is just wrong for such a busy corridor. Our neighbors in VA are doing an excellent job in widening their portions of the beltway and 95. Maryland's roads are third rate. Those who complain about added pollution and environmental issues are the same folks who opposed I200 for decades. And they have been proven totally wrong as 200 is a blessing for pulling	Brad Botwin



				traffic off 95 and the beltway. Please start the work to widen the Legion bridge and 270 to Frederick! Thank you.	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This is a project that defies the urgent need to address climate change, water pollution, and area mobility. The current segment of the larger, super destructive and ineffective project, would result in such bottlenecks that the entire project would become inevitable. Our recent experience with COVID also indicates we need all the parks we can get. Aside from destroying natural areas, the project would also harm neighborhoods and leave most people stuck in traffic or having to pay very high tolls. The purpose and need statement simply defined away alternatives to roadways, yet that is how we best address our crisis: reducing the need to travel by better development patterns, and then by greatly increasing BRT and MARC service. BRT service needs to be a network, not just a couple of isolated lines.	Anne Ambler
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	The proposed toll lanes will only make traffic worse and will mostly benefit private contractors. Please focus instead on removing potholes and maintaining safe roads and bridges on I-270.	Mark Laubach
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More lanes on 270 will only contribute more crowded traffic and will quickly have no use. If you build it, more cars will come. How about alternatives like high-speed buses. There are many good suggestions online from concerned citizens and organizations. See <a href="https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/">https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/</a> for one example.	

6/25/2023	Op Lanes Maryland Phase 1	News/media	Agree	Traffic relief on the Beltway and I-270 is long overdue. Transit cannot solve the problem. More lanes are needed. I am regularly caught in backups even mid-day on the Beltway. I would prefer more lanes without tolls to a toll project. Raise the gas tax to pay for the lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is a toll lanes project with a private entity: these never work out like they're supposed to. The environmental impact studies were rushed and incomplete. It is not compatible with our state's environmental goals, it will worsen our water quality while jacking up our water and sewer bills, and it may mean bulldozing my house for something I can't afford to drive on.	
6/25/2023	I-270"	Advocacy organization	Strongly disagree	Widening 270 with expensive toll lanes will not improve traffic congestion. Only the wealthy can afford the proposed tolls (with profits going to private companies) and traffic will only increase in the other lanes. The current contract must be dissolved altogether and an honest evaluation made of traffic solutions. Yes, this means starting over but the current P3 project is an abomination that cannot be fixed. It must be stopped altogether.	Linda Rosendorf
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	1) The OP lanes proposal is socially unjust, leaving those who can't afford the OP lanes in worse traffic. Traffic at OP lanes junctures with local roads would be awful. Apartment complexes and households would be closer to highway exhausts and noise. 2) The OP lanes proposal to expand the beltway and American Legion	

				<p>Bridge comes with huge environmental costs at the juncture in time where we absolutely need to reverse the direction of climate change. Induced demand for commuting by cars would, in any case, fill up the expanded lanes soon after the construction project was completed, and after years of construction caused traffic jams. 3) Alternative plans to P3 OP lanes proposals were not given serious, judicious, and publicly open consideration. 4) Transurban's consortium would rule the beltway and force expansion of their model for the next 50 years. Any plans that reduce their expected cash flow would have to be approved by the Consortium, and be compensated by taxpayers. The taxpayers would be footing the bills for many hidden costs to infrastructure adjustments and improvements required by highway expansion. 5) Expanding the American Legion Bridge only pushes the traffic 495 bottleneck a mile further into Maryland and gives Transurban or other P3 consortium's justification to continue expansion. 6) Plummers Island nature research reserve, home to the Washington Biologists' Field Club (WBFC) for 122 years, part of the C &amp; O Canal National Historical Park, would be devastated by the proposed expanding the American Legion Bridge. Rare plants and animals and their habitats, and WBFC long-term research projects, would be irreversibly and damaged.</p>	
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	Toll lanes have done exactly NOTHING to ease traffic in VA (I sit in it; I speak from experience). I object to the environmental repercussions as well.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		

6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	A road to nowhere – not well thought out, doesn't included alternative transportation possibilities... as long as development continues at the current pace, the problems north of these toll lanes will continue, backups will continue... we need solutions that include mass transportation and cut down on economic and environmental waste. These toll lanes are a boondoggle. I voted Democratic in the recent election for MD governor to put an end to these toll lanes. The process was not fair and open. Take a serious, open and informed look.	Caol Drew
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	One car crash delays thousands of people on the beltway or 270. How freaking damaging would years of construction be? Also, i would lose or lose value in a condo i own on Azalea Dr in Rockville due to construction. And, MD cares not about the environment, but i know the damage would be extreme and never mitigated based on living next to the damn icc. Maryland cant take care of existing roads, dont build any more.	Mary
6/25/2023	I-270"	Advocacy organization	Strongly disagree	Will damage my neighborhood which abuts I270 in Rockville. Installing reversible lanes would be a much cheaper and less destructive alternative. It hasn't received much study, possible because it means less money for contractors.	
6/25/2023	I-270"	Neighborhood/civic association	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		

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

				needed transit link, perhaps more to other spots on the route than to the down county.	
6/25/2023	Middlebrook Road Extended Widening	Friend/colleague	Strongly disagree	No additional roadways are needed in this area; transit options are needed. Road construction here would irreparably damage valuable wooded land and foster yet more sprawl. Visualize 2050, by its very name, should be focused on what will benefit our area in 2050, not what will make mobility and climate change worse, as well as hampering our resiliency to flooding.	Anne Ambler
6/25/2023	Montrose Parkway	News/media	Strongly disagree	What is needed in this area is BRT on Rt. 355 and on Randolph/Montrose, NOT an extension of Montrose Pkwy.	Anne Ambler
6/25/2023	MARC Improvements	Advocacy organization	Strongly agree	Making MARC work for more commuters is a no-brainer, given the current climate crisis. This should be a priority.	Anne Ambler
6/25/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on Rt. 355 is a vital part of a BRT network.	Anne Ambler
6/25/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	This is an important part of a BRT network.	Anne Ambler
6/25/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	Important part of a BRT network.	Anne Ambler

6/25/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Vital link in a BRT network.	Anne Ambler
6/25/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Economically stupid. Environmentally devastating. *Encourages* congestion. Ignores overwhelming, long-term opposition and tries to bury legitimate scientific evidence.	EM Ryan
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are numerous downsides. The only people who would benefit are those wealthy enough to pay the proposed tolls. Everyone else would be stuck in even worse traffic congestion. The HOT/Lexus lanes are un-American. Our PUBLIC highways should be open to ALL motorists, 24/7, and financed with motor fuel taxes – as we've done for decades. HOT/Lexus lanes would only divide our society even further. They are dead wrong and the plan should be terminated with prejudice.	Sherman Johnson
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Research shows that expanding highways does not solve the congestion problem in the long run. We need to use that money to invest in public transportation and safe bike and pedestrian lanes.	Shilpa Shenvi
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project is inequitable, environmentally destructive, unsupported by reliable data, and guaranteed to make congestion worse than it is now for the majority of drivers.	Jennifer Whalen

6/25/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Would be detrimental to the environment and communities. Would only make the traffic worse.	Kathleen Pirollo
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The environmental and community impacts have not been fully assessed. Toll lanes have been demonstrated to create more congestion. No one will pay the outrageously high fees to use toll lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Terrible for the environment. Will not relieve congestion.	Mary Anne Hess
6/26/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	As a long-term aid to reduce traffic congestion, I would prefer a train system (extending the Metro) as occurs in the NY City area. Widening highways is a temporary, highly expensive fix. Widening 270 and the Beltway would cause much environmental harm in an already overstressed, too polluted part of the U.S.	Edward M. Barrows
6/26/2023	I-270"	Advocacy organization	Strongly disagree	The case for toll lanes provides neither compelling data nor argument for how the approach provides long-term, sustainable traffic relief. Costs, financial and environmental, are long-term. Benefits do not appear to be.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It's going to hurt the environment, the people that live around it and it's not going to help traffic. It's only going to cause more cars fit on the road and sit in traffic.	



6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It is beyond belief that this project is moving forward when it has never had independent financial and legal review, the Capital Beltway Accord has not been released; and key traffic modeling, pollution data, and mitigation plans are missing. This is going to get bogged down and waste time that is better spent on real issues affecting people. And there are better ways to deal with congestion.	
6/26/2023	Corridor Cities Transitway (CCT)	I've been active with organizations, civic assoc, and gov't for decades	Strongly agree	This is a key component to reducing vehicle congestion north-south and has been delayed way too long. Before any proposals are examined for I-270, the CCT mitigating effects should be included in those studies. Without giving the public aggressive rapid transit options, all other congestion relief will fail. There is a great need to connect these points with CCT BRT.	
6/26/2023	I-270 Innovative Congestion Management (I-270 projects)		Strongly disagree	The P3 project, as pursued by Gov. Hogan, was ill conceived and poorly studied. Adding lanes to I-270 will not reduce congestion, as numerous studies have shown, but will cause great harm, siphoning needed funds from more effective projects. Please go back to the drawing board and work with transit-oriented and environmental organizations to come up with an appropriate rebuild for the American Legion Bridge and transit solutions for upcounty.	
6/26/2023	MARC Improvements (Including MARC run-through to VA & L'Enfant Plaza)	Long-time activism on transit issues as citizen	Strongly agree	Reliable, safe, and frequent MARC service is key to removing single car vehicles from our road grid. It has proven to be effective when it can be counted on by commuters.	

6/26/2023	MD 355 Bus Rapid Transit	Gov't presentations and North Bethesda planning	Strongly agree	BRT on Rt. 355 is a critical element to creating a "boulevard" in North Bethesda. As the number of residential units increase along this corridor, supplementing the Red Line by having dedicated bus lanes will allow residents to move easily up and down the Pike without using their cars as frequently. BRT must include dedicated bus lanes to work.	
6/26/2023	Montrose Parkway	Long-time activist in North Bethesda	Strongly disagree	This is a dinosaur remnant of a failed policy to run highway-style roadway through an urbanizing area. It is environmentally unsound and totally unnecessary. The only worthy project is to separate the grade at the CSX tracks, and there are several better proposals to accomplish that goal. Redesign the project to grade separate the tracks on Randolph Road, and leave it there.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Disagree		
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is an ill-conceived project that poses great threats to our watershed, historic places, and taxpayers. Aside from the project's flawed environmental review, it will not relieve congestion and only serves those who can afford tolls. It does nothing to reduce the ever-increasing amount of dangerous interstate truck traffic from the unexpanded "free" lanes. Additionally, a P3 financing model for a massive infrastructure project like this will not work as intended (except to benefit foreign owners and their investors) and essentially hands over defense critical infrastructure to foreign ownership. This is not a forward-thinking "2050" transportation project. It is a 20th century solution that doubles down on the ills and injustices of the original Interstate Highway construction.	

6/26/2023	I-270"		Strongly disagree	Do not widen 270. It will only make traffic worse and cost the common man more money to get around.	
6/26/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The toll lanes are inequitable and will cause more congestion. I was around and commute from Montgomery county to Tysons corner and the toll lanes have made it worse for 99% of all commuters. The tolls are too high and very few people use them. Which makes more traffic on fewer nontoll lanes worse.	Phyllis Epstein
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		Dr. Donna Hoffmeister
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling.	
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Plans to expand I-270 would lead to major increases in vehicle traffic and environmental pollution, rather than alleviating traffic congestion.	Jeanne Anastasi
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am Kevin Thatcher Gerike, and I live on Lawndale Ct in Silver Spring, Maryland. I live in the Indian Springs Neighborhood, which is in danger of becoming more polluted, louder, and destroyed with the proposed widening of the Capital Beltway. With an increase in the road width and additions of toll lanes, the project will devastate our community and other communities near the Beltway. We will lose our neighborhood park and YMCA. There will be more noise from construction and increased traffic on the road. The value, safety, and security of our homes will be ruined. The project will NOT reduce traffic congestion, but the construction and increase in traffic WILL pollute our air and increase the	

				<p>noise in the neighborhood. In addition, the project is horrendous for the environment and will wreak havoc on local ecosystems that are already disjointed and polluted from the existing Beltway. My husband (LaDereke Grant) and I oppose this project and urge you to reject any version of the project in favor of better, smarter choices. We advocate for light rail built on the entire Capital Beltway loop to reduce traffic and the addition of Bus Rapid Transit. We need to advocate for smarter, safer, more sustainable modifications of the Beltway and implement good, frequent public transit options throughout the county to reduce the traffic not only on the Beltway but other roads such as Colesville and University. In this day and age, we must advocate for traffic-reducing measures and advocate for more public transit options that also include more bike lanes. Very Respectfully, Kevin Gerike and LaDereke Grant Lawndale Ct, Silver Spring, MD</p>	
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree	<p>The Op Lanes won't resolve congestion. In fact, the Maryland-National Capital Park and Planning Commission found that it would only move the bottlenecks from McLean, creating severe congestion on I-270 North, the Inner Loop of the Beltway on the top side of the Beltway and the Inner Loop in Prince George's County. MDOT should cancel the project and study alternatives to HOT lanes.</p>	Barbara Coufal
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	<p>There are effective and more environmentally responsible ways to deal with traffic such as transit, incentivizing telework and better land use planning.</p>	Nancy Soreng

6/26/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This P3 project has been a disastrous boondoggle since its inception. It would enrich private companies while harming the environment. With tolls up to \$50, it would be very inequitable, favoring the wealthy and making traffic far worse for the overwhelming majority of drivers. IMPORTANTLY, THIS PLAN WILL NOT IMPROVE TRAFFIC CONGESTION. The current project must be thrown out and a carefully thought out plan for traffic management be considered. This horrible project has already cost Maryland taxpayers a huge amount of money and continues to do so. STOP THIS NOW!!!	Linda Rosendorf
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding express toll lanes to 270 would be extremely destructive. It would harm neighborhoods, damage the watershed, and reduce tree cover that is so essential for wildlife. As experience in other cities has shown, widening highways actually increase the amount of traffic rather than decrease it, as people fill in the extra space. This would be contrary to our climate change goals in Montgomery County and undermine transit projects that are in the works. In addition, the planners failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Shannon Shea
6/26/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Expanding this road further would further divide the White Flint area, which is already splintered (which reduces a good sense of place) and difficult to get around without a car. It would be the opposite of our commitments to reduce greenhouse gases and expand	Shannon Shea

				walking and biking. Instead, we should invest in the local street network, transit (especially BRT), and protected bike lanes.	
6/26/2023	MARC Improvements	Advocacy organization	Strongly agree	I strongly support improvements and expansion to MARC service, particularly adding service on weekends and having it go both ways during the morning and evening to expand access. Improving and expanding the service would enable more sustainable travel between Frederick County, Montgomery County, and Washington D.C. It could reduce car traffic as well.	Shannon Shea
6/26/2023	MD 355 Bus Rapid Transit	Neighborhood/civic association	Strongly agree	Bus Rapid Transit can be a backbone of a sustainable transportation system, especially when combined with Metro, MARC, protected bike lanes, and excellent sidewalks. BRT should be prioritized on 355 to reduce traffic and ensure buses do not get stuck in traffic. This project would reduce our greenhouse gas emissions, local smog-causing pollution, and reduce the need for residents to rely on driving.	Shannon Shea
6/27/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I believe this is a project destructive to the environment and neighborhoods and an ineffective way to address traffic congestion	
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	My neighborhood will suffer tremendously. Will have negative environmental impact. Won't fix the problem	
6/27/2023	I-270 Innovative Congestion	News/media	Strongly disagree	I strongly oppose widening I-270 and I-495, and any project that proposes to widen these and other freeways should not be included in Visualize 2050. Our goal,	

	Management			related to transportation, should be to efficiently and sustainably provide mobility in a manner that reduces greenhouse gas emissions, promotes compact development patterns, and ensures equitable access to transportation options. Widening a freeway is antithetical to all of these aims, and prioritizes motor vehicle throughput at the expense of other investments that could meaningfully move the needle on climate change, sustainable growth, and equity. I-270 and I-495 should instead have a form of congestion pricing (without widening) that manages access, with revenue going directly to investments in regional bus rapid transit, improved bus and metro service, improved MARC service to convert it to a true regional provider with all day operations and through-running to VA, and pedestrian and bicycle infrastructure for last mile connections to transit stops. It is absolutely unacceptable that today – with everything we know about the mistakes of the past and their harmful impact on our communities and the climate – we are still considering freeway widening projects. More lanes have never, and will never, solve a problem of vehicle congestion in a large metro area, since freeways and widening projects induce more driving and unsustainable growth patterns. It is beyond time to move on from this terrible legacy. Please remove this project from the LRTP.	
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	As seen with the I-66 expansion, the project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address	Jacob Goldberg

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



6/27/2023	Brunswick Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Corridor Cities Transitway (CCT)	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young

6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It will create more congestion and pollution. Will not work as someone aspects Public transportation is solution	
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Lack of environmental study, would only benefit those who can afford the toll lanes and I already cannot use my balcony facing #495 and I-270 due to exhaust fumes and pollution.	
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I support the no build plan for Op Lanes Maryland. The expensive toll lanes will only serve the wealthy and the occasional emergency use. On 270 north, traffic will buckle and slow on the free lanes before and after termination of the toll lanes at RT 370 and accidents will occur as cars merge. Induced demand will cause more to drive rather than riding MARC and Metro, a much more equitable option for all populations. Within a short interval traffic will rebound negating the small benefits provided by widening the interstate. Congestion has already decreased with the advent of at least part time telework and rush hour is less predictable as work schedules have changed. Highway expansion will increase air pollution, storm runoff, and greenhouse gas emissions that enhance climate change. The solution is prioritizing funding for transit and increasing safe access, availability, and reliability for riders. Climate change incurs reducing car travel and increasing provisions for bicyclists and pedestrians in urban settings that provide shopping, entertainment, and housing near employment or close to transit. Expanding highways induces sprawl which is not the vision for the future. Often it most impacts lower income neighborhoods that don't benefit from the more roads and many do not own cars. The goal of the future urban	Gail Landy

				center is to provide safe provisions for walking and biking and reduce vehicle traffic and provide spaces where cars are not permitted. European countries have already adopted this theme and brag about high speed trains providing travel between nations. Goal is to reduce funding for new and expanded highways and prioritize repair and funding for transit. No other option exists for reducing the possibility of catastrophic climate change and cities will better serve people with this transition.	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	I can't believe this project is still on the list of greenlighted projects! I reviewed the environmental impact study, which was seriously flawed because it did not consider the project's potential impact on climate change. Building HOV lanes for 495 would negatively affect communities along the highway without providing ANY benefit to those communities. Better regional transit needs to be built to get commuters off the road. Then the existing lanes should be sufficient for long-distance travelers. Many studies have shown that increasing road capacity only increases the traffic and urban sprawl.	
6/27/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Just a great idea to have more broadly linked regional rail	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly.	

6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan is a terrible idea	
6/27/2023	I-270"	News/media	Strongly disagree	Widening/expanding this freeway is a terrible idea.	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Neutral	Just toll all the lanes. You don't need to put down new pavement. Start charging 10 cents a mile and see how many giant SUVs with one person in them keep clogging up the highways.	Daniel Stephen Marcin
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Other lanes wouldn't be needed if mass transit stepped up. Rail, bus.	
6/27/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Project webpage	Neutral	Must have RideOn #30 bus restored to make it feasible for Pooks Hill Road residents. 40 minutes between buses is too long.	
6/27/2023	MD 355 Bus Rapid Transit	Advocacy organization	Neutral	Must have pre-pandemic routes for RideOn Bus 30 restored so buses run no longer than 30 minutes apart. 20 would be much better.	

6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Climate Change concerns require forward-thinking solutions that limit the use of fossil fuels. This irresponsible project will ENCOURAGE more fossil fuel use in a highly inequitable way. Money and legislation should be directed at discouraging vehicle traffic and encouraging public transportation and telecommuting, not supporting the use of fossil fuels.	Christy Bumanis
6/28/2023	MARC Improvements	News/media	Strongly agree	It is one area that already has an infrastructure. It should just be improved and the frequency of service must be improved.	John Fay
6/28/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree	If any major roadway should be included, Randolph Rd. tops the list. Running from the edge of Prince Georges County to White Flint, it carries a huge number of cars, trucks and buses, especially during rush hours. Let's have a break.	John Fay
6/28/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan is an environmental disaster and contrary to slowing climate change. Better solutions must be found than encouraging more cars and driving.	Alison Bennett
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be ineffective as it would create new traffic bottlenecks and encourage more highway usage thereby continue congestion, damage numerous parks, trees and streams, generate unacceptable levels of climate-damaging greenhouse gas emissions, create air pollution which would cause heart disease, various cancers, various respiratory diseases and premature death, and not be equitable as the toll lanes would be too expensive for most drivers and the project was chosen instead of more transit which would serve more people, even those without cars.	Brian Ditzler

6/28/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	BRT on US 29 would get more people out of their cars which would lessen traffic congestion, climate-damaging greenhouse gas emission and health-damaging air pollution. It would help business development along the US 29 corridor and in Silver Spring.	Brian Ditzler
6/28/2023	MARC Improvements	News/media	Strongly agree	MARC improvements would get more people out of their cars which would lessen traffic congestion in I-270, reduce climate-damaging greenhouse gas emissions and health-damaging air pollution, and ease commuting worries of many local residents.	Brian Ditzler
6/28/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	BRT on 355 would get more people out of their cars which would reduce congestion in I-270 and Rockville Pike, reduce greenhouse gas emissions and lessen health-damaging air pollution. It also would be good for businesses long MD 355.	Brian Ditzler
6/28/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	BRT on MD 650 would get more people out of their cars, and thereby reduce traffic congestion, reduce greenhouse gas emissions and reduce health-damaging air pollution. It also would be good for businesses along New Hampshire Avenue and adjacent areas.	Brian Ditzler
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Not only will this project have a substantial negative impact on our community but it won't solve the problem of traffic congestion. The TPB needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable as alternatives to travel in private vehicles. Other alternatives are the creation of employment centers around major transit hubs, along with close-in affordable housing for our public work force to ensure that they can live near their jobs rather than miles away in transit deserts. Telework and staggered work schedules are also better options than adding lanes to a roadway that	

				is already wider than the New Jersey Turnpike. Creating demand pricing toll lanes while reducing the number of lanes available to the general public is inequitable and rewards those of higher incomes. Moreover, the EIS was severely flawed and did not study other viable alternatives to building more lanes. It is addressing a 21st century issue with a 1950s solution. We can do better than this.	
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting. Please remove this project.	Steve Wardell
6/28/2023	Op Lanes Maryland Phase 1	News/media (I first found out about it from Gov. Hogan's Sept. 2017 public announcement. I've been studying it and vigorously opposing it for over five	Strongly disagree	As I wrote above, years of study have found that the Op lanes will make congestion worse, be terrible for the environment which we all depend on, be grossly inequitable for many reasons, and is opposed by most Montgomery County elected officials and general public. Montgomery County will be impacted by this ruinous project more than any other. In general terms, anyone who has actually studied this project opposes it unless they are contractors who will make money building it. The minority of the public who supports it have been given the misinformation that it would shorten their commute. It will actually make it worse, unless they can pay \$50/day on a regular basis. That is what a person would need to budget if they planned to use the HOT Lanes for commuting on a daily basis, from Gaithersburg to Tysons, Va. Needless to say, after the many years of	Sally Stolz

		<p>years. MDOT's own materials say the HOT lanes' financial viability depends on the operational failure of the regular lanes. And their own travel time tables show drivers in the general lanes are in most cases no better off or worse off if the Op Lanes are built. In addition, the environmental effects are calamitous, the inequity of a road that</p>		<p>construction when EVERYONE would suffer, this project would benefit only a tiny number of very wealthy people. In a cost/benefit analysis it is a total failure. Please remove the Op Lanes project!</p>	
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		provides a slower and less safe trip for poor people, the huge financial risk (look at the Purple Line P3) and the enormous public opposition should all make removing the Op Lanes from the list of approved projects compelling)			
6/28/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (	Advocacy organization	Strongly agree	I support improving transit by including rail on this bridge. With rail on this bridge we can make the regional transit system for efficient and effective. To get cars off the road, we much have an efficient, economical, and reliable transit system.	Sally Stolz

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

	Beltway in Montgomery and PG counties)			impermeable surfaces where we now have acres of CO2-absorbing parkland seem a good idea to you? Have you even re-evaluated the need at all, in light of post-pandemic hybrid work models (is anyone back in office M-F 9-5)? Please stop talking about "soul crushing traffic" and do something about "climate- and green space-crushing traffic" by shifting Eisenhower-era thinking into the 21st century. Incentivize telework (employer subsidies?); invest in increasing MARC and WMATA and decent bus service; reversible lanes; etc. There are a dozen things at least that could be done here apart from ripping out parkland and creating Lexus lanes. And finally - I'd bet serious money (which I don't have a lot of) that in the end the Maryland taxpayer will end up footing the bill for these lanes. I'm sure the contractor, should one appear, would include provisions buried in the fine print on page 63 sticking us with the bill under this, that, and the other condition. They have the dosh to hire top lawyers in the private sector who'll run rings around our state attorneys. No thank you!	
6/29/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	This project, as currently configured, will ultimately do more damage than it will provide substantial and lasting benefit. The damage includes localized destruction of numerous environmental, historic, and community resources. It will also produce negative instead of positive impacts on regional traffic conditions by perpetuating traffic patterns and even worsening congestion for most travelers who cannot afford or do not wish to pay what could be high fees for highway usage. A slightly (one lane in each direction) reconfigured American Legion Bridge deck, and similarly reconfigured existing I-270/495 could, on the other hand, include a reversible lane in each direction for rush hours that would provide congestion relief without	

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

6/29/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Brendan Wray
6/29/2023	Addison Road I	Advocacy organization	Disagree	This project would expand already wide and unsafe roads, making safe pedestrian and bike access to Blue Line stations even harder and undermining efforts to create walkable neighborhoods near transit.	Brendan Wray
6/29/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction (I-495/Medical Center interchange)	Project webpage	Strongly disagree	The I-495/Medical Center project would modify the current safest bike/walk route in a 10-mile stretch to cross I-495 and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Largo Town Center neighborhood.	Brendan Wray
6/29/2023	Addison Road I (Maglev)	Advocacy organization	Strongly disagree	Oppose maglev projects on the basis of cost and effectiveness - can make a greater difference with other targeted projects already in the plan.	Brendan Wray
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club)	Strongly disagree	I oppose this project and think it should be removed. Equity issue – Toll lanes benefit only those with incomes high enough to pay the *expensive* rates. Traffic flow – great for the people in toll lanes, but 90% of the cars/trucks will be pressed into the remaining lanes. Climate – this project promotes our reliance on cars. Given the increasing forest fires, floods, drought, and	

		& it's in the news)		heat waves, we need to promote better & more frequent transit (MARC Brunswick line parallels much of I270) and encourage people to use cars less frequently.	
6/30/2023	US 29 Corridor	Advocacy organization (and I live near Rt 29)	Disagree	I strongly **support** US 29 FLASH BRT improvements, However, I disagree with the \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Tina Slater
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club, newspapers )	Strongly disagree	EQUITY – toll lanes accessible only to those with more money; all other cars/trucks will be pressed into existing lanes. NEED to PROMOTE TRANSIT – MARC Brunswick Line parallels much of the route and takes people from Frederick to DC (and from there to NoVa); we should invest the \$\$\$\$ in MARC and Express Buses. CLIMATE – drought, forest fires, record heat waves – we canNOT keep accommodating SOVs. Govt should be promoting mass transit over cars. We can no longer deny that Climate Change is upon us.	Tina Slater
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	US 29 is crowded during rush hour. BRT in *dedicated lanes* in the median will make FLASH a TRUE BRT. The FLASH bus will travel quickly, bypassing cars stuck in traffic. Let's *reward* people who use transit, helping the climate, and reducing the number of vehicles on the road.	Tina Slater
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	Instead of MD investing \$\$\$ in I-270 Op Lanes, let's invest in MARC expansion -- adding third tracks in key locations to reduce conflicts between passenger and freight trains. Note that MARC Brunswick Line parallels I-270 for much of the way.	Tina Slater

6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	This BRT would connect Bethesda to Rockville and to places North. Rockville is the hub of County Gov't and also a campus of Montgomery College. Connecting people from South MoCo to Activity Centers North of Rockville will be a bonus for people currently taking transit. It also would be a fast/convenient way for current drivers to get around the county and leave their cars at home. Do it for EQUITY, do it for the CLIMATE.	Tina Slater
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (and Advocacy organization , news/media )	Strongly disagree	It is a proven fact that increasing lanes does NOT reduce congestion. The very plan of creating a 'faster route' through traffic congestion accessible to rich people, while the poor folk sit in traffic is undemocratic and elitist. The environmental damage of such a project is completely underestimated. One need only look at the devastation in Virginia on the other side of the American Legion Bridge to see it. The atmosphere is heating up and replacing forests and shrubs with blacktop is an insane idea. We're not in as much trouble as other states yet - but projects like this assure that we will be. There must be a solution to the terrible traffic congestion - I agree completely. We MUST give people an alternative to driving! An efficient public transit system must be top priority. Every rider on BRT is not driving a car. Existing rail must be upgraded and increased in capacity. New rail alternatives, perhaps a monorail as proposed on 270, would be reasonable. No more blacktop! It's not a viable solution. And it will damage much more than just adjacent homeowners' property. Stop this insane project now.	Patty McGrath
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus	Patty McGrath

				service is extremely affordable, time efficient and located 'everywhere'. We can do that.	
6/30/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – proposes \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. Environmental and human livability must be prioritized.	Patty McGrath
6/30/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	This would M-83 expansion project pushing reliance on auto traffic instead of prioritizing public transit. We MUST provide realistic alternatives to workers via PUBLIC TRANSIT. Blacktop is NOT the answer. M-83 was deeply opposed by residents who were assured it would NOT be extended. The environmental consequences of blacktop highways in place of forest buffers are damaging our air and water.	Patty McGrath
6/30/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. Upcounty residents must be given public transportation alternatives to driving!	Patty McGrath



6/30/2023	Montrose Parkway	Advocacy organization	Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	Patty McGrath
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	In MARC we have the infrastructure to revolutionize how people commute to MD, DC and Virginia! Let's invest in the upgrades and get on with adding more capacity to make it a realistic alternative to driving!	Patty McGrath
6/30/2023	MARC Run-through service to L'Enfant Plaza	Advocacy organization	Strongly agree	Here we have a realistic alternative for upcounty residents to reach DC without lengthy transfers - which cause so many to DRIVE instead of using public transit. We need public transit to be RAPID. This proposal could get us there.	Patty McGrath
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Proposed toll lanes on American Legion Bridge, Beltway and I-270 will just increase car/truck traffic in long run and are not well designed. Any redesign of the bridge should include space for Metro (even if installed later) between Bethesda and Tysons Corner (at least) as well as for BRT and biking. We need more public transit, not more road lanes to reduce congestion long term.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	No More Roads → move to public transportation and other non-fossil fuel modes of movement	rg

6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	I think we should be spending our time, effort and money and projects that explicitly decrease greenhouse gas emissions, like mass transit, projects that support walking and biking, etc.	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Expansion of the highway is directly in conflict with our need to cut greenhouse gases and other pollutants and there are far better, more efficient, and healthful ways to provide transportation support	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	As a concerned resident, I strongly oppose the expansion of 270. It is disheartening to witness our region's road building efforts fail to alleviate traffic congestion. Instead of finding effective solutions, these expansions only contribute to the problem by encouraging more spread-out development, leading to increased driving and traffic.	Lisa Clemans-Cope
6/30/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The expansion of I-270 to carry more cars, and utilizing expensive tolls to maintain it, is counterproductive to efforts to reduce use of cars, reduce GHGe by cars, and develop effective mass transit alternatives to result in a more sustainable transportation system.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has serious environmental failings & would disturb important historical sites. The study on it failed to include a reasonable alternative which would have significant transit portions as well as some road improvement.	
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		

6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The climate impact of expanding roads and adding toll lanes to I270 is too high and unethical. It is antithetical to smartgrowth and should be abandoned as transportation solution.	
6/30/2023	Presidential Parkway	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs	Frances Stewart
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	MARC has the potential to significantly improve transportation and decrease emissions in many areas of Maryland, but it's schedule is too limited and it has been plagued with problems.	Frances Stewart
6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	MD 355 is an important route in Montgomery County, and it has terrible traffic. Bus Rapid Transit is a way to quickly and affordably decrease traffic and emissions and to improve access to transit.	Frances Stewart
6/30/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project would decrease traffic and pollution in a heavily traveled area and would improve transit access.	Frances Stewart
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening 270 won't solve our traffic woes and is about the worst possible choice for the climate. Toll lanes will only add to economic inequity. We need climate-friendly mass transit solutions	

6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	We do not need to add more lanes. We need to get people out of their cars and drastically reduce VMT in order to reach our climate goals. Please invest in public transit instead of highway expansion.	Philip Bogdonoff
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague (Also from neighborhood and civic organizations)	Disagree	This project concentrates on building roads and unaffordable toll roads which will only increase traffic, not solve congestion, and its overall approach does not promote transit which is the transport mode that will not only address congestion but be environmentally progressive. The project is very destructive of environmental features in Montgomery County and is a 'taking' of too many homes and civic structures.	Elaine Emling
6/30/2023	I-270"	Advocacy organization	Strongly disagree	Toll lanes do not solve traffic problems. We need better transit in order to solve help with congestion and traffic flow.	Bonny Eisenbise
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Rapid transit and monorail on 270, reverse lanes, anything but what is proposed. I strongly oppose this project and want its removal from the 2050 Plan. it should not be included in visualizing 2050. why is it that the project above has been listed that way, so unclear, confusing to many people who did not persist.	sylvia diss
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Adding more lanes to roads doesn't work for long, as has been proven in many cases, and I would like to see us shift away from individual cars and find solutions to our traffic problems, which are certainly real, that add mass transit. I was very against the private/ public plan, with its toll lanes that create another inequality for less affluent among us, and it's long term costs to us. I know this is a very hard problem to solve, so, I wish you all the best in finding a better way forward. Cathie Nelsen	Cathie Nelsen

6/30/2023	I-270"	Project webpage	Strongly disagree		nanci wilkinson
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am strongly opposed to the Beltway/270 Toll Lanes expansion and I would like this to be removed from the 2050 Plan.	Rosie Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I oppose the Beltway/270 Toll Lanes expansion and would like this removed from the plan totally. It makes no sense to encourage automobile traffic expansion.	Eleanor Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1 (beltway/270 toll lanes expansion)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/media)	Strongly disagree	To save a liveable world for humanity we must transition as quickly as possible to transportation and land use that preserves our forests, prioritizes mass transit and safer bikeable, and walkable areas and decreases our dependence on cars. This project does just the opposite.	Stuart Simon
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Adding more lanes to highways in an already densely developed area. It will be extremely destructive to neighborhoods, parkland, existing infrastructure. It will increase greenhouse gasses at the time we are trying to reduce/eliminate them. Signing a contract committing our grandchildren to pay for an expanding network of toll roads which by them will be obsolete makes no sense. No Transurban public/private partnership has been financially advantageous to the government partner. There has been no discussion of common goals and	

				<p>priorities among the partners. The risk of the occurrence of an economic and financial crisis is a major example. Privatizing the profits and leaving all the risk to the public partnership is a huge risk. A clear discussion on common goals and priorities among the partners early in the process is necessary to establish agreed goals and priorities and to effectively define and share risks. More discussion and visioning by taxpayers is necessary to develop future transportation objectives. It is time to increase funding to maintain, improve service, and expand our transit network.</p>	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		
7/1/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	<p>I do not support the plan for adding multiple toll lanes because of the environmental impact, loss of human and animal habitats, parks, and resultant disturbance to the area during and after completion of the project. Consideration of alternate solutions and a reassessment that accounts for the recent and likely lasting changes to the way that people work, commute, and live should be undertaken. Please do not make me regret my first home purchase. There must be a different path forward.</p>	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	<p>Sadly, adding more roads/lanes never solves the problem. We need more alternatives to driving, including Bus Rapid Transit. And we need more Transit-Oriented Development. Build more housing near transportation hubs!</p>	

7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be destructive to neighborhoods, parks, tree canopy and streams and would still leave drivers stuck in traffic or paying high tolls. Transit-oriented projects in Prince George's County and eastern Montgomery County would be a better alternative in addressing the E-W jobs imbalance.	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan adds confusion with additional lane changing, ugliness with excessive signs, and separate lanes for the wealthy. Why not add more commuter parking lots and bus routes along 270?	
7/1/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree		
7/1/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This entire project is going to put the climate in further jeopardy, our settled communities carved up and damaged, and our fiscal health subject to the whims of a private corporation for five decades ahead. All evidence suggests that the benefit is illusionary, and traffic will be as great or greater of a problem in a very short time. We need to offer alternatives to private automobile reliance, and discourage more and more cars being on the road. The plan to widen roads will do harm and is most self-destructive. It needs to be scrapped completely. Future generations will either thank you or curse you for the conditions that will be created if the project is allowed to proceed.	Arlene Montemarano
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We have exceeded most of the planetary boundaries, per a recent Nature article. The least we need is more roads! We need to power down enormously and stop destroying our only home.	Jim Laurenson

7/2/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	Mid county highway extended has been removed from vision 2045. There is no need for widening Middlebrook Road ext. It goes nowhere	Margaret Schoap
7/2/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on 355 has been a master plan for 13 years. It needs to be finished with dedicated lanes and be the priority transportation project for Upcounty.	Margaret Schoap
7/2/2023	I-270"	Advocacy organization	Strongly disagree	I have reversible lanes on 270 and no toll lanes	Margaret Schoap
7/2/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has been very poorly devised and implemented so far. It will NOT improve existing transportation issues. There many things that were short-circuited to get to point that exists. A lot of information has not been released to the public as is should be and required. Alternatives which would help with the transportations were ignored or tossed aside. This entire project needs to "go back to the drawing board" and start from the very beginning with much more public input and not hide information from the public.	
7/5/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/5/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	



7/5/2 023	Middlebrook Road Extended Widening		Strongly disagree		
7/5/2 023	MD 28/MD 198 Corridor Study			MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built	
7/5/2 023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
7/5/2 023	Op Lanes Maryland Phase 1		Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit- oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/9/2 023	Op Lanes Maryland Phase 1	Neighborho od/civic association	Strongly disagree	Garbage idea that will increase emissions and damage the environment. Focus on expanding public transit and incentivizing telework.	
7/9/2 023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This expansion is terrible start to finish. Scrap the plan!	G Magary
7/9/2 023	Op Lanes Maryland Phase 1	News/medi a	Strongly disagree	We need to fund transit and work to reduce traffic. Our environment desperately needs this change! The earth is warning quickly, even faster than anticipated.	
7/9/2 023	Corridor Cities	News/medi a	Strongly agree	Critical for the goal of reducing traffic. We must implement mass transit alternatives. The entire	

	Transitway (CCT)			Clarksburg development was based on the development of the CCT.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Need less cars on the road, and less toll lanes too	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening already wide interstates isn't sustainable and brings air and noise pollution farther into our communities surrounding the road. Toll lanes are attractive only if the free lanes are congested.	
7/9/2023	MARC Improvements	News/media	Strongly agree	We need more rail between Baltimore and Washington, DC. With the road congestion there, we need more options.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Toll lanes are not the answer to traffic problems; studies and real life examples prove this. Not to mention the environmental impact of building them is too high.	
7/9/2023	I-270 Innovative Congestion Management (I-495-270 and American Legion Bridge Expansion)	Advocacy organization	Strongly disagree	Climate change is not countered, environmental justice is unequal, I'm opposed to OPP lanes tolls, Moses Hall Cemetery destruction, National Park and Plummers Island destruction	Robert Soreng

7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Expanding the Beltway is not a 21 century solution to the transportation problems of our region. It will increase the number of cars on the road and further damage our environment in other ways.	Betsy Devlin-Foltz
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expansion of I270 & I495 lanes are destructive of the long term well being of Maryland and the country. If anything an existing lane on each should be closed to cars & trucks and made rapid transit only lanes. This would be the right direction for Maryland.	Riley Casey
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Nothing about this plan prepares Maryland for a future where cars don't reign supreme. The only way to get to that point is to start building alternatives. Transit options that are convenient, frequent, reliable, and affordable will be used and would allow people to ditch their cars. Subsidize transit at least as much as roads are subsidized. Furthermore, if there must be toll lanes, the state should own and operate them for the good of the state - not private company shareholders. If that means issuing bonds to pay for them, do it.	Sarah Lanning
7/9/2023	I-270 Innovative Congestion Management		Agree		
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Shortsighted, wrongly situated	
7/9/2023	I-270"		Strongly disagree	No tolls	

7/9/2 023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2 023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2 023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Additional lanes will increase car traffic and greenhouse gasses not reduce them. Alternate ways to reduce congestion and gas emissions have been repeatedly put to government officials but largely ignored. No matter how many lanes are built, they will always be full of cars.	Rici Rutkoff
7/9/2 023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/9/2 023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Ineffective solution to the traffic problem. Will have no positive impact. Will only destroy environment, communities, and displace marginalized people.	
7/9/2 023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I do not support expanding toll lanes, losing park and other lands, and increasing pollution.	
7/9/2 023	Op Lanes Maryland Phase 1 (Lexus lanes for the rich.)	News/media	Strongly disagree	There are a large number of downsides associated with this proposal, and they are well known. One is that it is divisive and un-American to build semi-exclusive lanes for the wealthy on a PUBLIC right-of-way. Only the richest citizens would be able to use the proposed HOT/Lexus lanes on a regular basis. This proposal is the equivalent of allowing a corporation to build new wings on public schools, and then charge tuition high enough that the class sizes would remain small – say 15 students per teacher. Like our public schools, public	Sherman Johnson

				roads should be available to ALL. If a corporation wants to build toll lanes, they can purchase the necessary land; get all the permits; and pay for the surveying, engineering, and construction. Then they can charge what the market will bear. But not with a pre-existing public highway. I-270 belongs to the public, all of us. It should continue to be funded by motor fuel taxes.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project was not done correctly with transparency. The decision to go with this project was arbitrary and NOT based on the facts. In addition, minimal public input was asked until many advocacy groups raised the issue. It was very political. With the Covid experience, the entire project needs to be started again from the very beginning to include an unbiased and non political view of ALL options!	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Severely harm the health and wellness of humans, animals, plants through years of construction, noise, pollution. Increase the number of cars on the roads instead of working towards less vehicle dependent alternatives.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<a href="https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/">https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/</a> The project won't alleviate congestion long term, will be hugely expensive, and will have significant negative environmental and social impacts.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Will degrade environment, and add to further congestion through induced demand. Do not carry out at all.	

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

				noted in a County Council staff memo, “the Managed Lane option would be \$42.1 million (34%) less than the Median Lane option,” and “the Managed Lane option is clearly superior in nearly every meaningful metric.” The Managed Lane option would also benefit ALL buses, including Metro, RideOn, and school buses, and not just BRT buses (as in the Median Lane option).	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding toll lanes to I-270 and the Beltway would be an environmental catastrophe and a financial boondoggle.	Steve Bruns
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Studies show the extra lanes will only add to more cars on the road. As a resident of a neighborhood impacted by this proposed expansion, I strongly oppose the added noise and pollution it will add to my home while at the same time harming the environment. Please focus on other initiatives to increase use of public transit options instead of adding more cars to an already congested beltway.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	More investment in public transit, less in traffic that will only increase congestion, contribute to climate change.	Geoff Thale
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Kathy Schmidt
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Hank Schmidt
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		

7/10/2023	Op Lanes Maryland Phase 1	I have known about this proposed project for years.	Strongly disagree	Not needed, wrong approach for the future, disastrous for our environment and Maryland's future goals	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This plan will result in horrendous environmental consequences to our area. Our area should promote more public transportation and teleworking, NOT more cars. Our earth is at a tipping point and this project is reckless, ridiculously costly, and destructive.	Randi Field
7/10/2023	Op Lanes Maryland Phase 1 (I-495/I-270 toll lanes)	News/media	Strongly disagree	Expanding highways, hurting the environment, uprooting people from their homes, and adding "expensive" toll roads has already been proven not to work (most recently in Virginia). Try other means as the public is very much against this solution.	Barbara Scott
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Funds committed to this project would benefit a third party contractor and not residents, businesses, or families. Please consider financial burdens on county residents (who use 270 regularly, multiple times daily, and rely on it) and environmental impacts as well.	Karen Olk
7/10/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Development of a road connecting Rockville's Gude Dr to Carnation Dr (via the Rockville Senior center parking lot) would be detrimental to the renowned Senior Center as well as the Woodley Gardens and College Gardens neighborhoods as a whole. These long-standing neighborhoods are one of the first in the DC area and currently home to a large number of young families in (what until recently was) affordable homes in Montgomery County. A "cut through" from Gude Dr would endanger the children in this neighborhood and effect quality of life and limb. Hundreds of families have their	Karen Olk



				lives and life savings invested in these neighborhoods due in large part to the relative safety of the streets, low speed limits, limited access points which will be immediately and irrevocably annihilated by providing an alternate route to avoid 270 tolls. All local businesses and commuters avoiding 270 tolls will use local roads and endanger these families. Please reconsider this portion of future planning as it will not offer benefit to our county, our city, or our neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We will never meet climate goals with more highways. Spend transportation budgets on mass transit, bicycle and micro mobility projects instead.	Paul Daisey
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project will increase vehicle traffic in an area where transit options should be increased.	Carol Schatz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Building toll lanes is a misguided transportation project from a fiscal, environmental, and practical standpoint.	John Kunz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan will increase traffic on the highways, thus increasing greenhouse gas emissions. Many studies have shown that increasing the number of highway lanes leads at best to a temporary decrease in congestion followed by more cars on the road and gridlock again. Find environmentally safe transit alternatives	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project will not help meet air quality goals. The project will not alleviate highway crowding in the long term. The project's environmental, personal property, and cultural/historical impacts are too detrimental. Evidence shows that similar projects haven't worked well elsewhere. It is a _really_ bad idea!	

7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More concrete roadway will only result in more cars, more air pollution, more traffic deaths, more noise. Instead adopt/encourage the many other approaches to improving traffic congestion.	Stephanie Land
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This project is ill-conceived and will not provide overall improvements to our transportation network. Instead, it will wreak havoc on the environment and destroy neighborhoods, especially in Rockville where I270 follows the Watts Branch and Cabin John watersheds. It will only benefit those who are willing to pay tolls and that benefit is a marginal decrease in time on the road. Look at the ICC. It is overbuilt for the amount of use it gets and I495 is still a mess. Look at the VA toll lanes on I95. Folks prefer to sit in traffic instead of pay the toll. Meanwhile, VA has taken down thousands of trees. It is ugly. We're lucky we are in a drought or we would probably see mudslides and sinkholes. The American Legion Bridge could be improved for safety reasons, but don't encourage more driving with expansion of I495 and I270. This project should be removed from the long range transportation plan. There are far more important projects to focus on than this shoot from the hip solution by our former governor.	Wendy Aaronson
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Private toll lanes are the wrong approach. If the public does not support toll lanes enough to fund them publicly up front, they should not be built. It is corrupt or at best paternalistic to suppose that the public will be glad to fund the levitate profits on the toll lanes with their toll money when the public clearly does not support up-front financing with a bond. We don't need more lanes. We need better growth management.	

7/11/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Rather than widening highways to accommodate more traffic, we need to expand the use of more alternate transportation options, such as buses. Also, highways tear up a natural landscape affecting all life and groundwater nearby.	Sandra Roberts
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/11/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction	News/media	Strongly agree		
7/11/2023	Op Lanes Maryland Phase 1	live near the proposed project	Strongly disagree	Every day now the news is dominated by climate-related disasters which will only intensify if a huge, controversial construction project like this is allowed to proceed. Amazing to me that it is still (sort of) alive.	Ross Capon
7/11/2023	Brunswick Line	have ridden the trains many times	Strongly agree	The region desperately needs better public transportation, which includes more frequent service on the MARC Brunswick and Camden Lines. The pandemic has marginalized rush-hour-only services, so it is important that MARC trains run all day.	Ross Capon
7/12/2023	Op Lanes Maryland Phase 1	Advocacy organization (Newspaper)	Strongly disagree	After reading about this plan I believe that it will be a significant factor preventing MD from reaching important climate control goals. We need to focus on a viable public transport system, safe walking and bike paths and more opportunities for remote work.	Lonni Millman
7/12/2023	Op Lanes Maryland	News/media	Disagree	As someone who regularly travels along the Beltway and within the Beltway and who has lived/travelled in other	

	Phase 1 (Beltway Expansion)			major metropolitan areas, I don't see expanding the Beltway as a good idea to minimize traffic, instead the back up on the feeder roads like Georgia and Connecticut will only get worse, more folks will move to outer suburbs and later will demands more roads from those of us who chose to live closer to our jobs and/or use public transportation. More roads will only lead to more congestion.	
7/12/ 2023	Op Lanes Maryland Phase 1	Neighborho od/civic association	Strongly disagree		
7/12/ 2023	Op Lanes Maryland Phase 1	Neighborho od/civic association	Strongly disagree	This project has been shown to not resolve the long range transportation needs of our region. We need more public transport investment, and we need leaders who will think about things differently and be ambitious about solutions.	Katherine Woods
7/12/ 2023	Op Lanes Maryland Phase 1	Neighborho od/civic association	Strongly disagree	We need to increase transit and remote work and reduce vehicle miles traveled.	Mary Beaudoin
7/12/ 2023	Bus Rapid Transit: US 29 - Phase 2	Neighborho od/civic association	Strongly disagree	If these interchange improvements include putting a dedicated Median lane for BRT on Rte. 29, then this is a terrible option. Studies show that this is a much worse option than the Managed Lane option in terms of cost and congestion.	Mary Beaudoin
7/15/ 2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Would be harmful to those most needing low cost transit and the environment. We need better low cost public transportation and fewer cars on road, not bloated profits for proprietary companies and more congestion.	Marianne Follingstad

7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Express toll lanes do not to enough to resolve congestion and highway expansion is not what this region needs. Public transit-oriented development is less destructive to existing neighborhoods and the environment and needs to be explored for the region first.	
7/20/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The I-270 toll-lane project is not good for Woodley Gardens, Rockville, Montgomery County and for Maryland taxpayers. No version to the toll-lane plan will help Montgomery County residents. This plan was devised to maximize profits for a private contractor. We have 12 lanes of traffic (north and southbound) in Rockville and more lanes will not help the traffic flow when the bottlenecks are elsewhere. The majority of highway users will be worse off than they are now if this toll-plan moves ahead. The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Montgomery County. The toll roads will not address the need to move toward better public transportation options. The toll lanes will increase traffic in many neighborhoods by opening additional ramps for toll users. Our neighborhoods will be negatively impacted and the state has not laid out any plan to help with noise abatement. Please reject the toll-lane plan and to focus on sustainable and equitable options.	Jeanine Gould-Kostka
7/20/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree		Rodolfo Pérez

7/20/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This project evolved from a DEIS and FEIS process that excluded any alternatives to adding the toll lanes. For example, before deciding to add more lanes to I-270 why not improve the MARC rail service that is PARALLEL to I-270?	Rodolfo Pérez
7/21/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Widening the Beltway in any form is not a solution to traffic congestion. The solution rather involves focusing on enhancing public transportation. on any given day at any time no matter how many lanes there are, one car or truck crash is all it takes to bring traffic to a standstill and providing more lanes only increases that inevitability. The beltway was NEVER meant to be for commuters. It was intended to BYPASS Washington DC. As such we need better options for commuters other than cars.	Deborah beebe
7/29/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The MD expansion of I-495/270 as currently proposed needs to be removed from the region's CLRP, as it is not consistent with TPB's policies. The project would be destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the East-West jobs imbalance, along with transit, HOV, telecommuting, and other travel demand management measures. MDOT has also not studied options for congestion pricing and usage fees that do not expand lane capacity and that address equity for lower-income drivers. These other alternatives and issues need to be studied first before the failed project is put back into the CLRP. Various studies (some noted in a review by TPB) show that induced demand is a real issue for express	Bill Pugh, Coalition for Smarter Growth

				lane projects that increase total lane capacity, likely increasing VMT and GHG emissions.	
8/8/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
8/14/2023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	MD 355 Bus Rapid Transit is a critically important project for mobility on one of Montgomery County's most heavily used bus corridors. It is one of the highest-priority, highest-value projects in the transportation plan, and I urge the COG and county leaders to deliver the service enhancements as soon as possible.	Stewart Mader
8/14/2023	Brunswick Line	Project webpage	Strongly agree	Increasing service frequency on the Brunswick Line is one of the best ways Montgomery County, Maryland, and regional leaders can take advantage of existing rail infrastructure to provide more high-quality transit service to a variety of communities, including communities that are underserved by transit.	Stewart Mader
9/5/2023	Addison Road I	Project webpage	Strongly disagree	The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit. As designed, this project would expand already wide and unsafe roads, making safe access to the Blue Line station even harder and undermining efforts to create walkable neighborhoods near transit.	Bill Pugh
9/5/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	This unnecessary widening project should be removed, especially with the suspension of the M-83 project and its removal from Visualize 2045. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage	Bill Pugh

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



9/5/2 023	Bus Rapid Transit: US 29 - Phase 2	Friend/colle ague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	MD 650 New Hampshire Avenue BRT	Friend/colle ague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Friend/colle ague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Friend/colle ague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	Veirs Mill Bus Rapid Transit	Friend/colle ague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2 023	MARC Improven ts	Project webpage	Strongly agree	The project provides necessary improvements for the overall safety and quality of MARC. It supports multiple TPB goals and strategies.	Bill Pugh

9/18/2023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	355 as it is now is unpleasant and ineffective at transporting drivers, pedestrians, and cyclists. Having BRT that doesn't get stuck in the same traffic as private vehicles during rush hour would be an amazing option for people to travel through the county without having to suffer through/contribute to traffic.	
9/22/2023	Addison Road I	Advocacy organization	Strongly agree	ldk	
10/2/2023	US 15 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	I-70/US 40 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	MD 85 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	MARC Improvements	Advocacy organization	Strongly agree	Would love to see the MARC improved and service expanded. Such a great way to utilize existing infrastructure and take cars off the roads.	Rebekah King
10/2/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and	Rebekah King
10/2/2023	MARC Improvements	Advocacy organization	Strongly agree	I support the expansion of MARC service, including 2-way transit that is not restricted to south, southeast travel in the morning in the direction of DC, but allows access to jobs and shopping in upper Montgomery County and Frederick. I also support MARC Brunswick	Gail B Landy

				line transit to Western Maryland that will preclude driving. MARC should not only support occupational traffic but also tourism, sightseeing, and recreational opportunities along the rail line.. The prevalence of train travel will reduce MVT and correspond with the goal of reducing greenhouse gas emissions largely connected to the transportation sector.	
10/2/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	
10/18/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	News/media	Strongly disagree		
10/18/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
10/18/2023	Corridor Cities Transitway (CCT)	Project webpage	Strongly agree		

10/18 /2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree		
10/18 /2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
10/18 /2023	Brunswick Line	Advocacy organization	Strongly agree		
10/18 /2023	MARC Improvements	Advocacy organization	Strongly agree		
10/18 /2023	MARC Run-through service to L'Enfant Plaza	Advocacy organization	Strongly agree		
10/18 /2023	MARC Run-through service to Virginia	Advocacy organization	Strongly agree		
10/18 /2023	Montrose Parkway	Advocacy organization	Strongly disagree		
10/18 /2023	MD 97 at MD 28 Interchange	Advocacy organization	Strongly disagree		

10/18 /2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree		
10/18 /2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree		
10/18 /2023	Montrose Parkway	Advocacy organization	Strongly disagree		
11/21 /2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	This project does not meet any greenhouse goals. It is much too road centric with little transit. The 2050 plan SHOULD NOT endorse the project. Beef up all area transit & solve both congestion & emissions.	
11/29/ 2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be very environmentally damaging as well as ineffective because expanding highways attracts more drivers so congestion continues. More effective multi-modal alternatives were eliminated and if implemented first, would be more equitable and reduce congestion enough to eliminate traffic bottlenecks on I-495 & I-270 .	Brian Ditzler
11/29/ 2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	This project would greatly reduce congestion on MD 355, and because it would parallel I-270, would also reduce congestion on I-270 and thereby eliminate any perceived need to expand I-270, especially because innovative	Brian Ditzler

				congestion management on I-270 already has virtually eliminated congestion on that highway.	
11/29/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	The "Flash" buses on U.S.29 are working well, and implementing phase 2 would provide more dedicated lanes, thereby increasing the speed of the buses which would attract more ridership and lessen the number of cars on that road.	Brian Ditzler
11/29/2023	MARC Improvements	News/media	Strongly agree	MARC improvements would allow MARC service to be improved, which would attract more riders and decrease the number of people driving on MD355 and I-270. That would reduce congestion on those roads and eliminate the perceived need to expand I-270, especially because Innovative Congestion Management on I-270 has already been shown to work.	Brian Ditzler
11/29/2023	MD 650 New Hampshire Avenue BRT	News/media	Strongly agree	There is a great need for BRT on New Hampshire Avenue to reduce congestion on that road and better serve employees who work at FDA and other research businesses located on that corridor. Having BRT on MD 650 would attract more companies to locate there, which would create jobs and be good for economic development.	Brian Ditzler

**Table 4. Maryland Project Suggestions**

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
6/13/2023	More transit of every kind should be included instead of roads.	
6/14/2023	Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters.	Brian Robinson
6/14/2023	We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county.	Ethan Goffman
6/14/2023	All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy.	Jacob Allen Barker
6/14/2023	I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option.	Andrea Cimino
6/14/2023	ICC extension to Baltimore Washington Parkway to redesignate as 495	Steve Warner
6/14/2023	Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses, passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I	Roselie Bright

	don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth.	
6/14/2023	Please finish the Purple Line! Thank You!	Nic Kotschoubey
6/19/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Alex Demarais
6/19/2023	Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe	
6/24/2023	a light rail line from the end of the Red line metro to at least Frederick, could possibly be linked to the purple line	Bob R
6/25/2023	Get the speeding, racing, threatening, treacherous, law ignoring idiots off the roads so they stop killing decent people. Give the police and legal system power to prosecute.	Mary
6/25/2023	Road diets for safety. On arterial highways with narrow sidewalks located at the curb, the motor vehicle lane adjoining the sidewalk must be removed for safety reasons, as was recently done on Old Georgetown Road (MD187). Highways needing this treatment include US29 from White Oak south, Georgia Avenue from Bel Pre Road south, University Blvd, MD355 in Gaithersburg, parts of Connecticut Ave, etc.	
6/25/2023	Please shift funding from road-building to making the ones we have safer for everyone, that is, for pedestrians and cyclists as well as for cars, and to transit projects that support transit-oriented communities with safe, convenient walking and biking access to that transit. We can't afford to go another 25 years making the same mistakes that have led us to the current degraded environment and climate crisis.	Anne Ambler
6/26/2023	Light rail that runs on the entire capital beltway loop. More bike lanes. More Bus Rapid Transit. No road expansions and no toll lanes. More dedicated bus lanes. More frequent, better, sustainable, and reliable public transit options. We need to aggressively put in more and more diverse public transit options and actively work to decrease cars.	



6/26/2023	Countywide package of walking and biking safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops.	Shannon Shea
6/27/2023	Promote growth around metro stops to increase density in areas that can support it and have substantial access to public transportation. The white flint mall has sat vacant for years now despite taking up a ton of space right near a metro stop. This region, and the metro owned land adjacent to the North Bethesda stop should be prioritized for high density growth to promote the area. Proximity to the metro with easy access to Rockville, Bethesda, and DC should make this area highly desirable, and the longer these spaces remain unused the more we continue to lack substantial housing supply for those who need it	Jacob Goldberg
6/27/2023	Op Lanes Maryland	Gail Landy
6/28/2023	Just eliminate projects that simply encourage more vehicles on the road. Light rail should be the only alternative.	John Fay
6/28/2023	North Bethesda Transitway BRT, Randolph Road Corridor BRT, Veirs Mill BRT, packages of access improvements for walking and biking at Metro, MARC and BRT stations, and walking, biking and safety improvements in older neighborhoods lacking safe ways to walk, bike and access bus stops	Brian Ditzler
6/29/2023	YES! I visualize 2050 as a year by which we will have a functioning Purple Line, a thriving MARC, WMATA, and express buses all ferrying folks to and fro efficiently, and creative solutions to auto traffic (reversible lanes, high tolls to pay for lane maintenance to further disincentivize private auto highway use, and charges for commercial trucking, etc). My real dream would be an elevated train circling the Beltway and making all the exit stops, where folks could connect with a fuel-efficient or electrified fleet of buses to take them to their destination.	Nan Wellins
6/29/2023	WMATA bus priority projects such as Silver Hill Rd, Morgan Blvd Metro complete streets, Prince George's county packages of Metro, MARC and bus transfer station access improvements for walking, biking, local street connectivity and safety, Prince George's County-wide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Brendan Wray
6/30/2023	ALL BRT proposals must be incorporated into a workable network across the region. This is the only way to provide workers a way of commuting in a reasonable amount of time and cost.	Patty McGrath

6/30/2023	We need a complete overhaul of bus service making it QUICK and cost effective. Here are some of the BRT proposals for Maryland which I fully support: Bus Rapid Transit US 29 MD 355 Bus Rapid Transit MD 650 New Hampshire Avenue BRT North Bethesda Transitway Bus Rapid Transit (BRT) Project Randolph Road Corridor Bus Rapid Transit (BRT) Project Veirs Mill Bus Rapid Transit	Patty McGrath
6/30/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Frances Stewart
6/30/2023	On 270 - more well designed, public transit, rapid rail, monorail.	sylvia diss
6/30/2023	More transit is needed	nanci wilkinson
7/1/2023	Extend metro stations all the way to Frederick, or build high speed rail between Frederick and metro stations.	
7/5/2023	- Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safety - Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	
7/9/2023	RED LINE IN BALTIMORE, MORE MARC TRAINS FROM NORTH AND SOUTH OF DC, MORE BIKE AND PEDESTRIAN ACCESS, SUPPORT MORE TELEWORKING, SUPORT MASS TRANSIT GENERALLY	Robert Soreng
7/10/2023	Please consider widening 270 at the existing 2 -lane bottle neck before burdening businesses and residents with tolls benefitting only third-parties.	Karen Olk
7/11/2023	Provide a transit connection to the Baltimore Washington International Airport. We used to have a Metro Bus. We need to be able to reach an important airport via public transit.	
7/20/2023	Large investment in sustainable and equitable transportation! <a href="#">Link here.</a>	Jeanine Gould-Kostka
7/20/2023	All day MARC service to improve the I-270 corridor mobility	Rodolfo Pérez
9/5/2023	Keep out of Visualize 2050 the proposed I-495/Medical Center interchange project in Prince George's County near Downtown Largo Metro. The project would expand the interchange and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Downtown Largo neighborhood. The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit.	Bill Pugh

9/5/2023	Packages of Metrorail, MARC, Purple Line, and BRT station access improvements for walking, biking, local street connectivity and safety.	Bill Pugh
9/13/2023	Rapid transit network in Montgomery and PG County	Mostafa Elnahass
9/16/2023	MARC Train ROW acquisition from Freight rail	Mostafa Elnahass
9/16/2023	MARC train electrification	Mostafa Elnahass
10/2/2023	Countywide and City packages of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Rebekah King

**Table 5. Virginia Project Comments**

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		
2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects--both outside and inside the Beltway--have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	

	US 29 and VA 55)				
3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick
3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	

3/14/2023	VA 7, Widen,  any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell
3/15/2023	VA 28 Widening,  General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals.		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	

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

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



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

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

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

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

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

	& Construction			cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.	
5/30/ 2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colle ague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/ 2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/ 2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/ 2023	Duke Street BRT Design & Construction	Friend/colle ague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay

5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	
5/31/2023	DASH Service Expansion	Advocacy organization	Strongly agree	DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region	
5/31/2023	Croson Lane widening	projects listed here	Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	

5/31/2023	Devlin Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Lee Highway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Liberia Avenue widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	



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

5/31/2023	Route 15 North Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	West End Transitway		Strongly agree		
5/31/2023	VA 123 Widening (Fairfax)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VA 123 Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will	

	(Prince William)			contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 1 Bus Rapid Transit		Strongly agree		
5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree		

6/14/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)	Project webpage	Strongly disagree	Fairfax County and the greater region need to stop widening roads for congestion relief. Solutions to traffic are not solved with widening. Other ideas such as transit, active transportation infrastructure, and providing alternative routes by creating new streets and grids of streets creates a more sustainable and resilient system. Stop wasting money and degrading the environment.	JoAnne Fiebe
6/14/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		
6/14/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Advocacy organization	Strongly agree		
6/14/2023	Arkendale to Powells Creek Third Track Project and	Advocacy organization	Strongly agree		

	Potomac Shores Station				
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
6/14/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Advocacy organization	Strongly agree		

6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Improved passenger rail service over long bridge is long overdue. This needs to be a priority for the region.	
6/14/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I am most interested in the bike-pedestrian bridge to be connected between Long Bridge Park and East and West Potomac Parks. We need more ways to get safely between MD and Virginia on foot and by bicycle. It would allow for recreation, commuting, and economic opportunities, as Marylanders could bike to dinner in VA, and vice versa.	Brian Robinson
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link	George Hite
6/14/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree		
6/14/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree		

6/14/2023	West End Transitway	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree	Strong agree with inclusion of the new bridge to add 2 new tracks to the Long Bridge railway crossing of the Potomac. This should be of the utmost priority. If there is a funding question, I would suggest adding congestion toll pricing to I395 inside the beltway.	Paul Brown
6/14/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	VA 7 (Second Potomac River Metrorail crossing)	News/media	Strongly agree	To promote sustainable development and transport and redevelop auto-centric strip malls, we need to expand metro. Metro has three lines running under Rosslyn to Downtown DC and one can be separated out to run on a new route to downtown - ideally via Rte 7 from Tysons to Alexandria/Pentagon and then crossing into DC. A new metro crossing would help metro be more competitive with the auto and decongest the Rosslyn River crossing.	

6/14/2023	Boone Blvd Extension	Advocacy organization	Strongly disagree	We do not need more roads to solve the issue of too many cars/traffic. There should be more dedicated alternative methods of getting people around. Such as bike lanes instead to help people move around without needing a car. More revenue can be generated from bike rental stations and/or scooter stations such as those found in DC.	
6/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	This plan should be removed. Instead build infrastructure for alternative ways to move people around such as bike lanes, dedicated bus-only lanes, or even trains running through the median.	
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree	This is a great way to reduce traffic, give people alternative ways to get around.	
6/14/2023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly disagree	Remove this plan. It's already congested enough, adding more lanes will add more cars. With Eisenhower Ave being so close to the metro, there is a unique opportunity to increase funding to maintain, improve service, and expand our transit network. Widening roads divides neighborhoods, makes it more dangerous for people to walk, and ultimately disrupts communities as they are more disconnected.	Andy
6/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	Remove this plan. Widening roads will only bring more cars, congestion, pollution and division of northern virginia communities. There should be an increase funding to maintain, improve service, and expand our transit network. A transit system running up and down fairfax county parkway would alleviate a lot of traffic, lessen car dependency, increase a sense of community,	Andy



				make streets safer and save people a lot of time not stuck in terrible polluting traffic.	
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Friend/colleague	Agree	While I support it, there should not be any road widenings which would increase congestion. Focus on more bike lanes and providing alternative modes of people getting across such as bus-only lanes. You can also build bike-rental and scooter rental stations.	Andy
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree	A dedicated transit center sounds great. There should be constructed bike lanes to help people get around in other methods. We need to increase access to jobs by transit, and address regional equity	Andy
6/14/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	This should be cancelled. This would leave most people stuck in traffic, destroy more nature. This plan failed to examine more effective alternatives that begin with transit-oriented development. There needs to be more alternatives than having to own a car!	Andy
6/14/2023	Long Bridge VA - DC		Strongly agree	This is a great project to increase transit efficiency, and help people move around without needing a car. This is a great shift of funding from wasteful highway and road expansion projects to alternative methods of moving around (walking, biking, transit).	
6/14/2023	Route 1 Improvements		Strongly disagree	This should be canceled. Widening roads will not solve congestion or traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change.	
6/14/2023	Shirley Gate Road	Advocacy organization	Strongly disagree	Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic,	

	Improvements			unsafier roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	VA 28 Widening	Advocacy organization	Strongly disagree	Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafier highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development!	
6/14/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafier roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit.	
6/14/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where they need to, find jobs in new cities. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change	
6/14/2023	Dulles Airport Access Road Project	Friend/colleague	Strongly disagree	This plan should be removed. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should	

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

				mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	We cannot widen our way out of traffic. Putting more space for cars is antithetical to mitigating climate change. Stop that right now.	Kripa Patwardhan
6/14/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Stop widening roads! This is antithetical to combatting climate change. What we need is LESS space for cars.	Kripa Patwardhan
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Nic Kotschoubey
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Helps with commuting, long-distance travel, freight, pedestrian and bicycle travel.	
6/15/2023	Long Bridge VA - DC		Strongly agree	This is a crucial project to improve rail passenger service on the East Coast. It will also add iconic new pedestrian and bicycle facilities.	
6/15/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		B. Morrow
6/15/2023	DASH Service Expansion	Neighborhood/civic association	Strongly agree		B. Morrow
6/15/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree		B. Morrow
6/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	It is the most critical project to improve mobility between VA and DC.	John Burke

6/15/2023	Soapstone Drive Connector	News/media	Strongly agree	Soapstone Drive Connector will help create an additional option to cross the Dulles Toll Road, connect North and South Reston, and support transit-oriented development.	
6/15/2023	I-95 Express Lane Extension to Fredericksburg	News/media	Strongly agree	Traffic is really bad on I-95. The express lanes work wonderfully. It would be great to see this expanded further.	
6/15/2023	Greensboro Drive Extension	Project webpage	Agree	Need to continue to create more of a grid of roads in Tysons.	
6/15/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly agree	Need to complete the Route 7 expansion project - it has been ongoing for years and needs to be complete. Capacity is needed and addition of bike/ped path, better bus stops, and sound walls are great.	
6/15/2023	Dulles Airport Access Road Project		Strongly disagree	I have never seen the Dulles Airport Access Road congested, and it is unconscionable that the Airports Authority would use toll road funds to widen the access road that is only for airport users who pay nothing. The Airports Authority has dramatically increased tolls over the past years, has stopped transit buses from using the Airport Access Road, and now wants to make this inaccessible road for commuters even wider, likely using the tolls we pay. No, this is not right. The only way the Airport Access Road should be allowed to be widened is if it is converted to be like the Express Lanes and allow HOV-3 to use these lanes for free. This should be made part of the Express Lanes network with HOV-3 able to bypass the main toll plaza. Give commuters more	

				options by expanding express bus services and helping to encourage carpooling as well.	
6/16/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
6/17/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line	Ram V
6/17/2023	Battlefield Park Bypass Project	News/media	Strongly disagree	This will encourage even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities	Ram V
6/17/2023	Sudley Road 3rd Lane, NB	News/media	Strongly disagree	This will increase traffic and cut down residential and wooded areas	Ram V
6/17/2023	Rte. 28 Bypass	News/media	Strongly disagree	increases traffic, better projects in the area to focus on	Ram V

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

6/19/2023	Long Bridge VA - DC	Advocacy organization (News Media)	Strongly agree	This project will provide an important new pedestrian and bicycle link.	Steven Ward
6/19/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities	Steven Ward
6/19/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this	Mary Crowe
6/19/2023	Shirley Gate Road Improvements	News/media	Strongly disagree	Just moved to the area and this road handles traffic well-better design than other roads in the area. Have been on it during commute time- it is not at capacity	Mary Crowe
6/19/2023	Fairfax County Parkway Improvements	News/media	Agree		Mary Crowe



6/19/2023	New Guinea Road, Construct	News/media	Strongly disagree	You'll be destroying important natural areas without really alleviating the problem	Mary Crowe
6/19/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	We need safe ways for folks to walk bike and scooter to access the metro	Mary Crowe
6/23/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Kevin O'Brien
6/23/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Transit-focused project that also includes robust bike and pedestrian improvements. Exactly how we need to be thinking about our key transportation corridors.	Kevin O'Brien
6/23/2023	DASH Service Expansion	Advocacy organization	Strongly agree	More transit is the answer.	Kevin O'Brien
6/23/2023	Alexandria 4th Track	Advocacy organization	Strongly agree	More rail capacity is critical to expanding transit options in the region and further downstate.	Kevin O'Brien
6/23/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line.	Kevin O'Brien
6/23/2023	Rte. 28 Bypass	Advocacy organization	Strongly disagree	No more highways.	Kevin O'Brien
6/23/2023	VA 7, Widen	Advocacy organization	Strongly disagree	We don't need wider highways. Invest limited dollars in transit, bike, and pedestrian improvements.	Kevin O'Brien

6/23/2023	Route 1 Improvements	Advocacy organization	Strongly disagree	Remove road widening and replace with high-capacity transit that is under study	Kevin O'Brien
6/23/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/23/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/23/2023	US 1 Bus Rapid Transit	News/media	Strongly agree		
6/25/2023	I-495 Improvements		Strongly disagree	It is destroying the ecosystem and the community. VDOT changed the plans after the EA was completed, dramatically increasing the environmental impacts of the project and removing planned mitigations. It is an abomination.	Claudia M O'Brien
6/25/2023	Long Bridge VA - DC	Friend/colleague		Generally, I'd like climate-focused investments and not investments in projects that expand cars and GHGs	
6/25/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Stephen D'Alessio
6/25/2023	Long Bridge VA - DC	News/media	Strongly agree	Adding a new crossing for rail and walking will promote greater use of mass transit rather than cars and enhance the improvement of rail for the entire East Coast. This project is quite likely to slow the increase in	David Yaffe

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

	Southwest Entrance				
6/27/2023	Duke Street BRT Design & Construction		Strongly agree	We need a BRT to make travel down route 7 by bus more realistic.	
6/27/2023	Battlefield Parkway/Route 15 Bypass Interchange		Strongly disagree		
6/27/2023	Union Station to Georgetown Streetcar Line		Strongly agree		
6/27/2023	Catharpin Road, Widening		Strongly disagree		
6/27/2023	Dale Blvd HOV Lanes		Strongly disagree		
6/27/2023	Dulles Toll Road Expansion		Strongly disagree	Add more rail instead of expanding a toll road (which only induces car demand)	
6/27/2023	Dulles Airport Access Road Project		Strongly disagree		

6/27/2023	Farrington Connector		Strongly disagree		
6/27/2023	Eisenhower Valley Access and Circulation Improvements		Strongly disagree	Stop widening roads!	
6/27/2023	Fairfax County Parkway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Farmwell Road Intersection Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Franconia to Occoquan 3rd Track Project		Strongly agree		
6/27/2023	I-66 Improvements		Strongly disagree	Spend this money on transit, don't waste it on the highway	
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need stronger a rail network. I am a retired scientist and the climate emergency is genuinely frightening	Jonathan Krall

6/27/2023	DASH Service Expansion	Friend/colleague	Strongly agree	We need stronger transit.	Jonathan Krall
6/27/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	We need strong transit. Car dependency is misery	Jonathan Krall
6/27/2023	Long Bridge VA - DC		Strongly agree	We need stronger rail networks. I hope this will include a bicycling/walking path	Jonathan Krall
6/27/2023	Herndon Metrorail Intermodal Access Improvements		Strongly agree		
6/27/2023	Herndon Metrorail Intermodal Access Improvements - Phase II		Strongly agree		
6/27/2023	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158		Strongly disagree		

6/27/2023	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.		Strongly disagree		
6/27/2023	King and Beauregard Intersection Improvements, Phases 1 and 2		Strongly agree		
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need more rail service	Jason Schwartz
6/27/2023	DASH Service Expansion	News/media	Strongly agree	I strongly support better service for DASH!!	Jason Schwartz
6/27/2023	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158	News/media	Strongly disagree	We don't need for vehicle lanes!!	Jason Schwartz
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls.	Jason Schwartz

6/27/2023	Grant Avenue Road Diet		Strongly agree		
6/27/2023	Landmark Transit Center		Strongly agree	Very important to build this	
6/27/2023	Lee Highway Widening		Strongly disagree		
6/27/2023	Liberia Avenue widening		Strongly disagree		
6/27/2023	Long Bridge VA - DC		Strongly agree		
6/27/2023	Loudoun County Parkway		Strongly disagree		
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree	Stop widening roads!	
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree		
6/27/2023	McGraws Corner Drive		Strongly disagree		



6/27/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	This will improve ped and cyclist safety.	
6/27/2023	Rolling Road		Strongly disagree	Rolling road has accidents all the time and is very unsafe for pedestrians. The road needs to reduce its speed and put in protected bike lanes because there are already too many memorials on this road for people who have been killed.	
6/27/2023	Route 1 Metroway Extension (Alexandria)		Strongly agree		
6/27/2023	Wellington Road Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	VRE Service Improvements (Reduce Headways)		Strongly agree	VRE service needs to be improved and more frequent to make it a viable transit option. This will help.	
6/27/2023	VA 7, Widen		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 50 Improvements		Strongly agree		

6/27/2023	Telegraph Road widening		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Stringfellow Roadway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Rolling Road widening project		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	VRE Service Improvements (Reduce Headways)	Friend/colleague	Strongly agree	I believe that mass transit is the best way to relieve traffic congestion and that Virginia has not created enough mass transit to make this possible. So, this project will help expand and maintain mass transit in Virginia	William Young
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	Provides extra capacity for VRE and future MARC commuter train service.	Brian Glenn
6/27/2023	King and Beauregard Intersection Improvements	Project webpage (I drive in this area regularly)	Agree	Frustrated by traffic backups at this intersection. With new West End development it has only gotten worse. These improvements should have been done in advance of or concurrent with the redevelopment.	Brian Glenn

	ts, Phases 1 and 2	and frustrated with traffic backups)			
6/27/2023	Long Bridge VA - DC	News/media	Strongly agree	This project will provide additional capacity for VRE and future MARC commuter rail service.	Brian Glenn
6/27/2023	Route 1 Metroway Extension (Alexandria)	Friend/colleague (previous employment)	Agree	Primary North-South local commuter corridor, ideally suited for enhanced bus service parallel to the VRE commuter rail.	Brian Glenn
6/27/2023	Franconia to Occoquan 3rd Track Project	News/media	Agree		Brian Glenn
6/27/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance (DASH Service Expansion)	Advocacy organization	Strongly agree	Anything transit to relieve congestion.	Niels Pemberton
6/28/2023	Long Bridge VA - DC	News/media	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Steve Wardell

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

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

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

				will also provide an important new pedestrian and bicycle link.	
7/5/2023	Long Bridge VA - DC		Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
7/7/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project expands regional commuter service and will provide important pedestrian and biking infrastructure connecting DC and Virginia.	Joan McIntyre
7/7/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	Project funding for transportation projects need to shift away from expanding roads and highways to supporting frequent and convenient public transit to offer an alternative to single occupancy vehicles to reduce carbon emissions, improve air quality and make our urban and suburban environments safer and more liveable communities	Joan McIntyre
7/14/2023	Long Bridge VA - DC	Project webpage	Strongly agree	This project is one of the region's most important projects for commuting and regional development. Reforming VRE into a proper regional rail system will enable development further from the city centers without suburban sprawl and that is good.	Luke Mueller-Oden
7/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	The improvements to rail, pedestrian and bicycle infrastructure that this project represents is very much needed in the region.	
7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	

7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/15/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/21/2023	Reston Parkway Improvements	Project webpage	Strongly disagree	Widening Reston Parkway between Sunrise Valley Drive and Bowman Terrace is a particularly bad idea because of its proximity to Reston Town Center. Aren't we trying to make this street more rather than less walkable? Adding two through lanes would make this "6 lane" road more like 8-10 lanes at intersections where pedestrians have to cross -- right near our Metro stations and so much urban development. It's a really bad idea.	Douglas Stewart
7/21/2023	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Project webpage	Strongly disagree	Route 50 is wide enough already. Adding more lanes will only induce more traffic and make it less safe for pedestrians. In Fairfax County, the Route 50 corridor east of Fairfax City in particular has a lot of residents who walk and use transit, and the focus should be on improving bus service and safety at intersections.	Douglas Stewart
7/21/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Project webpage	Strongly disagree	The County is looking at redeveloping Pan Am shopping center, and Fairfax City has redeveloped denser housing at Fairfax Circle. The Vienna and Dunn Loring Metro stations are in this corridor. Why would you make this street even more pedestrian-unfriendly and inimical to crossing and improved transit access, rather than focusing on calming traffic and improving the walking and biking conditions to accommodate all the new	Douglas Stewart



				residents and mix of uses that the City and County are planning for in this area?	
7/21/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	This area is densely populated has a good mix of uses. Providing dedicated lanes for buses will encourage even more growth and travel by transit, displacing vehicle trips and making for a much more efficient use of our transportation network. It will also make life a lot more enjoyable for people living and working in this area, by making Duke Street and 236 more of a people-centered street and providing better transit access.	Douglas Stewart
7/21/2023	VA 7, Widen (Route 7 Bus Rapid Transit)	Project webpage ( Have been following it since development of initial concept plans by the Northern Virginia Transportation Commission )	Strongly agree	Route 7 from Alexandria to Tysons is a perfect corridor for improved bus service. It goes through Seven Corners, Broad Street in Falls Church, Pimmit Hills and Tysons. All of these areas are getting more urban and developing more businesses and residences. Dedicated bus lanes will only make this mix better and make it easier for thousands of people to walk, bike and use transit for daily trips. And it will make these areas better places to live. (Regarding the answers above to the drop-down boxes-- I had to fill these in to register my response, even though they weren't applicable.)	Douglas Stewart
7/22/2023	Reston Parkway Improvements	Project webpage	Disagree	I wish to withdraw an earlier comment I submitted on this project. I had mistakenly commented that it would widen Reston Parkway in the area near Reston Town Center, which is in fact already 6 through lanes. I apologize for my mistake. I still object to widening	

				Reston Parkway from 4 to 6 lanes from South Lakes Parkway to the Dulles Toll Road.	
7/24/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	Planning this bypass (and hundred of new lanemiles that incentivize more Vehicle Miles Traveled) is counterproductive to Prince William County's Strategic Plan to create walkable live-work-play communities, and to the Community Energy and Sustainability Master Plan action strategies to reduce greenhouse gas emissions.	
7/29/2023	Long Bridge VA - DC	News/media	Strongly agree	The new Long Bridge is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Airport Access Road Project	Visualize 2045 list of Fairfax projects	Strongly disagree	Widening the Dulles Airport Access Rd is unnecessary and would undermine the region's and Fairfax County's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Toll Road Expansion	TPB Visualize 2045	Disagree	Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Toll Road Collector	TPB Visualize 2045	Strongly disagree	Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Magarity Road Widening	Project webpage	Strongly disagree	Many homes, at least one school on this street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Reston Parkway	Project webpage	Strongly disagree	Widening Reston Parkway would undermine Fairfax County and the region's investments in the Silver Line	Bill Pugh, Coalition for Smarter Growth

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

		Fairfax County		Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons	
7/29/2023	Shirley Gate Road Improvements	Visualize 2045, Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. This road extension through forested parkland to create a supergrid of wide, high-speed arterials is misguided. The project would lead to more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities and preservation of its tree canopy.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	New Guinea Road, Construct	Visualize 2045, Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. The project would lead to more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities, and preservation of its woods and tree canopy.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Stringfellow Roadway Improvements	Visualize 2045, Fairfax County	Strongly disagree	The widening project is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Alexandria 4th Track	Project webpage	Strongly agree	An additional track allows for better train traffic management between passenger and freight trains, which move at different speeds.	John Faulkner
7/29/2023	Alexandria Potomac Yard Metro Station Improvements	Advocacy organization	Strongly agree	Facilitates use of metro rail.	John Faulkner

	ts, Including Southwest Entrance				
7/29/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Facilitates passenger, freight, and commuter rail between VA and DC and provides a bicycle and pedestrian link as well.	John Faulkner
7/29/2023	Duke Street BRT Design & Construction	Advocacy organization	Agree	Improved and rapid bus service encourages people to take transit, thus reducing traffic congestion and the need to further expand roads for automobile travel.	John Faulkner
7/29/2023	DASH Service Expansion	Advocacy organization	Agree	Improved bus service encourages use of transit.	John Faulkner
7/31/2023	Dulles Airport Access Road Project	News/media	Strongly disagree	Expanding doesn't make sense now that the Metro goes to Dulles Airport. People should be incentivized to use public transport. Would benefit the Metro and save money	
7/31/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro Silver Line would be undermined by expanding the DTR, as it would be by expanding the Dulles Access Road. Use transit. Saves money and cuts pollution.	
7/31/2023	Dulles Airport Access Road Project	News/media	Strongly disagree	Expanding DAAR would undermine Silver line, while adding climate and other pollution. Use of Silver line should be prioritized. Prioritizing public transit on Silver Line would save money for new construction and provide needed ridership for the Silver Line. New construction that would undermine ridership should be rejected. Any money spent on DAAR should be conditioned on cutting tolls for users of Dulles Toll Road.	

7/31/2023	Fairfax County Parkway Improvements	Reston Comp Plan Task Force	Neutral	Expanding roads is generally a bad idea. The only justification for this FCP expansion would be if it were conditioned upon eliminating proposals to widen roads (e.g., present or future proposals to widen Reston Parkway, Sunset Hills, Sunrise Valley, Wiehle) through the Reston Transit Station Areas by diverting traffic to the FCP. The Reston TSAs can become true walkable, transit-oriented communities by reducing through traffic, particularly fast traffic. Traffic calming and improved pedestrian friendly roadways are needed in Reston. Diverting traffic to FCP is the only possible justification for expanding the FCP	
7/31/2023	Soapstone Drive Connector	Reston Comp Plan Task Force	Strongly agree	Needed to improve the grid and allow paths that relieve congestion around transit station areas. Critical to have pedestrian and bike paths along the Soapstone Connector	
7/31/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Friend/colleague	Strongly agree	Improving access to Herndon transit station is important to encourage use of Silver Line	
7/31/2023	Reston Parkway Improvements	Reston Comp Plan Task Force	Disagree	To the extent "improvements" mean widening, as I understand they do, then it should be rejected. We do not need to encourage more traffic, especially through traffic, in areas that are intended to implement pedestrian-friendly, transit oriented development. "Improvements" that reduce and slow traffic and that encourage more walking, biking and transit uses would be more than welcome.	

7/31/2023	Town Center Parkway (underpass DTR)	News/media (Reston Comp Plan Task Force)	Strongly agree	Strongly support. Important to relieving congestion by enhancing grid of streets near transit station. Needs to include pedestrian and bicycle pathways	
7/31/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line.	Sam Ressin
7/31/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line.	Sam Ressin
7/31/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Many homes and at least one school on the street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood.	Sam Ressin
7/31/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	This widening project would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area.	Sam Ressin
7/31/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Sam Ressin
7/31/2023	Telegraph Road widening	Advocacy organization	Strongly disagree	Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making	Sam Ressin

				this area of the county even less friendly to pedestrians, bicyclists and transit users.	
7/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Remove further widening of US 29 from Visualize 2050. Instead direct funding to safety, pedestrian, bike and transit access improvements along the corridor.	Sam Ressin
7/31/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study bus rapid transit (BRT) on this corridor.	Sam Ressin
7/31/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	As a Vienna resident, I do not support widening 123. We already have enough traffic. Further widening this already expansive highway within the Tysons area would undermine Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons. We need a safe protected bike lane on Maple Ave. That way, I could do my errands in Vienna without driving!	Sam Ressin
7/31/2023	Stringfellow Roadway Improvements	Advocacy organization	Strongly disagree	This unnecessary and wasteful project, like others, encourages even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Sam Ressin
8/3/2023	US 29 Widening Project (ECL City of Fairfax (vic.	Advocacy organization	Strongly disagree	This project goes against all of the transit oriented development near the Dunn Loring metro station and the walkability of Merrifield. As is, this road is one of the biggest threats to walkability and widening it is not the	



	Nutley St.) to Capital Beltway)			solution. This project also doesn't solve any problem as there isn't too much congestion anyway.	
8/15/2023	US 50 Improvements	Neighborhood/civic association	Strongly disagree	Please remove any widening for additional travel lanes on Rt. 50. I ask that you instead support the STARS study recommendations for inside the beltway, provide needed pedestrian and bicycle improvements, and access to bus stops. BRT for this corridor should be studied.	Sonya Breehey
8/15/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Please remove any further widening of Rt. 29. It's already too wide in the Merrifield area undermining its walkability. This area has metro and good bus service. You should instead invest in safety, pedestrian, bike and transit access improvements. And fix the Gallows/Rt. 29 intersection to make is smaller and easier to cross. Do not add an interchange or any slip lanes.	Sonya Breehey
8/15/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT is a smart investment and will support more people taking transit in the Rt. 1 corridor.	Sonya Breehey
8/15/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	The roads in Tysons are already too wide, dangerous and undermines walkability and access to transit. Please do not widen anymore in Tysons.	Sonya Breehey
8/15/2023	Greensboro Drive Extension	Project webpage	Agree	Street network enhancements in Tysons will help improve mobility and support walkable TOD. Just be sure not to over design with too many lanes.	Sonya Breehey
8/15/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	It's hard to tell if the "improvements" are teh same as the "extension" project. I oppose the extension of this road as it will cut through forested parkland, laying more	Sonya Breehey

				roads, encouraging more driving and sprawling development.	
8/27/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
8/29/2023	Frying Pan Road Widening	Project webpage	Strongly agree	Frying Pan from Sunrise Valley to Centreville Rd is too narrow to support all of the new development in the area.	Elizabeth Stein McCartney
8/29/2023	Lee Highway Widening (Orange Line Extension to Centreville)	Project webpage (This long lingering project has appeared on many prior trans plans)	Strongly agree	If Orange Line were extended to at least Centreville perhaps widening of Route 29 wouldn't be needed. We need to get more cars off the road, and opening up this corridor to transit would provide mass transit access to so many commuters that currently will not consider transit because bussing to Metro takes FOREVER, and driving and parking at Herndon/Vienna isn't an attractive option. We need transit farther west than it is currently.	Elizabeth Stein McCartney
8/29/2023	Lee Highway Widening (Orange line extension to Haymarket)		Strongly agree	Public transportation and metro access is paramount to any city's sustainable and environmental development. As population has grown in Fairfax and surrounding region, and is expected to grow even more by 2045, especially along Lee Hwy, the extension of the metro line to Haymarket is the only long term and viable transportation solution! Furthermore, public transport allows lower income hourly-workers to reach their place of business quickly, economically, and without adding to existing traffic load... Thus improving the overall access experience for workers, businesses, and customers.	Serge Kaddoura

8/29/2023	Town Center Parkway (underpass DTR)	Neighborhood/civic association	Strongly agree	This connection is critical to balancing the transportation network in Reston and associated high-density development which is already underway. The project needs to move forward to prevent further congestion and exacerbation of safety issues along Fairfax County Parkway and Reston Parkway.	
8/29/2023	Widen East Spring Street	News/media	Strongly agree	Elden Street is aged in this location and advancing this project will continue to support not only roadway but supporting utilities and trail projects.	
8/29/2023	Rock Hill Road Overpass Improvements	News/media	Strongly agree	This overpass is critical to supporting a stable transportation network in Herndon and Reston by distributing extreme demand through the Town of Herndon from Loudoun County. Without it, there will be severe congestion and pedestrian/bicycle safety conflicts along Herndon Parkway and Elden Street.	
8/29/2023	Dulles Toll Road Collector	Project webpage	Disagree	There are so many local off-highway improvements that need to occur to make this functional, there is no reason to advance this without conducting Tysons-wide improvements.	
8/29/2023	Reston Parkway Improvements	Project webpage	Disagree	Reston Parkway is already wide and very difficult to cross or experience any multimodal improvement. Further widening on this segment would induce more vehicular demand as opposed to trying to distribute traffic to other routes or encourage use of the transit system which is very well established in this area.	
8/29/2023	Alexandria 4th Track	Advocacy organization	Strongly agree	We need to expand the rail capacity to be able to run more passenger trains on the RF&P line	
8/29/2023	Alexandria Potomac Yard Metro	Advocacy organization	Strongly agree	Adding more entrances will improve how people access the station and will add to the ridership	

	Station Improvements, Including Southwest Entrance				
8/29/2023	Annapolis Way Extension	Advocacy organization	Neutral	Would be better if the road would be more rectangular instead of round to create a grid-like pattern	
8/29/2023	Arcola Boulevard Improvements	Advocacy organization	Neutral	The road should only be two lanes with more pedestrian crossings	
8/29/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree	Adding a VRE station and a third track will improve the passenger rail capacity and add more train trips	
8/30/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Expanding access to the Dulles Toll Road goes against the 6 billion dollars that we have spent on the silver line. We should prioritize using the Metro to access the Dulles Airport.	
8/30/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	This project helps reduce carbon emissions from cars while investing in the vastly more efficient public transit.	
8/31/2023	Soapstone Drive Connector	News/media	Disagree	The area around Whiele Reston East Metro station is becoming built-up such that car traffic is becoming increasingly a problem here, and cars are becoming less	

				effective as a transportation method here. This project will only encourage more driving in this area, induced demand. Instead, to evaporate traffic here I'd prefer this connection to be car-less, and provide connection only for micro mobility, bikes and pedestrians.	
8/31/2023	Fairfax County Parkway Improvements	Project webpage	Strongly disagree	The project will cost nearly 200 million dollars, which is a significant sum to spend on a roadway widening project. The project's main achievement will be to widen portions of Fairfax County Parkway. The effects of this widening projects are likely to be: (1) a short-term reduction in congestion; (2) a return to the same level of congestions due to induced demand (see <a href="https://www.vtpi.org/gentraf.pdf">https://www.vtpi.org/gentraf.pdf</a> "Traffic congestion tends to maintain equilibrium. Congestion reaches a point at which it constrains further growth in peak-period trips. If road capacity increases, the number of peak-period trips also increases until congestion again limits further traffic growth) (3) additional sprawled development along the corridor which will increase overall traffic until it again exceeds capacity of this road and reaches equilibrium. (4) increase in emissions of CO2 both from the lose of plant life along the corridor, the cardon required to do the construction, and the increase in motor vehicle traffic. Recommendations - Consider adding an electrified Bus Rapid Transit system along this corridor that links with the metro and bus systems. Integrate it with transit at Fort Belvoir at the terminus. - Improve the convenience, safety, and comfort of using alternative transit (biking, scooters, walking) along and ACROSS this corridor to make choosing to use an alternative transit method more appealing.	

8/31/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line.	Adnan Masri
8/31/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor.	Adnan Masri
8/31/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons.	Adnan Masri
8/31/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Adnan Masri
8/31/2023	Rolling Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	Adnan Masri
8/31/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	A express bus service will make the corridor safer, revitalize the area, and give commuters more options. Reduce the amount of cars on the highway without spending more money on inducing demand in widenings.	
8/31/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7	Advocacy organization	Strongly agree	The planned Route 7 BRT will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers.	

	Bus Rapid Transit)				
9/4/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	This project will decrease walkability and bikeability for the developing urban fabric in Merrifield and near Fairfax City. Instead of widening the road we should look into creating bike/ped improvements to 29 or nearby alternatives.	
9/5/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line.	
9/5/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Many homes and at least one school would be impacted. Replace with safety, complete streets, and McLean Metro station access improvements.	
9/5/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	This widening project would undermine our investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston.	
9/5/2023	Rolling Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	
9/5/2023	Telegraph Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	

9/5/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Remove further widening of US 29. Instead direct funding to safety, pedestrian, bike and transit access improvements.	Kevin
9/5/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor.	Kevin
9/5/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons.	Kevin
9/5/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Kevin
9/5/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	great transit project!	Kevin
9/5/2023	VRE - Broad Run Expansion (Orange Line Extension (WMATA/Metro))	Project webpage	Strongly agree	Need Metrorail service to Manassas. Fairfax/Centreville need Metro service to draw in more riders and get people off the roads.	



9/6/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	No more roadway expansion or extensions which will destroy the urban factor, increase roadway deaths, and increase traffic. Fund public transit in the area instead. Expand VRE and Omniride	Mostafa Elnahass
9/6/2023	Battlefield Parkway/Route 15 Bypass Interchange	Advocacy organization	Strongly disagree	No more roadway expansion. We need to fund public transit in the area instead. Instead of this project which will divide the area, make it impossible for pedestrians, cyclists, and other mode users to exist. Fund public transit	Mostafa Elnahass
9/6/2023	Belmont Ridge Road Reconstruct	Advocacy organization	Neutral	Only include the shared path as sidewalks and bicycle infrastructure should be mandatory on all roads and streets. No road widening as it contributes to climate issues, does not solve traffic and creates a dangerous road to drivers and other mode users	Mostafa Elnahass
9/6/2023	Boone Blvd Extension	Advocacy organization	Strongly agree	Expanding Boone Blvd will create a grid system of roads for Tysons which will improve walkability, cycling, and access to transit. The blvd should be equipped with these features	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements	Advocacy organization	Strongly disagree	No road widening for Braddock road. It should be only two lanes with sidewalks and a bike path. Also multiple transit stops	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	No widening. It should have a road diet instead from four lanes to two lanes and add multimodal transportation to it: cycling, walking and transit	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements	Advocacy organization	Strongly agree	Construct the shared use path	Mostafa Elnahass

	ts (I-495 to Burke Lake Road)				
9/6/2023	Croscon Lane widening	Advocacy organization	Strongly disagree	Croscon lane has a lot of residential areas and widening it will make it very dangerous for all users. It should have more crosswalks and better pedestrian access	Mostafa ElNahass
9/6/2023	Crosstrail Boulevard, Segment C	Advocacy organization	Strongly disagree	Crosstrail Boulevard should have a road diet, crosswalks and a bicycle lane, and transit stops	Mostafa ElNahass
9/6/2023	Dale City Parkway Node New Through Boulevard	Advocacy organization	Neutral	Road diets for all the roads and add transit access and stations with protected bicycle lanes and sidewalks	Mostafa ElNahass
9/6/2023	Dale Blvd HOV Lanes	Advocacy organization	Strongly disagree	Add bus lanes instead of the car HOV Lanes and do a road diet, add sidewalks, crosswalks and a protected bicycle lane	Mostafa ElNahass
9/6/2023	Catharpin Road, Widening	Advocacy organization	Strongly disagree	Road Diet Instead of widening, Add sidewalks, protected bicycle lanes and add more transit options in the area	Mostafa ElNahass
9/6/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding DASH service will decrease the reliance of cars in the Alexandria air, improve the environment, add multimodal transit options, increase equality	Mostafa ElNahass
9/6/2023	Devlin Road Widening	Advocacy organization	Strongly disagree	Instead of widening the road. Road Diet with sidewalk addition, bicycle lane addition and transit stops and crosswalks	Mostafa ElNahass
9/6/2023	Duke Street BRT Design	Advocacy organization	Strongly agree	Should be designed as Light Rail instead but BRT will improve transit frequency in the area and improve the environment, equality and job access	Mostafa ElNahass

	& Construction				
9/6/2 023	Dean Drive Widening	Advocacy organization	Strongly disagree	Instead of widening the road. Add crosswalks, protected bicycle lanes, more transit options to make the area less car-centric and create a good urban fabric	Mostafa EINahass
9/6/2 023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Dulles Airport Access Road should be demolished along with the Dulles Toll road to improve the urban fabric of the area since the area around Dulles airport is mostly residential and commercial and no longer rural	Mostafa EINahass
9/6/2 023	Dulles West Boulevard	Advocacy organization	Strongly disagree	Dulles West should have a road diet of two lanes. Should have sidewalks with crosswalks, bicycle lanes, and more transit access. The current design only serves cars	Mostafa EINahass
9/6/2 023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly agree	It should have protected bicycle lanes and a road diet	Mostafa EINahass
9/6/2 023	Evergreen Mills Road Improvements	Advocacy organization	Disagree	The road should only be realigned to two lanes instead of four and to form a grid system in the area	Mostafa EINahass
9/6/2 023	Fairfax County Parkway Improvements	Friend/colleague	Strongly disagree	Additional lanes of traffic will only help in the short term. Request that mass transit be considered for Fairfax County Parkway from Reston to Springfield!	David Cacner

9/6/2023	Soapstone Drive Connector	Friend/colleague	Strongly agree	Having another option for bikes (and cars) to cross Dulles Toll Road will be helpful.	David Cacner
9/6/2023	Stringfellow Roadway Improvements	Friend/colleague	Strongly disagree	I do not believe that traffic on Stringfellow Road warrants increasing the number of lanes.	David Cacner
9/6/2023	VA Route 28 Widening (Prince William County Line to Route 29)	Friend/colleague	Strongly agree	Any project that puts in additional bicycle lanes is a project that I support!	David Cacner
9/6/2023	Potomac Shores	Friend/colleague	Strongly disagree	Remove the destructive Potomac Shores Parkway project which is inconsistent with TPB's policy framework goals for environmental protection.	
9/6/2023	Route 123/Route 1 Interchange in PWC	Advocacy organization	Strongly disagree	Remove widening VA 123 to 6 lanes in area planned for walkable activity center near Woodbridge VRE station. The project is inconsistent with the TPB policy framework, including the aspirational initiative to improve walk and bike access to transit.	
9/6/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Remove this destructive project. It would further open up the Rural Crescent and area near Manassas Battlefield to development. I-66 and Route 28 will provide fastest access to nearby areas. We support roundabouts as an alternative at key intersections in the area to move local traffic. Project is inconsistent with the TPB policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with multiple TPB policy goals, for example undermining	

				"Bring Jobs and Housing Closer Together" and ignoring induced demand that leads to more miles of driving.	
9/6/2023	Route 1 Improvements	Friend/colleague	Strongly disagree	Remove further widening of Route 1 and replace with high-capacity transit that is under study for this corridor as an alternative that is more consistent with TPB's policy framework.	
9/6/2023	Magarity Road Widening	Project webpage	Strongly disagree	Magarity Road is a neighborhood street with a lot of nearby schools and a community center within walking distance. It's also close to Tysons, and you can walk there now via the Scotts Run Trail. Widening this road would make the neighborhood much less pleasant and walkable. It would be much more appropriate to focus on slowing traffic going down the road, such as through adding bulb-outs and striping more visible crosswalks.	
9/6/2023	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Project webpage	Disagree	It doesn't make sense to bundle Route 50 across both Fairfax and Loudoun Counties. It's a much different and denser corridor in Fairfax east of Fairfax City than west of the City, and the western Fairfax corridor is different than in Loudoun east of Aldie. Route 50 should not be widened east of Fairfax City without prioritizing or dedicating lanes for bus service.	
9/6/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Project webpage	Disagree	There are many increasingly dense, mixed-use areas in this corridor, including Merrifield and Dunn Loring and the area in and around Falls Church. 29 is already too wide, especially in Merrifield. It gets in the way of making this area more walkable and reducing car trips. Route 29 improvements should focus on traffic calming, especially near these activity centers.	

9/6/2023	Dulles Airport Access Road Project	Project webpage	Strongly disagree	It's too expensive and will encourage more sprawling, auto-dependent development.	
9/6/2023	US 50 Improvements	Project webpage	Strongly disagree	The project titles should be more descriptive. It's impossible to tell that this project covers 50 east of Fairfax City unless you read the project description, and therefore impossible to distinguish it from the 50 improvements in Fairfax and Loudoun counties. 50 east of Fairfax City should not be widened unless the lanes provide priority or dedicated bus service. Adding more car travel lanes would negatively affect the denser communities there.	
9/6/2023	Reston Parkway Improvements	Project webpage	Disagree	Continuing the widening of Reston Parkway through this stretch of Reston will make the area less safe and desirable for walking, bicycling and rolling. We should take advantage of the increasing density, mix of uses and access to transit in this area. Adding more car travel lanes would have the opposite effect.	Douglas Stewart
9/8/2023	New Braddock Rd.	Neighborhood/civic association	Strongly disagree	This project will separate our Center Ridge community and make it dangerous for the kids walking to the elementary school and residents walking the sidewalks and paths in our neighborhood. Cars already speed too fast on that section of New Braddock Road between Rt 28 and the community entrance on Store House Drive. This project will allow cars to go farther through the neighborhood and very likely increase speeds even more, despite the posted limits.	
9/8/2023	Rolling Road widening project	Neighborhood/civic association	Agree	I support the project but hope it will include a bike lane or safe pedestrian walking path and pull outs for bus stops. Currently when the bus stops in this area it delays traffic. With an appropriate bus pull over lane and	

				pedestrian connections, safety for drivers and those walking to the bus stops will be improved. Safety for bicyclists can also be improved by adding a dedicated bike lane as part of the widening. Would also like you to include flashing yellow turn arrows at the intersection into Saratoga neighborhood with Fullerton road if the project includes updating the traffic light.	
9/9/2023	New Braddock Rd.	Project webpage	Strongly disagree	It will redirect rush hour traffic through a neighborhood and in front of an elementary school.	Sharon Gottovi
9/10/2023	Neabsco Mills Road (Fairfax County Trail Maintenance Agreement 110 along Union Mill Rd., Clifton, Va.)	Neighborhood/civic association	Strongly agree	The existing developer-installed 4-foot wide trail from Stonefield Drive North along Union Mill Rd. is 35 years old, has never been repaved, and is damaged causing a safety hazard. The 4-foot trail width is obsolete because it is too narrow for pedestrians, pets, baby carriages, and runners simultaneously. The TMA should be revised to authorize a 5-foot wide trail in its place to better handle trail traffic and funding provided.	al francesse
9/11/2023	New Braddock Rd.	News/media (Newsletter from local BOS member)	Strongly disagree	The extension of New Braddock Road (CE2206) is NOT needed and would be extremely disruptive to the community and Centreville region. Machen Road is an existing 4 lane divided roadway that serves the same purpose as the proposed extension of New Braddock Road. Machen Road runs from Route 29 to Route 28 in Centreville (same as the proposed extension of New Braddock Rd.). Extending New Braddock would physically divide the well established Centre Ridge Community, have significant negative environmental impacts (noise, community tree loss, cross multiple existing Fairfax CountyPark Authority properties, impacts	Ron Kirkpatrick

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

	Improvements			areas. Should have a road diet, cycling and pedestrian improvements	
9/13/2023	Farmwell Road Intersection Improvements	Advocacy organization	Strongly disagree	Farmwell Road should only be 2 lanes with a sidewalk, and protected bicycle lanes with trees and lights on the sidewalks	Mostafa Elnahass
9/13/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree	A great addition, needs to be extended and electrified	Mostafa Elnahass
9/13/2023	Franconia-Springfield Parkway (and SOV)	Advocacy organization	Strongly disagree	This parkway should have a road diet of two lanes. Install protected bicycle lanes, lights, Wide Sidewalks and trees for shade and a transit lane instead of widening it which will have a huge environmental damage and will increase traffic	Mostafa Elnahass
9/13/2023	Frontier Drive Extension	Advocacy organization	Neutral	Its good to have a connected network but needs a road diet, sidewalks, protected bicycle lanes and strong lights and trees	Mostafa Elnahass
9/13/2023	Grant Avenue Road Diet	Advocacy organization	Strongly agree	The project will improve walkability, cycling, transit and pedestrian access	Mostafa Elnahass
9/13/2023	Greensboro Drive Extension	Advocacy organization	Neutral	It will improve accessibility in the area but also should only be two lanes	Mostafa Elnahass
9/13/2023	Herndon Metrorail Intermodal Access	Advocacy organization	Strongly agree	Access to the station should be improved for better pedestrian, cyclist and transit riders experience	Mostafa Elnahass

	Improvements				
9/13/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Advocacy organization	Strongly agree	Access to the station should be improved for better pedestrian, cyclist and transit riders experience	Mostafa ElNahass
9/13/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	There are already a lot of commercial and residential areas and the Innovation Center metro is close by. Frying Pan Road needs a road diet, a transit lane, protected bicycle lanes and wider sidewalks with more frequent crosswalks	Mostafa ElNahass
9/13/2023	I-66 Improvements	Advocacy organization	Strongly disagree	Urban interstates should be demolished, except the metro, and replaced with a two-lane street with transit-oriented development	Mostafa ElNahass
9/13/2023	I-95 Express Lane Extension to Fredericksburg	Advocacy organization	Strongly disagree	Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development	Mostafa ElNahass
9/13/2023	I-95 Reversible Ramp (EPG Southern Loop Road)	Advocacy organization	Strongly disagree	Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development	Mostafa ElNahass
9/13/2023	Fairfax County Parkway	Project webpage	Disagree	I disagree with the addition to this project unless there is even the slightest consideration given to other modalities. Currently FFX parkway has many crossings that are simply pedestrian marked but cross up to 6	Michael Riccard

	Improvements			lanes with not even a signal or high visibility marking to get to a bus stop across the way. Expecting this to be easier with 8 lanes is comical. Furthermore, while we are blessed with the Fairfax County parkway trail there are missing segments. Presently, the trail does not extend fully where it breaks off from 286 and there are no bike lanes at the interchange of I-95 and FFX Parkway necessitating cyclists to go far north over a different bridge. I understand the realities of suburban voters and that they want more lanes even if it is ill advised long term but the least that could be done is to better protect pedestrians and complete the missing cycling connection from Rolling road over I-95 to the remainder of the FFX trail.	
9/14/2023	Fairfax County Parkway Improvements (Every road expansion project)	News/media (Fairfax County Government youtube channel)	Strongly disagree	Drivers are fine. Cyclists are at risk. Pedestrians are either brave or suicidal. Transit riders are not adequately served. The very last thing that we need in Virginia is more roadways. I would walk to the grocery store if there were sidewalks, I would bike to work if there was a safe place to do so, I would take transit across the county if it was convenient or even possible. I drive along the Fairfax County Parkway about every week to visit family. The few times I've been caught in traffic only make me wish for arterial-scale transit more. I'd kill to take a bus from Burke to Herndon, but that bus route does not exist. I do not enjoy driving and I go out of my way to avoid getting behind the wheel when I can. This choice should be empowered by the transportation plan, not insulted by it. Your job is to serve the people, not the drivers. Remember this.	Evan Ramee
9/14/2023	Boone Blvd Extension	News/media	Disagree	The sunk cost fallacy is a tricky one! Just because we thought this was a good idea yesterday does not mean that we should still build it tomorrow. I would support	Evan Ramee

				this project if and only if it coincides with later human scale development to allow multimodal transportation parallel to Rt.7.	
9/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	News/media	Strongly disagree	I drive along this segment of Braddock road to visit my family in Herndon, and it's fine. These 16.7 million dollars would be much better spend on bike lanes and sidewalk improvements. My dad lives in Burke and I go to GMU. I'd love to commute by bike, to save on room, board, parking, and GHG emissions, but I do not feel safe making the trip when I must bob and weave through incomplete sidewalks and dismount at every intersection so I don't die.	Evan Ramee
9/14/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	News/media	Disagree	While I think that HOV lanes on this segment of Braddock Rd. would make transit run faster and more consistently, and that the project is a wholesale improvement to the area, the project should not be exempt from the zero-based budget.	Evan Ramee
9/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	The span of the Fairfax County Parkway leading into Reston deserves better than mindless expansion. It deserves continuous bike lanes that don't kill your speed at every intersection. It deserves fast and frequent transit for commuters into the Reston area. It deserves a right-sized road and that is what we have today. This project should not be exempt from the zero-based budget.	Evan Ramee
9/14/2023	Franconia-Springfield Parkway (and SOV)	News/media	Strongly disagree		Evan Ramee

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

9/15/2023	John Marshall Widening	Advocacy organization	Strongly disagree	John Marshall should undergo a road diet and become a residential street instead. Do not destroy the urban fabric of the area	Mostafa ELNahass
9/15/2023	John Marshall Widening (University Boulevard to VA 621 Devlin / Balls Ford Road)	Advocacy organization	Strongly disagree	John Marshall should undergo a road diet and become a residential street instead of a wide dangerous highways for all mode users	Mostafa ELNahass
9/15/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	Lee Highway is already very wide and dangerous, it has a lot of foot traffic because there are a lot of businesses and residential areas on it. It should undergo a road diet with a protected bicycle lane, wider sidewalks, More lights, More transit access	Mostafa ELNahass
9/15/2023	Liberia Avenue widening	Advocacy organization	Strongly disagree	Liberia avenue and Route 28 should undergo a road diet not widened for more crashes, climate damage, and impossible pedestrian access.	Mostafa ELNahass
9/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	SHould be funded and accelerate the process of construction as soon as possible. It has massive benefits to the area. SHould also be electrified	Mostafa ELNahass
9/15/2023	Loudoun County Parkway	Advocacy organization	Strongly disagree	Loudoun COuntY Parkway should undergo a road diet, Build wide sidewalks, protected bicycle lanes, Plant trees on sidewalks sides, add lights	Mostafa EINahass
9/15/2023	Loudoun County Parkway	Advocacy organization	Strongly disagree	Route 50 and Loudoun County Parkway should both undergo a road diet and be on grade with each other, remove all interchanges and diamonds	Mostafa EINahass

	Interchange at US 50				
9/15/2023	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)	Advocacy organization	Strongly disagree	Loudoun County Parkway is already too wide with no pedestrian, transit, or cycling access although its adjacent to a lot of residential and commercial areas. It should undergo a road diet instead	Mostafa Elnahass
9/15/2023	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)	Advocacy organization	Strongly disagree	Shellhorn road and Ryan road are already 4 lanes in a residential area. Should have a road diet and be two lanes	Mostafa Elnahass
9/15/2023	Loudoun: Evergreen Mills Road Realignment	Advocacy organization	Strongly disagree	The intersecting roads should intersect with a roundabout and the roads should undergo a road diet each two lanes	Mostafa Elnahass
9/15/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Magarity Road is in a residential area with bus 703 passing through it. Widening it would be very dangerous to pedestrians, cyclists, and transit riders. It should not be widened and it should have protected bicycle lanes instead. The shared walkway is good as well	Mostafa Elnahass
9/15/2023	Marina Way Extended	Advocacy organization	Disagree	It should be designed to create a grid pattern in the area	Mostafa Elnahass
9/15/2023	McGraws Corner Drive	Advocacy organization	Strongly disagree	Should include a road diet	Mostafa Elnahass



9/15/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree	Should be funded immediately and work should be accelerated	Mostafa Elnahass
9/15/2023	Neabsco Mills Road	Advocacy organization	Strongly disagree	Neabsco Mills Rd should undergo a road diet, should build sidewalks, lights, protected bike lanes and better transit access	Mostafa Elnahass
9/15/2023	New Braddock Rd.	Advocacy organization	Neutral	Should include protected bicycle lanes, road diet, crosswalks, lights and transit access	Mostafa Elnahass
9/15/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Construct it to create a pattern and not a round wide design. It should be a two-lane street with sidewalks, crosswalks, protected bicycle lanes, transit access	Mostafa Elnahass
9/15/2023	New Herndon Station Park and Ride Garage	Advocacy organization	Strongly disagree	All Parking next to transit should be replaced by Transit-oriented development	Mostafa Elnahass
9/15/2023	Park and Ride Lot at Arcola Center	Advocacy organization	Strongly disagree	Park and Ride should be replaced with a transit center with buses that go to all the neighborhoods and does not require a car	Mostafa Elnahass
9/15/2023	Potomac Shores	Advocacy organization	Strongly agree	Should be accelerated and finalized quickly	Mostafa Elnahass
9/15/2023	Prentice Drive Improvements	Advocacy organization	Strongly disagree	The road should be straight and not wavy like the design. It should include a sidewalk, protected bicycle lanes, crosswalks, lights and transit access	

9/15/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	Reston Parkway should undergo a road diet, protected bicycle lanes, better transit access, more lights, more crosswalks	
9/15/2023	Richmond Highway Corridor Improvements	Advocacy organization	Strongly disagree	Richmond highway is already dangerous with multiple crashes, deaths, and pedestrian fatalities. Widening it will cause more fatalities. It should undergo a road diet and become a residential street rather than an urban highway. Install bicycle lanes for equity, build the BRT as soon as possible, more crosswalks, protected bike lanes and trees	
9/15/2023	Rock Hill Road Overpass Improvements	Advocacy organization	Strongly disagree	Route 267 should be a two-lane street and at grade with rock hill road where it connects with the other side of Fairfax county which is already constructed in a straight line to keep the grid pattern. Should also include protected bicycle lanes, sidewalks, and lights	
9/16/2023	Rolling Road	Advocacy organization	Strongly disagree	Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, pedestrian crossings and keep it at grade with other intersecting streets and roads	Mostafa Elnahass
9/16/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, and pedestrian crossings and keep it at grade with other intersecting streets and roads. Widening the road will destroy the urban fabric, and create a more dangerous road for pedestrians and other mode users	Mostafa Elnahass
9/16/2023	Route 1 Improvements	Advocacy organization	Strongly disagree	The only improvement is a road diet to two lanes for cars, LRT, Protected bicycle lanes and widened sidewalks	Mostafa Elnahass

9/16/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree	Should be extended and in the future transformed to an LRT	Mostafa Elnahass
9/16/2023	Route 7-690 Interchange	Advocacy organization	Strongly disagree	Route 690 should be at grade with Route 7 and an intersection with a four-way pedestrian crossing. Also, route 7 should undergo a road diet to two-lane street with a protected bicycle lane, sidewalks and lights	Mostafa Elnahass
9/16/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Instead of widening the road, I suggest implementing a comprehensive urban design approach that prioritizes the safety and convenience of pedestrians and cyclists. This can include constructing wide sidewalks, protected bicycle lanes, installing proper street lighting, planting trees for shade and aesthetics, and implementing a road diet to convert a two-way street into a more pedestrian-friendly environment. Additionally, creating more pedestrian crossings will enhance safety and encourage more people to walk and cycle, reducing the reliance on automobiles and promoting sustainable modes of transportation. This holistic approach not only improves mobility but also fosters a healthier and more vibrant urban community.	Mostafa Elnahass
9/16/2023	Rollins Ford Road	Advocacy organization	Strongly disagree	Transforming sections of Rollins Ford Road into a two-way street with a road diet, coupled with the construction of wide sidewalks, protected bicycle lanes, ample street lighting, tree-lined pathways, and additional pedestrian crossings, would be a significant step towards creating a more accessible and sustainable urban environment. This integrated approach not only promotes safe and efficient road use but also encourages healthier modes of transportation like walking and cycling. It enhances overall mobility,	Mostafa Elnahass

				reduces traffic congestion, and fosters a more attractive and pedestrian-friendly community for residents and visitors alike. Such initiatives align with modern urban planning principles that prioritize safety, environmental sustainability, and community well-being.	
9/16/2023	Route 7/George Washington Blvd Overpass	Advocacy organization	Strongly disagree	Implementing a road diet for both George Washington and Route 7, while keeping them at grade, and incorporating features like wide sidewalks, protected bicycle lanes, adequate lighting, tree planting, and additional pedestrian crossings would be a commendable urban development strategy. This approach not only promotes traffic flow efficiency but also fosters a safer and more inclusive environment for all road users. By prioritizing pedestrian and cyclist infrastructure alongside vehicular traffic, this initiative encourages sustainable transportation options, reduces congestion, enhances safety, and contributes to the overall livability of the community. It aligns with contemporary urban planning principles that seek to create balanced, accessible, and environmentally friendly transportation corridors.	Mostafa Elnahass
9/16/2023	Rte 7 Corridor Improvements - Phase 2	Advocacy organization	Strongly disagree	Implementing a road diet on Route 7, combined with the construction of wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, represents a holistic approach to improving transportation infrastructure and enhancing the urban environment. Furthermore, integrating a Light Rail Transit (LRT) line from Alexandria would be a transformative addition to the area's public transit system, offering a sustainable and efficient alternative to private vehicles. This comprehensive plan not only promotes safety and accessibility for all road users but also addresses the growing demand for sustainable	Mostafa Elnahass

				mobility options, reducing traffic congestion, and contributing to a more environmentally friendly and vibrant community.	
9/16/2023	Route 15 Bypass/Edwards Ferry Road Interchange	Advocacy organization	Strongly disagree	Demolishing the Route 15 Bypass and implementing a road diet for Edwards Ferry Road, complete with a transition to a two-lane street, wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, is a comprehensive approach to urban development that prioritizes safety, accessibility, and sustainability. In addition to these improvements, the addition of more transit bus lines and enhanced access would further contribute to a more efficient and inclusive transportation network. This multifaceted plan aligns with modern urban planning principles, reducing traffic congestion, encouraging alternative modes of transportation, and fostering a more connected and livable community for residents and visitors.	Mostafa ElNahass
9/16/2023	Route 15 North Widening	Advocacy organization	Strongly disagree	Converting Route 15 into a two-lane street with a road diet, while also incorporating wide sidewalks, protected bicycle lanes, ample street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure such as more bus lines and better access, would represent a holistic and sustainable approach to urban development. This comprehensive plan not only enhances safety and mobility for all road users but also promotes alternative transportation options, reduces traffic congestion, and creates a more appealing and pedestrian-friendly environment. Such initiatives align with contemporary urban planning principles, fostering a more connected, accessible, and environmentally	Mostafa ELNahass

				friendly community that benefits both residents and visitors.	
9/16/2023	Roundabout Sudley/Centerville	Advocacy organization	Disagree	Transforming Centerville Road, Sudley Road, and Prescott Road into two-lane streets without slip lanes, combined with the installation of traffic lights before crosswalks, wide sidewalks, protected bicycle lanes, proper lighting, tree-lined pathways, additional pedestrian crossings, and improved transit infrastructure, represents a comprehensive and forward-thinking approach to urban development. This holistic plan prioritizes safety, accessibility, and sustainability, creating a more inviting and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance the overall quality of life for residents and visitors.	Mostafa ELNahass
9/16/2023	Rte. 28 Bypass	Advocacy organization	Strongly disagree	Deciding not to construct the Route 28 Bypass in order to preserve the existing urban fabric is a thoughtful and community-oriented approach to urban planning. Such a decision acknowledges the importance of maintaining the character and integrity of the surrounding neighborhoods and infrastructure. It prioritizes the preservation of local communities, historic landmarks, and green spaces over the construction of new transportation infrastructure. This choice aligns with the principles of sustainable urban development and the need to balance progress with the preservation of a city's unique identity and heritage.	Mostafa ELNahass
9/16/2023	Route 50 Corridor	Advocacy organization	Strongly disagree	Transforming Route 50 in Virginia into a two-way street with wide sidewalks, Light Rail Transit (LRT), protected	Mostafa ELNahass

	Improvements in Fairfax and Loudoun Counties			bicycle lanes, proper street lighting, tree-lined pathways, additional pedestrian crossings, and enhanced transit bus lines and access would represent a comprehensive and forward-thinking urban development strategy. This holistic approach prioritizes safety, accessibility, and sustainability, offering a more attractive and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and create a more efficient and equitable transportation network for residents and visitors alike.	
9/16/2023	Route 50 / Everfield Roundabout	Advocacy organization	Strongly disagree	Designing a roundabout without slip lanes, featuring wide sidewalks with crosswalks and signals, maintaining a single-lane configuration, incorporating protected bicycle lanes, proper lighting, tree planting, additional pedestrian crossings, and improving transit bus lines and access, is a comprehensive and safety-focused approach to urban planning. This design prioritizes the safety and convenience of all road users, encourages sustainable modes of transportation like cycling and walking, and enhances the overall aesthetics and functionality of the roundabout. By promoting a more accessible and inclusive urban environment, it aligns with modern urban planning principles that aim to create safer, greener, and more efficient transportation systems for the community.	Mostafa ELNahass
9/16/2023	Shirley Gate Road	Advocacy organization	Strongly disagree	Improving Shirley Gate Road by converting it into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and enhanced transit	Mostafa ELNahass

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



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

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

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

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

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

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

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

				transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.	
9/16/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	It's concerning that Route 123, currently an eight-lane road, hasn't yet been transformed into a more appropriate two-lane street, especially in a transit-rich area. The focus should be on creating a balanced transportation environment with wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, additional pedestrian crossings, and improved public transit access. Expanding the road would only exacerbate safety issues and health concerns for the community, so it's crucial to prioritize these sustainable and safety-conscious measures to create a more livable and resilient urban environment.	Mostafa ELNahass
9/16/2023	VA 9 Improvements	Advocacy organization	Strongly disagree	Converting VA 9 into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a prudent and safety-focused approach to urban development. Expanding the road could indeed lead to safety concerns and health consequences. Prioritizing these sustainable and safety-conscious measures fosters a healthier, more walkable, and vibrant urban environment, ultimately improving the quality of life for residents and visitors while ensuring their safety.	Mostafa ELNahass
9/16/2023	VA 17 Intersection Improvements	Advocacy organization	Strongly disagree	Transforming VA 17 into a two-way street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a pedestrian and cyclist-	Mostafa ELNahass



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

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

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

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

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

	Improvements			street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on pedestrian and cyclist-friendly design without slip lanes is well-thought-out and aligns with modern urban planning principles. This approach prioritizes safety, accessibility, and sustainability, ultimately creating a more inviting and interconnected environment for all road users. By emphasizing alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives contribute to a healthier, more vibrant community while ensuring the safety and well-being of both residents and visitors. Your vision reflects a comprehensive and community-centered strategy aimed at enhancing the overall quality of life, reducing carbon emissions, and ensuring efficient and equitable access for everyone.	
9/16/2023	New Braddock Rd.	Neighborhood/civic association	Strongly disagree	I strongly oppose Project CE 2206 to extend New Braddock Rd to Stone Rd for a number of reasons. There is no need for this project. To drive from point A to point B currently takes 5-10 minutes, and 10-15 minutes at most during the worst of rush hour. why embark on this massive and disruptive project to alleviate a small amount of traffic to save drivers a few minutes? The project would cause safety issues for school age children. Currently, walkers to Centre Ridge Elementary school, and children who take the bus for Bull Run ES, Liberty and Rocky Run MS, and Centreville HS from the corner of New Braddock and Store House Dr have a relatively safe environment. If the project happens, they would not. Children would have to walk across New Braddock to get to CRES. They also have to walk along New Braddock to get to CRES. I raised my 3 children and have walked in that area hundreds of times throughout their school years. I guarantee there would	Jon Yudt

			<p>be a lot of problems with child safety and New Braddock drivers if the road is extended. The project would divide our community that has been in place for 30 years. It would take a beautiful, nature filled area that my children and many other neighborhood children over the years love, and replace it with another road. The actual building and maintaining of the road is something I question. The topography of the area will be challenging to overcome. Besides actually leveling that area to be suitable for a road, every time it rains, the creek fills and rushing stormwater sometimes breaches its edges and overflows the creek. The topography is also changing over time because of stormwater eroding and changing the land. That issue would definitely need to be studied. I also question how a road will actually fit between the houses and properties that the road would split. I'm sure this was considered, but I urge anyone making decisions to please come to my house, or the dozens of houses that would have the road directly in their backyards, to take a quick look. You will also question how a road can be constructed to fit between houses. There are other reasons I strongly oppose this project, but the above are sufficient. Most importantly, the actual benefit to commuters or traffic flow is negligible. Even more important is the safety to the hundreds of children and adults who use the New Braddock/Store House Dr/Centre Ridge ES area daily. Thank you for considering my input. Please reach out to me for any more input. If someone would like to come to my house to talk further, or to walk and look at the land and creek where the road would be, please contact me. Thanks again. Jon Yudt 703 244 0487 Jon.yudt@verizon.net</p>	
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9/16/2023	VRE - Broad Run Expansion	Advocacy organization	Strongly agree	The expansion and electrification of the VRE Washington District Line should be acquired and extended to Charlottesville.	Mostafa ELNahass
9/16/2023	VRE L'Enfant Station and 4th Track	Advocacy organization	Strongly agree	Fourth track should be added and the line should be electrified	Mostafa ELNahass
9/18/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	VDOT meeting	Neutral	Before spending money on an overpass at Fairfax County Parkway and Popes Head Road. Could VDOT please experiment with efficient light timing. A "smart" traffic light. which accurately gives back the green when no cars are waiting could greatly improve the intersection. Perhaps make it so the bridge is not needed?	
9/18/2023	Fairfax County Parkway Improvements (Monument Drive/Fairfax County Parkway/Fair Lakes Parkway)	TAC meeting to add Smart Traffic lights	Strongly agree	Smart traffic lights can see cars/bikes/pedestrians which all use this intersection at varied timing and often one or two at a time. The current signal timing cannot tell if 1 or 15 cars need to progress through the intersection. A smart light can...and will allow for pedestrians crossing safely.	D Schneider
9/22/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree	ldk	
9/22/2023	Alexandria 4th Track	Friend/colleague	Strongly agree	ldk	



9/25/2023	Boone Blvd Extension	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. This project is budgeted over 100 million dollars for yet more car dependent infrastructure for one mile through parks while allocating 100 million for bikes and pedestrians for the entire county. Do you not see how expensive car infrastructure is? It is draining resources, killing people and making places that are polluted and unpleasant to be in.	David Duffy
9/25/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously widen roads at the expense of alternatives. Widening roads does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads.	David Duffy
9/25/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	Project webpage	Disagree	I can't even tell what this project is for. Is this to take over some of the existing lanes to convert them to HOV? If that can be done cheaply, fine. However, part of the information says \$800k and part says \$8 million. If this project is to add HOV lanes by widening the road, I am opposed to any more road expansion in Fairfax County. The county neglects all other modes of transportation and throws money at car infrastructure when it is the most costly, most dangerous and least efficient at moving people around the county. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Fairfax County Parkway	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously widen roads at the expense of alternatives. Widening	David Duffy

	Improvements			roads does not relieve congestion in the long term. The \$200 million set for this project alone could be used to add over 20 miles of new bike and pedestrian paths. A 10% modal shift can result in a 40% reduction in congestion which would do more than this road expansion. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. Any one of the proposed six-lane intersections is bigger than even oversized suburban single family house plots. Each of those intersections is the loss of \$10+k in taxable land for the county even before the ongoing maintenance costs, the human costs as people are hurt and killed at these massive junctions. You are building places that no one would ever want to be outside of a car. Is this a county for people to live or a highway that people are going to drive through as fast as possible? The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	Franconia-Springfield Parkway (and SOV)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. There is no way two or more interchanges were going to be built for \$16 million. The county wastes money on making driving "faster" while neglecting all other modes of transportation.	David Duffy
9/25/2023	Frontier Drive Extension	Project webpage	Strongly disagree	The proposed plan for the metro station area and extension are anti-pedestrian and irresponsibly overbuilt. The jug handle interchange and noise walls will make this area like a prison. It is an excessive amount of lanes just to let a few cars take a short cut around the mall area. VDOT already cannot afford to maintain the roads that have been built and you are planning to knock down	David Duffy

				<p>tax paying businesses and put in a 4 lane road to go a trivial amount of distance. At most 2 lanes with pedestrian and bike infrastructure should be sufficient. This is access to a metro station, not a highway. Overbuilt, wide roads encourage speeding and are antithetical to providing a good, mixed use area. The language of this project exemplifies the wrong priorities by "saying accommodate pedestrian and bike facilities". The cars take up the most space and the most resources while causing the greatest harm in pollution (noise, air, water) and risk (injuries and fatalities). On street parking is even more stupid (somehow) than the rest of this plan. Why is the county going to spend even more money for private vehicle storage on a street that goes to a metro station with a paid parking garage? STOP SUBSIDIZING CAR OWNERSHIP. Each one of those surface spots is \$7k dollars of expense, will undermine any attempts to get modal shift and make it more dangerous because VDOT and the county will probably try to cut costs by doing shitty on street bike lanes right in the car door area of this on street parking. If the county wants to claim it is supportive of active transportation, it needs to act like it and stop overbuilding ridiculous monuments to failure to understand the costs of car dependency. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.</p>	
9/25/2023	Greensboro Drive Extension	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term.	David Duffy

				Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	Herndon Metrorail Intermodal Access Improvements	Project webpage	Agree	I support any aspects of this project (the description on the site is so sparse that I cannot tell what is really included) that will reduce lane widths, raise crosswalks to slow drivers and provide protected bike/pedestrian access to metro. I am against any portion of the project that would widen the roads, thus making them more expensive to maintain and dangerous to cross, and generally unpleasant to be around.	David Duffy
9/25/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Project webpage	Strongly disagree	It is insane to build a road under the auspices of improving a transit-oriented area. Cars are the problem that hold back other modes of transportation. They are expensive, take up the most amount of land for the least amount of movement of people and kill or maim people pretty damn regularly. More roads does not alleviate congestion. Modal shift reduces congestion. The county should be throwing money at making it easy, safe and pleasant to walk, scoot, bike, bus, anything but drive in their own car to destinations and this project is not going to do that.	David Duffy
9/25/2023	I-95 Reversible Ramp (EPG Southern Loop Road)	Project webpage	Strongly disagree	This is an insane undertaking for additional road access for an agency that only has 14k employees total. How much money needs to be thrown away on roads while every other mode is neglected. You may get this bridge for "Free" but VDOT already cannot maintain all the roads in a good state of repair and this is just going to	David Duffy

				keep adding expenses to an incompetent agency that VA tax payers will have to support even more.	
9/25/2023	I-495 Improvements	Project webpage	Strongly disagree	The HOT lanes are a failure of planning and vision. They do not provide a meaningful transportation "alternative" as they still essentially require a private vehicle (either your own or someone you can ride with) to use and do not provide adequate money for alternatives. The in excess of \$2 billion dollars spent on the HOT expansion and products could have provided massive amounts of pedestrian/bikeway improvements, mass transit upgrades and improvements and made an actual difference in how people got around. Instead all these projects have done is move the congestion around and lead to spending even more money on widening even more further down the line.	David Duffy
9/25/2023	Lee Highway Widening	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. Just build the pedestrian and bicycle facilities and cut the expense and added liabilities and degradation of the environment by widening the road.	David Duffy
9/25/2023	New Herndon Station Park	Project webpage	Strongly disagree	It is insane and irresponsible to spend a hundred million dollars to add parking in the catchment area of a metro station. The area around a metro station, especially one not at the end of the line should be for dense in-fill	David Duffy

	and Ride Garage			development, not parking that is \$10 a day. Apartments or mixed use buildings should be here, not extremely subsidized parking for cars. Improvements to bus access are fine, but parking garages are a monument to failure to plan for the future and inability to see where and how people actually want to live. It also hobbles the metro and squanders the billions invested in this line. A neighborhood connected to the metro station with denser housing will generate far more than the potential of 2000 parking spots while generating tax revenue for the county as opposed to being an expensive albatross that will suck resources to be maintained. Adding some bike parking is good, but you don't need millions on car storage to accomplish that.	
9/25/2023	Richmond Highway Corridor Improvements	Project webpage	Strongly disagree	This project is not explained on the fairfax county project information page. I assume it is road widening based on the limited description. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Rock Hill Road Overpass	Project webpage	Disagree	Proposal is for a four-lane road. Excessively overbuilt roadways increase costs, increase speeding and are less safe for pedestrians to cross. Pedestrian and bicycle facilities should be the priority and a two-lane road sufficient without driving up long term costs. Virginia	David Duffy

	Improvements			DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land.	
9/25/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Shirley Gate Road Improvements	Project webpage	Strongly disagree	What is wrong with this DOT? How much more land is going to be consumed and paved over for marginal "time improvements" for single occupancy cars? VDOT is already unable to maintain all the roads in a good state of repair. The County is already having trouble paying for all the priorities it has. This will remove taxable land, increase the impervious area, increase maintenance expenses and increase air, water and noise pollution in the area. The county should be focusing on making it nicer and easier to live here not drive faster to get out.	David Duffy

9/25/2023	Soapstone Drive Connector	Project webpage	Disagree	Proposal is for a four-lane road. Excessively overbuilt roadways increase costs, increase speeding and are less safe for pedestrians to cross. Pedestrian and bicycle facilities should be the priority and a two-lane road sufficient without driving up long term costs. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land.	David Duffy
9/25/2023	Town Center Parkway (underpass DTR)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	US 1 Bus Rapid Transit	Project webpage	Neutral	I support the BRT portion of the project. I am opposed to the associated road widening portion of the project. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Even under the umbrella of expanding mass transit, a road	David Duffy



				widening has to be thrown in. The road was already 4-8 lanes in various places. How much wider do they have to be before people get that wide roads do not reduce or solve congestion? How much more money has to be thrown away? How many more small businesses and houses get knocked down widening roads?	
9/25/2023	VA 7, Widen	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. I can't tell exactly where this is, but there is a metro line in the middle of route 7 that would be inhospitable surrounded by even more ridiculous roadways. You are hampering and killing transit by making moats of deadly traffic around them.	David Duffy
9/25/2023	VA 7 (CE3161, CE3701)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy

9/25/2023	VA 123 Widening (Fairfax)	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	VA 286 - Popes Head Road Interchange		Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on what I have seen about making a massive new interchange, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. This area is claimed to not be sufficient to support transit, but it somehow needs a massive interchange? It makes no sense to throw money away on the least efficient form of transportation. The number of vehicles through this area will not justify the costs associated with it and the ongoing expenses.	David Duffy

9/25/2023	Widen East Spring Street	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
10/2/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
10/11/2023	Braddock Rd Improvements	News/media	Strongly agree	Roadways are dangerous with blind curves and little/no consideration for pedestrians and bike	Lakepointe Community Council
10/18/2023	VA 123 Widening (Prince William)	Advocacy organization	Strongly disagree		
11/1/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	Neighborhood/civic association	Strongly agree	Walking safely is a concern	

11/20 /2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Rail and pedestrian improvements are essential to hitting our regional climate goals. delaying or not supporting this project would be a generational mistake.	Joseph Schiarizzi
11/20 /2023	Lee Highway Widening	Neighborhood/civic association	Strongly disagree	Lee highway is wide enough, widening it will have no long term traffic benefits and would only be done if our leaders have absolutely no vision for the future. Add bus rapid transit here, or keep pretending like it is 1960s and we should just destroy all our neighborhoods in favor of highways.	Joseph Schiarizzi
11/20 /2023	Alexandria 4th Track	Advocacy organization	Strongly agree	Please expand all rail projects at it is the smart and obvious move to support our regional climate goals, and support economic expansion in the area.	Joseph Schiarizzi
11/20 /2023	DASH Service Expansion	I take DASH all the time	Strongly agree	DASH is excellent but needs more support and expanded service to meet the needs of our community.	Joseph Schiarizzi
11/20 /2023	Bus Rapid Transit on Route 7.			The 28a bus was one of the top fastest buses to recover ridership after 2020 of EVERY BUS LANE IN THE COUNTRY. It would be absolutely insane and irresponsible to not include BRT on route 7 at the top of every priority list. Let's get this done, it is essential to meeting our climate goals and a generational mistake to pass on.	Joseph Schiarizzi

11/21 /2023	Soapstone Drive Connector	Friend/colleague	Strongly disagree	<p>I am submitting my comments to express my opposition to the proposed extension of Soapstone Road in the vicinity of Reston Town Center East. The proposal, as I understand it, is to build a four-lane road connecting Soapstone Drive, from its current terminus at Sunrise Valley Dr, to Sunset Hills Rd. This connection would be through the heart of the emerging Reston Town Center East. This proposal clearly contradicts the basic principles of Transit Oriented Development. Rather than expand motorized connections, in an area which is already experiencing increasing levels of congestion and delays, the proposed connection would better serve the larger Reston community as a non motorized connection for bikes, pedestrians, and those reliant on personal micromobility devices. The existing bike-Ped facilities along Reston Parkway and Wiehle Ave are substandard and, in light of the vehicular conflicts, dangerous in some spots. In addition to its impact on Sunset Hills Rd and the RTC East, the new connection would attract significantly more vehicular traffic through the established communities along Soapstone Dr between Lawyers Rd and Sunrise Valley Dr. This is area where there is a considerable amount of pedestrian and bicycle traffic today, not to mention school traffic associated with Terraset Elementary School. I hope the county will revisit this proposal and conclude the negatives for this proposed connection far outweigh any benefits. Like many Reston residents, I look forward to the evolution of Reston Town Center East as a true Transit Oriented Development, not as a car dependent suburban center.</p>	Eta Nahapetian
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11/26 /2023	Magarity Road Widening	Project webpage	Strongly disagree	Magarity Road is a neighborhood street, with many homes, schools and a community center nearby. It is also more connected now to destinations in Tysons East thanks to new trails and other improvements. The emphasis should be on making the road safer to walk and bike on, and to cross. Widening this road will result in faster speeds and more through traffic between Falls Church and Rte. 7, making it less safe for pedestrians and other non-motorized travelers.	Douglas Stewart
11/27 /2023	Route 15 North Widening	Project webpage	Strongly disagree	This is a very costly and traffic-inducing road widening project. It would be better to substitute a less expensive, less impactful alternative that would also have fewer environmental impacts. The project that continues to the north on Rt 15 from Montresor to the Potomac River and should be canceled in favor of less impactful solutions to address the Lucketts bottleneck.	
11/27 /2023	VA 7, Widen	Project webpage	Disagree	The project to widen VA 7 Leesburg Bypass between S. King Street Widen and Route 7 West needs alternative options before being included in the Loudoun Long Range Plan because of the close proximity of residential neighborhoods to that section of roadway and the impacts that would result from widening.	
11/27 /2023	Route 7-690 Interchange	News/media	Disagree	This project should be modified to eliminate the eastbound Rt 7 exit to Rt 690 to avoid impacts to wetlands and adjacent neighborhoods.	

11/27/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	I don't think there is a compelling need for a new north-south road like this one, and fear that it will induce more low-density residential development that will only exacerbate our traffic congestion.	
11/27/2023	Reston Parkway Improvements	Project webpage	Strongly disagree	I think widening this road will negatively affect pedestrian safety in Reston, and it conflicts with the goals for the Town Center to develop around the Metro stations and foster more walking and bicycling trips.	
11/27/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Project webpage	Strongly disagree	29 is already too wide, especially around Merrifield and Dunn Loring. Merrifield and Dunn Loring are within walking distance of the Dunn Loring and have all sorts of walkable destinations and dense, mixed-use development. Also, the County is studying multimodal improvements on Gallows Road. It would be imprudent and financially very wasteful to negate these investments in transit, mixed-use development and walkability by adding even more lanes for car travel on 29.	
11/27/2023	VA 123 Widening (Fairfax)	Project webpage	Disagree	What sections of 123 would be widened under this project? There is no project description in the PDF list or on the website that clarifies this question. I think there further widening in most parts of 123 both south and north of Fairfax City (and including Fairfax City) would be overly expensive and detrimental to the County's plans of creating more walkable activity centers, including Tysons,	Douglas Stewart

				Vienna, Oakton and the area around George Mason University.	
11/29 /2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Extremely important to facilitate efficiency in commuting and thereby relieve traffic on alternate routes into and out of the city	
11/29 /2023	VA 7 Bus BRT Project	Friend/colleague	Strongly agree	Very needed to lessen congestion on Rt 7	
11/29 /2023	Multimodal Bridge to Van Dorn Metro Station	Friend/colleague	Agree	Important for success of Metro	
11/29 /2023	US 1 Bus Rapid Transit	News/media		WMATA Full Funding and the Better Bus Visionary Network.  It is absolutely critical that the operating and capital funding gap at WMATA be closed by partners.	
11/29 /2023	Loudoun County Parkway,	Neighborhood/civic association	Strongly disagree	Wholly disregards decades of planning and conservation, un-needed in light of other transportation priorities and simply creates a development vector in an area unsuited	



	Propoed southern Parkway from 211 to 29 around Warrenton			for same (note: no place on drop-down menu to select this project so "parkway" used as a placeholder)	
11/29 /2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Critically important for WMATA and success of efficient traffic flow	
11/29 /2023	VA 7 BRT Project	Advocacy organization	Strongly agree	Needed to help manage traffic flow on Rt. 7	
11/29 /2023	VA 9 Improvemnts	Project webpage	Strongly agree	Important series of traffic management solutions appropriately sized for the setting and for flows	
11/29 /2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Critically important for success of VRE and for transit into the city	John W. McCarthy
11/29 /2023	Alexandria 4th Track	Advocacy organization	Strongly agree	critically needed for freight, transit and passenger	John W. McCarthy

11/29 /2023	Route 15 North Widening	Project webpage	Strongly disagree	The proposed plan is costly, will induce traffic and raises additional safety issues – Replace with a less expensive and less damaging alternative. Cancel the additional planned widening from Montresor to the Potomac River.	Gem Bingol
11/29 /2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly disagree	This project proposes to widen Leesburg Bypass between S. King Street and Route 7 West and needs more study of alternatives before Loudoun adds this to the long-range plan because of its impacts to adjacent neighborhoods.	Gem Bingol
11/29 /2023	Route 7-690 Interchange	News/media	Disagree	Modifications are needed to allow the intersection to be built without an eastbound exist ramp to Purcellville would address neighbors concerns and wetland impacts.	Gem Bingol

**Table 6. Virginia Project Suggestions**

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

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

8/29/2023	See comments provided on prior question about Orange Line extension to Centreville. This extension would add much needed transit to Fair Oaks and Centreville. The county is building a new garage at Monument Dr to serve transit, so please bring us transit.	Elizabeth Stein McCartney
8/29/2023	Better living experience, through improved public transportation access!	Serge Kaddoura
8/30/2023	I would suggest looking into BRT for Route 7 for the same reasons that BRT has been suggested for Route 1.	
8/31/2023	Transit Station Access Packages - Package needed improvements to support safe, convenient walking & biking access to Metro, VRE, planned BRT stations, and stops along high-frequency bus lines.	
9/5/2023	Route 7 Bus Rapid Transit – The planned Route 7 BRT will significantly improve travel on Northern Virginia’s second busiest bus corridor and support plans for walkable transit-friendly activity centers.	Kevin
9/5/2023	Keep out of Visualize 2050 proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co. These multi-billion dollar proposals would destroy rural and Potomac River natural areas and fuel more sprawl and traffic. TPB’s own analysis has shown that they would have little benefit to improving travel in the region. These proposals are not consistent with TPB's policy framework. They would divert significant resources from TPB's identified priority strategies and are inconsistent with multiple TPB policy goals, for example undermining "Bring Jobs and Housing Closer Together" and "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	Bill Pugh
9/6/2023	VRE Expansion	Mostafa ElNahass
9/6/2023	VRE expansion and electrification	Mostafa ElNahass
9/6/2023	Buy all ROW from freight rail	Mostafa ElNahass
9/6/2023	Electrify all rail lines in the area	Mostafa ElNahass
9/6/2023	Pedestrian and bike Metrorail station access improvements within 1/2 mile of West Falls Church, Tysons, Reston, Herndon and Ashburn stations.	Bill Pugh

9/6/2023	Pedestrian and bike Metrorail station access improvements within 1/2 mile of West Falls Church, Tysons, Reston, Herndon and Ashburn stations.	Douglas Stewart
9/13/2023	Trolley buses replacing Diesel and CNG busses	Mostafa ElNahass
9/15/2023	Loudoun County Transit improvements	Mostafa ELNahass
9/15/2023	Creating a grid pattern in Northern Virginia like Old town Alexandria	Mostafa ElNahass
9/15/2023	VRE Electrification	Mostafa ElNahass
9/16/2023	Washington and Old Dominion Railway Revived as a VRE line	Mostafa ELNahass
9/16/2023	VRE Northwest Route to Dulles Airport and West Virginia	Mostafa ELNahass
9/16/2023	VRE Extension to Richmond	Mostafa ELNahass
9/18/2023	Smart traffic lights. Test intersections at Fairfax County Parkway and Monument Drive. Franklin Farm Rd and West Ox Rd, Fair Oaks Hospital and Rugby Rd. High impact for travelers, excellent test sites for feedback.	D Schneider
9/25/2023	Comprehensive protected bike lanes, continuous sidewalks, lane width reductions and a focus on road safety. VDOT is a single-minded agency that neglects pedestrians and bicyclists in the name of maximum vehicle throughput. The failure to provide any meaningful transportation alternatives has resulted in an increase in pedestrian deaths, increased costs of road infrastructure, and increased time spent in traffic by forcing all citizens to use private automobiles for all transportation needs. VDOT refuses to provide pedestrian or bike improvements unless there is an associated widening of a road, which drives up costs of projects and leaves a maintenance liability when VDOT's repair program is already unable to keep a good state of repair. They are fiscally irresponsible and criminal negligent in providing safe streets or efficient roads. Safe streets are narrow and slow. Safe roads limit access and provide safe alternative infrastructure to pedestrians/bicyclists and safe crossings. Roads should also be fiscally responsible and not overly built, excessively large and consume valuable land. VDOT does none of these things. They build and refuse to revise fast, wide neighborhood streets, provide no or extremely limited and unsafe pedestrian/bike infrastructure and spend money like they expect everyone else to cover their irresponsible ways. Have the courage to include a project that would actually make a difference at a lower cost per mile, provide greater mobility and freedom to those that cannot or cannot afford to drive and will actually reduce some of the congestion problems without the associated degradation that increasing car	David Duffy

	infrastructure causes. Cities are expensive because people crave walkable/bike able/livable areas, so build them instead of more deadly stroads and highways.	
9/25/2023	<p>Franconia Road road diet and protected bike lanes. Franconia Road is a six lane road with a 35mph speed limit that has three elementary schools, two middle schools and two highschool directly or shortly off of the road in the stretch from Frontier Drive to Telegraph Avenue. The sidewalks are inadequate for two people to pass, when even present. There is no protection for bikes on the side west of Van Dorn and the bike gutters on the eastern portion are more dangerous than nothing and only go as far as Twain middle school. The lanes are wide and the road is fairly straight, which encourages and facilities excessive speeding between the many traffic lights. There are residences directly off of this stroad which increase conflict points. The route is used as a 95-495 bypass in the evenings driving up non-local traffic and making it excessively dangerous to cross or be on. The intersection at Van Dorn does not even have marked crossings on half of the intersection. The intersection at Brookland Road gets overburdened and breaks down every morning at arrival time for Edison High because so many students drive to this side street or are dropped off on this side street to try to avoid the jam getting into the school because the entrance is too close to the massive intersection with Van Dorn. The Brookland Road intersection is crossed regularly by students patronizing the McDonalds on the corner who are put at risk by the sheer volume of traffic here that does not care about them and does not look for them. I witnessed a pedestrian hit by a car in the crosswalk to the McDonald's this morning. The cars turning onto Franconia have no incentive to look to the right as they are watching the two lanes of traffic coming from the left and they routinely ignore people at that corner. I routinely see people running across this street because of the lack of safe crossings. A failure to provide meaningful transportation alternatives has caused the failure of this route to be efficient for cars or safe for people. Protected, on street bicycle paths, raised crosswalks and reduced traffic lanes are the only way to increase safety and modal shift to allow more people (not cars) to move through this area safely.</p>	David Duffy
9/25/2023	<p>Van Dorn Street bike and pedestrian improvments. Van Dorn Street in Fairfax has a lot of housing and some shopping along the section from the beltway south to Telegraph Road. The sidewalks are narrow and inadequate. There are few crossings across this wide street. There is inadequate bike and pedestrian facilities near the ramps to the beltway. The road should be narrowed and space given over to protected bike ways and pedestrian paths. The current walkway under the beltway is extremely narrow and does not allow passage of people and bikes.</p>	David Duffy

10/11/2023	Again Guinea Road between Burke Road & Zion Drive 2 lanes become one -variance needed on RPA	Lakepointe Community Council
11/29/2023	Proposed Southern parkway around Warrenton should be opposed -WMATA operating and capital funding gap should be closed by partners -Rt. 7 BRT project should be advanced in the plan -Climate resilience capital project needs should be included in plan -No new crossings of the Potomac River should be contemplated; projects are of negligible impact on efficiency of traffic flows	John W. McCarthy
11/29/2023	Include climate resiliency projects to protect transportation infrastructure from damaging weather impacts. Submit more projects that help reduce the climate impacts of transportation, i.e. There should be a package of metro access bike and ped multimodal projects for more equitable access and options for getting to metro stations without a car. Also there should be a package of countywide walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. Do NOT include these potential future projects on the list because they counter our regional climate objectives: *Rt 15 widening project from Montresor to the Potomac River, *A new Potomac River crossing in Loudoun County, VA to Montgomery County, MD, *Gloucester Parkway extension through Goose Creek riparian habitat west of Belmont Ridge Rd.	Gem Bingol



## Marcela Moreno

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**From:** Tame Coalition <tamecoalition@gmail.com>  
**Sent:** Wednesday, March 29, 2023 1:15 PM  
**To:** Marc Elrich; Erenrich, Gary; Conklin, Christopher; marilyn.balcomlbe@montgomerycountymd.gov; TPBcomment; Korman, Marc Delegate  
**Cc:** Tame Coalition  
**Subject:** Visualize 2050 TPB Meeting for Thursday, March 30, 2023

To: Transportation Planning Board of the National Capital Region

Reference: Proposed Midcounty Highway Extended/M83 or any alias name referring to M83 Highway

The TPB's Long-Range Transportation Report in June 2021 wisely eliminated the proposed Midcounty Highway Extended due to:

- [Not meeting air quality conformity requirements - R19-2021 - Inclusion of Project Submissions in the AQC Analysis for the Constrained Element of the Update to Visualize 2045 and the 2023-2026 TIP](#) (page 28, Midcounty Highway Extended is struck out);
- The Director of MCDOT, Chris Conklin, wrote to the TPB on May 13, 2021, "Montgomery County is recommending removal of Midcounty Highway Extended from Visualize 2045 update because the project is no longer the preferred recommendation to serve the northwest Montgomery County transportation needs and is not included in the Capital Improvements Program (CIP)";
- [Montgomery County Council Resolution 18-957](#) prohibits decisions-makers from using proposed Midcounty Highway Extended/M83 in future master plans for transportation planning;
- TPB adopted a strong climate goal, and Midcounty Highway Extended/M83 is not consistent with - but instead hinders our ability to meet the climate goal;
- The State of Maryland adopted a Climate Solutions Act, and Midcounty Highway Extended/M83 is not consistent with those climate goals;

- Montgomery County is working on their Climate Action Plan, and Midcounty Highway Extended/M83 is not consistent with our climate goals;
- Midcounty Highway Extended/M83 is inconsistent with - and would divert resources away from - regional { {policies on future} } transportation priorities of walkable communities and transit solutions and other ways to manage congestion and travel;

In addition, TPB should eliminate Middlebrook Road Extended Widening, (ITEM 7 – Action February 15, 2023, Visualize 2050: Technical Inputs Solicitation Approval and Plan Development Kickoff, page MD-4, row 10); due to Midcounty Highway Extended/M83 being eliminated in the TPB report in 2022.

Respectfully Submitted,

Margaret Schoap, Organizer

240-581-0518 cell

Diane Cameron, Volunteer

301-655-6049 cell

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



## Marcela Moreno

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**From:** Tina Slater <slater.tina@gmail.com>  
**Sent:** Wednesday, March 29, 2023 11:27 AM  
**To:** collinsr@charlescountymd.gov; TPBcomment  
**Cc:** marc.korman@house.state.md.us; Councilmember Evan Glass;  
Councilmember.Balcombe@montgomerycountymd.gov;  
chris.conklin@montgomerycountymd.gov; Erenrich, Gary; bnewton@rockvillemd.gov;  
Weissberg, Victor  
**Subject:** Visualize 2050 comment on MD projects

Dear TPB Chair Collins:

TPB member agencies need to seriously review and revisit all projects not currently under construction or in final stages of design, not just the small number of projects that TPB staff classified as "Developmental/Non-Exempt" for zero-based budgeting.

The proposed highway and arterial capacity expansion projects in the last Visualize 2045 are inconsistent with adopted TPB and COG regional policies and Montgomery County local policies that seek to create more walkable, transit-friendly communities with less need to drive.

### **Please remove the 495/270 project from the Regional Plan**

Expanding highways attracts more drivers and also encourages drivers to live farther from their jobs because of (temporarily) reduced commute times. Mostly, expanding highways increases emissions --- something we (supposedly) want to address due to climate change.

### **Sustainable and Equitable Alternatives to Expanding 495/270**

- BRT on MD Route 355 (which runs parallel to 270)
- Expand service on MARC Brunswick Line (which runs parallel to 270)
- Purple Line will reduce East/West congestion (which runs parallel to 495)
- Reversible Lanes (using existing lanes) on 270 to handle rush hour traffic

### **Other Projects**

- Build more housing (especially affordable housing) near transit
- Invest in TOD within a mile of each Metro and Purple Line station – will help address economic and racial inequities, create jobs with very low commute times, reducing rush hour flow
- Re-deck and refurbish American Legion Bridge

Tina Slater  
Silver Spring MD

## Marcela Moreno

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**From:** Sally Stolz <sallystolz@icloud.com>  
**Sent:** Wednesday, March 29, 2023 10:33 AM  
**To:** TPBcomment  
**Cc:** Marc Elrich; Bridget Newton; Evan Glass;  
Councilmember.Balcombe@montgomerycountymd.gov  
**Subject:** Visualize 2050 Comment on MD Projects  
**Attachments:** Remove 495270 P3 from Visualize 2050.pdf

Dear Transportation Planning Board Members and Maryland Leaders,

Please remove the I-495/I-270 Op Lanes Plan from the regional long range plan, Visualize 2050!

Reasons:

1. The Op Lanes plan locks Maryland in a Public Private Partnership (P3), like the one Virginia is locked into, which saddles taxpayers and drivers with enormous expenses for over 50 years. In addition, the non-compete clauses take away some of the rights of local jurisdictions to make and enact transportation decisions to increase safety and reduce congestion.
2. P3's have proven to be extremely risky for large projects such as this, with delays, cost overruns, and large legal expenses being the norm, as we see with Maryland's Purple Line.
3. The traffic modeling in the Op Lanes FEIS shows longer evening commutes in the general lanes if the Op Lanes were to be built than if they aren't. We are better off NOT building them.
4. The I-270 Innovative Congestion Management Project (ICMP) solved congestion on Lower I-270 with ramp metering and extension of merge lanes which has reduced bottlenecks and accidents - half at a cost of under \$150 million. This is an example of how thoughtful, smart and inexpensive changes can make a huge difference in congestion.
5. The focus of transportation investment needs to be on convenient, affordable transit, in order to:
  1. Reduce green house gas emissions
  2. Give people realistic options to leave their car at home
  3. Reduce the number of cars on roads so those who MUST drive can drive without congestion
  4. Create a much more equitable transportation system, rather than one which locks in a safer, faster trip for a few, and a less safe, slower trip for the rest.

Please remove the deeply flawed P3 Op Lanes project, which is not aligned with our regional climate goals, which is environmentally and economically irresponsible, which won't solve congestion and will make it worse for many people, and which clearly is not in the public interest.

Sincerely,  
Sally Stolz  
Co-Coordinator [DontWiden270.org](http://DontWiden270.org)  
Rockville, MD  
(301) 906-4908



## Marcela Moreno

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Wednesday, March 29, 2023 10:15 AM  
**To:** TPBcomment  
**Cc:** Lyn Erickson  
**Subject:** Vis2050 comment for Maryland listening session  
**Attachments:** Visualize 2050 CSG Comments for MD Listening Session.pdf

Dear TPB staff,

Please find attached comment on Maryland Visualize 2050 project submissions to transmit to Maryland TPB member agencies ahead of their listening session tomorrow.

Thank you,

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

March 29, 2023

National Capital Region Transportation Planning Board  
Maryland Jurisdictions and Agencies

Re: **Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities**

Dear Maryland TPB board members,

At your Thursday, March 30 TPB working meeting and following it, the Coalition for Smarter Growth respectfully asks you to:

1. **Seriously review and revisit all projects that are not under construction or in final stages of design for consistency with regional policies.** The TPB staff classification of projects as "Funded/Committed//Exempt" is so overly broad that it includes many projects not completed until 2035 and beyond, or projects with only planning dollars identified or projects inactive for the foreseeable future. These projects should only be resubmitted if they are consistent with regional policy goals. This was the intent of the TPB board in 2021 calling for the current special update to the long-range plan.
2. **Remove the current MD Op Lanes project and many of the 1,000 new highway and arterial lane miles proposed in Visualize 2045, as this massive investment is not consistent with achieving regional policy goals – and ignores induced demand.** TPB, regional, and local policies overwhelmingly call for reducing car-dependence and prioritizing investments to foster walkable transit-oriented communities, increase travel demand management programs, and prioritize safety and climate goals.
3. **Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access.** While often smaller individual infrastructure improvements, these are regionally significant investment packages and deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety, mode shift and transit access goals and other adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well.
4. **Resubmit critical projects that invest in transit-oriented development, rail, and bus rapid transit.** Visualize 2045 included many important projects like Montgomery County BRT lines, Purple Line, and MARC improvements. These types of projects need to be resubmitted and prioritized in Visualize 2050.

5. **Submit critical projects not included in the last plan, like Prince George's Blue Line TOD infrastructure investments.** Maryland Transit-Oriented Development plans will be transformative for multiple jurisdictions, including reducing long Prince George's commutes on the Beltway, and their supportive infrastructure projects need to be included in Visualize 2050. Other important projects include Maryland portions of the National Capital Trail Network, bus priority treatments and rider amenities on high-ridership lines, and Southern Maryland rapid transit.
6. **Keep out destructive and wasteful proposed projects like M83 and new Potomac River highway crossings from Loudoun County and Prince William County into rural Maryland.** Various rural and suburban highway and interchange projects were rightly excluded from Visualize 2045, as they are inconsistent with TPB and COG policy goals and siphon funds from safety, sustainability, and equity priorities. These bad projects also run counter to the goals of Maryland's nationally recognized smart growth program.
7. **Recognize that achieving the COG, Montgomery, Prince George's and MD Climate Solutions Now Act greenhouse gas targets requires reducing per capita VMT by 20% in addition to rapidly adopting electric vehicles.** TPB's climate study found that our region needs to reduce per capita VMT of passenger vehicles 20% by 2030, in contrast to Visualize 2045, which would only achieve a 5% reduction by 2045. And achieving TPB's new adopted greenhouse gas reduction targets requires even stronger action on your part. The reconfiguration of Visualize 2050 along the lines outlined above is one critical part of achieving Maryland climate targets.

Note that the Coalition for Smarter Growth will submit to you more detailed comments on Visualize 2050 projects next month.

Thank you for your consideration.

Bill Pugh, AICP CTP  
Senior Policy Fellow

Carrie Kisicki  
Montgomery Advocacy Manager

Cheryl Cort  
Policy Director

Stewart Schwartz  
Executive Director

## Marcela Moreno

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**From:** Lindsey Mendelson <lindsey.mendelson@mdsierra.org>  
**Sent:** Wednesday, March 29, 2023 10:03 AM  
**To:** TPBcomment  
**Cc:** Reuben B. Collins, II; Elrich, Marc; countyexecutive@co.pg.md.us; countyexecutive@frederickcountymd.gov  
**Subject:** Maryland Sierra Club- Visualize 2050 comment on MD projects  
**Attachments:** MDSierraClub-TPBcomments-29Mar2023.pdf

Dear Transportation Planning Board Members, Chair Collins, County Executive Elrich, County Executive Alsobrooks, and County Executive Fitzwater,

Attached you will find Maryland Sierra Club comments related to Maryland project submissions for *Visualize 2050*.

We encourage you to include projects in *Visualize 2050* that help Maryland and the region reach its climate goals, advance equity, improve mobility, and achieve its vision of ending traffic-related fatalities and serious injuries. The region's financially constrained plan should reflect a sustainable transportation system that gives people choices—not one that perpetuates car dependency and makes it harder for people to access jobs, food, healthcare, education, and recreation. Please remove the I-495 and I-270 toll lanes project and additional highway widening projects and instead promote projects that improve and enhance public transit, equitable transit oriented-development with affordable housing, and pedestrian and cycling infrastructure.

Can you please confirm receipt of these attached comments?

Sincerely,

Lindsey Mendelson

—



**Lindsey Mendelson**  
*pronouns: she/her/hers*  
**Transportation Representative**  
**Maryland Sierra Club**

PO Box 278  
Riverdale, MD 20738

**Direct Line:** 240-706-7901 (mobile)  
[lindsey.mendelson@mdsierra.org](mailto:lindsey.mendelson@mdsierra.org)

[sierraclub.org/maryland/clean-transportation](https://sierraclub.org/maryland/clean-transportation)





March 29, 2023

National Capital Region Transportation Planning Board  
777 North Capitol St NE  
Washington, DC 20002

***RE: Proposed Visualize 2050 Projects***

Dear Members of the Transportation Planning Board,

The Sierra Club Maryland Chapter urges you to include projects in the *Visualize 2050* long-range transportation plan update that help Maryland and the region reach their climate goals, advance equity, improve mobility, and achieve its vision of ending traffic-related fatalities and serious injuries. To realize the objectives, the Transportation Planning Board should include projects that improve and expand public transit, equitable transit-oriented development with affordable housing, and pedestrian and cycling infrastructure. The *Visualize 2050* should not include projects that conflict with Maryland's climate and equity goals—specifically projects that encourage auto-centric development, exacerbate sprawl, and fail to address the root causes of congestion.

Highway expansion projects within the current list of Transportation Planning Board projects run counter to the [region's new climate targets](#) and Maryland's new ambitious target to reduce greenhouse gas emissions 60% below 2006 levels by 2031, as required by the Climate Solutions Now Act of 2022. The National Capital Region Transportation Planning Board [Climate Change Mitigation Study](#) indicated that the Greater Washington region must reduce per capita driving (light duty VMT) 20% below the 2030 baseline forecast under the region's current transportation plan, ensure 50% of cars sold are EVs by 2030, and take additional actions to reduce emissions at least 50% by 2030. Vehicle Miles Travelled (VMT) per capita and total VMT were increasing prior to the COVID-19 pandemic in 2020 and have been increasing since 2021. Adding highway capacity would undermine efforts to meet our climate targets by increasing VMT.

The proposed highway expansion projects would also undermine our progress to cut air pollution. More than 85% of Marylanders live in counties that do not meet federal clean air standards for ozone, due in large part to vehicle tailpipe

emissions. The region needs to adopt a fix-it-first approach where it prioritizes maintaining its existing highway assets instead of building new ones.

Last year's TPB Chair Pamela Sebesky encouraged the TPB to better integrate climate change mitigation activities—including on-road GHG reduction goals and a set of multi-pathway reduction strategies—into the long-range transportation plan and other regional planning activities.

To be successful, Sebesky [emphasized](#) that “the collective commitment of TPB members to take action will be critical along with a consensus of member jurisdictions to adopt a set of strategies that are comprehensive and have a diverse set of actions to offer, so that every jurisdiction can take one or more actions.”

Maryland can take a significant action by removing the unwieldy and harmful I-495 and I-270 toll lane highway expansion that will lead to additional toll lane expansions and expansions of arterial roads. The TPB's 2021 Climate Change Mitigation Study showed that it will be impossible to meet 2030 and 2050 emissions reduction goals unless the most polluting projects are replaced with less polluting projects and supportive travel demand management programs (and updated assumptions for telework) and land use in the long-range transportation plan.

The I-495 & I-270 Managed Lanes project cannot be reconciled with the region's VMT and emissions reduction goals. Therefore, the Sierra Club Maryland Chapter urges you to remove the I-495 and I-270 high occupancy toll (HOT) lanes proposal in the list of projects for *Visualize 2050*. We also urge you to weigh carefully and consider removing other Maryland projects that widen or add more capacity to our roads and highways for single-occupancy vehicles beyond maintenance. Numerous [studies](#) show that adding highway capacity to reduce congestion is a false solution because it attracts more drivers and after a few years, the lanes fill up again with more traffic and congestion returns.

The I-495 and I-270 toll lanes project would expose residents and environmental justice communities located near the highways to adverse health impacts by increasing the localized air pollutants, including particulate matter pollution during the construction and operation of the toll lanes. Expanding I-495 and I-270 would also cause irreversible damage to the environment and historic and cultural resources. Graves in the Morningstar Tabernacle No. 88 Hall and Cemetery in the historic Black community of Gibson Grove in Cabin John would potentially be disturbed if the toll lanes project proceeds. In addition, the toll lanes expansion also threatens Plummers Island, a globally unique biodiversity hotspot and site of over 120 years of ongoing research.



Instead of adding HOT lanes to I-495 and I-270, we, along with multiple groups in the Maryland Advocates for Sustainable Transportation coalition, [recommend](#) the following comprehensive and integrated approach to addressing congestion in the region including:

- Implement planned Bus Rapid Transit (BRT) on MD Route 355 (which runs parallel to I-270) and on MD Route 586 (Veirs Mill Road - which facilitates east-west trips) in Montgomery County.
- Expand the MARC Brunswick Line (which runs parallel to I-270).
- Implement/increase the number of commuter buses that run on I-270 and I-495, ideally on dedicated lanes.
- Increase the frequency and reliability of all bus services in the I-495 and I-270 corridors, ideally on dedicated lanes.
- Implement more protected bike lanes and trails along roadways in the I-495 and I-270 corridors.
- Use elements of Innovative Congestion Management like ramp metering on I-495 (as is now working on lower I-270), Transportation Systems Management and Operations (TSMO) (as is being used on the Baltimore Beltway to reduce congestion), and more Transportation Demand Management (TDM) (e.g., telework, car and van pools, subsidized transit passes, etc.).
- Add more rail cars on the future Purple Line (which runs parallel to I-495) and increase frequency of service, as appropriate.
- Extend the Purple Line across the American Legion Bridge to Tysons in Northern Virginia.
- Mandate that employers above a certain size participate in sustainable commuter services programs such as Montgomery County's Fair Share for Employers Program or the Maryland Commuter Choice Program. Such mandates exist in Washington, DC, Washington State, and New Jersey.
- Turn one or possibly two one-way lanes on I-270 and possibly I-495 into reversible lanes to handle rush hour traffic.

In addition to these measures, the region should address economic and racial equity by investing in transit-oriented development within a mile of each Metro and Purple Line station in Prince George's and eastern Montgomery Counties. This would help create jobs with little or no additional VMT, reduce rush hour demand to travel from east to west on I-495 in the morning and back in the evening, and even out the flows on the inner and outer loops of I-495 during the day.

Maryland should hire independent expert(s) to undertake accurate traffic modeling on I-495 and over the American Legion Bridge, and once that data is available, undertake a study of all the alternatives (and their respective costs) to improve the bridge including: re-decking and refurbishing; and adding train, transit, bicycle, and pedestrian access.

The region's financially constrained plan should reflect a sustainable transportation system that gives people choices—not one that perpetuates car dependency and makes it harder for people to access jobs, food, healthcare, education, and recreation. Please remove the I-495 and I-270 toll lanes project and additional highway widening projects and instead promote projects that improve and enhance public transit, transit-oriented development with affordable housing, and pedestrian and cycling infrastructure.

Sincerely,

Josh Tulkin, Director  
Sierra Club Maryland Chapter

Cc:  
Chair Reuben B. Collins, II  
County Executive Marc Elrich  
County Executive Angela Alsobrooks  
County Executive Jessica Fitzwater

## Marcela Moreno

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Tuesday, March 28, 2023 10:27 AM  
**To:** TPBcomment  
**Cc:** Stewart Schwartz; Lyn Erickson  
**Subject:** Visualize 2050 comment for Virginia listening session  
**Attachments:** Visualize 2050 CSG Comments for VA Listening Session.pdf

Dear TPB staff,

Please find attached comment to transmit to Virginia TPB member agencies ahead of their Visualize 2050 listening session tomorrow.

Thank you,

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

March 28, 2023

National Capital Region Transportation Planning Board  
Virginia Jurisdictions and Agencies

Re: **Visualize 2050 project submissions need to change to reflect adopted regional policies for climate, safety, equity, and walkable transit-friendly communities**

Dear Virginia TPB board members,

At your Wednesday, March 29 TPB working meeting and following it, the Coalition for Smarter Growth respectfully asks you to:

1. **Seriously review and revisit all projects that are not under construction or in final stages of design for consistency with regional policies.** The TPB staff classification of projects as "Funded/Committed//Exempt" is so overly broad that it includes many projects not completed until 2035 and beyond, or projects with only planning dollars identified or projects inactive for the foreseeable future. These projects should only be resubmitted if they are consistent with regional policy goals. This was the intent of the TPB board in 2021 calling for the current special update to the long-range plan.
2. **Remove many of the 1,000 new highway and arterial lane miles proposed in Visualize 2045, as this massive investment is not consistent with achieving regional policy goals – and ignores induced demand.** TPB, regional, and local policies overwhelmingly call for reducing car-dependence and prioritizing investments to foster walkable transit-oriented communities, increase travel demand management programs, and prioritize safety and climate goals.
3. **Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access.** While often smaller individual infrastructure improvements, these are regionally significant investment packages because they reduce driving demand and shift mode share, and deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well.
4. **Resubmit critical projects that invest in transit-oriented development, rail, and bus rapid transit.** Visualize 2045 included many important projects like the US Route 1 BRT, Tysons local street grid improvements, Duke Street BRT, and regional rail improvements. These types of projects need to be resubmitted and prioritized in Visualize 2050.





5. **Submit critical projects not included in the last plan, like Route 7 BRT.** The Route 7 BRT project will be transformative for multiple Northern Virginia jurisdictions and this regionally significant project needs to be included in Visualize 2050. Other important projects to include are the Capital Trail Network, including the Virginia components such as the Arlington Boulevard Trail and Mount Vernon Trail.
6. **Keep out destructive and wasteful proposed projects like new Potomac River highways crossings from Loudoun County and Prince William County into rural Maryland.** The Virginia Bi-County Parkway (also referred to as the 234 Bypass Extended) and Manassas Battlefield Bypass (also part of the old Tri-County Parkway), and various rural and suburban highway widening and new interchange projects, are inconsistent with TPB and COG policy goals and siphon funds from other higher regional and local priorities in safety, sustainability, and equity.
7. **Recognize that achieving the COG climate goals requires reducing per capita VMT by 20% in addition to rapidly adopting electric vehicles.** TPB's climate study found that our region needs to reduce per capita VMT of passenger vehicles 20% by 2030, in contrast to Visualize 2045, which would only achieve a 5% reduction by 2045. Achieving TPB's adopted greenhouse gas reduction goals last year requires even stronger action on your part. The reconfiguration of Visualize 2050 along the lines outlined above is a critical part of your needed actions in multiple sectors to achieve our climate target.

Note that the Coalition for Smarter Growth will submit to you more detailed comments on Visualize 2050 projects next month.

Thank you for your consideration.

Bill Pugh, AICP  
Senior Policy Fellow

Sonya Breehey  
Northern VA Advocacy Manager

Stewart Schwartz  
Executive Director



**WABA**  
WASHINGTON AREA  
BICYCLIST ASSOCIATION



**Coalition for Smarter Growth**  
DC • MD • VA

November 14, 2023

Metropolitan Washington Council of Governments  
Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

**Re: PBPP Draft Highway Safety Targets & Suggestions for Visualize 2050**

Dear Transportation Planning Board Members,

The Washington Area Bicyclist Association (WABA) and the Coalition for Smarter Growth (CSG) – two of the region’s leading advocates for walkable, bikeable, inclusive, and transit-oriented communities – respectfully write to provide comment on the ongoing and disturbing traffic fatality and serious injury trends highlighted by TPB staff in their draft *Annual Regional Transit and Highway Safety Targets* report and presentation.

**In summary:**

- A 15% increase in Nonmotorist Fatalities and Serious Injuries over the past five years – and an almost 23% increase since last year – is not acceptable
- We ask TPB members to make safety investments a higher priority, particularly for vulnerable road users, in their Visualize 2050 project submissions
- Safety is “regionally significant” and packages of safe street improvements for people walking, biking, and accessing transit in each jurisdiction should be reflected in the Visualize 2050 plan

For decades, WABA and CSG have worked to transform the capital region by improving the conditions for people who bike, walk, and take transit. Our efforts to advocate for better infrastructure, pass laws that promote safe roadway behavior, and provide education programming for all road-users have resulted in a drastically different cultural and political approach to active transportation. Biking and walking can and should be an equitable, safe, low-cost, time-saving, and sustainable way to navigate our communities for all residents, especially when complemented by robust transit options.

Unfortunately, our work to promote bicycling and other modes of active transportation is seriously undercut by pernicious and persistent road safety issues sadly and succinctly captured on slide 16 of the aforementioned staff report. As we prepare to mark the [World Day of Remembrance for Road Traffic Victims](#) this Sunday, November 19th, we must soberly grapple



with the fact that our region is failing its commitments to its residents, with traffic violence increasing rather than decreasing particularly for people on foot and bike.

**We cannot let past failures deter us from the opportunities to do better going forward.**

Your agencies are *right now* deciding on the projects they will submit to the regional long-range transportation plan, Visualize 2050. In your project submissions next month, we ask TPB members to make safety investments a higher priority, particularly for vulnerable road users.

The previous long-range transportation plan, Visualize 2045, aimed to spend \$28 billion on creating faster, wider, roads – envisioning 900 new lane miles. So we know there are resources available; what we need now is to repurpose some of those resources and political will to support more urgent safety and other needs. While some of the \$28 billion in road expansion projects incorporate new sidewalks and multi-use paths along the right of way, most of them lead to longer crossing distances across ever wider multi-lane arterials and higher volumes of cars traveling at higher speeds on area roads.

We recognize that many small local projects are not always reflected in the regional long-range plan as they are not considered to be “regionally significant”. We would counter that safety is absolutely “regionally significant” and that packages of safe street improvements for people walking, biking, and accessing transit in each jurisdiction should be reflected in the plan. This would be one small but important way of demonstrating a renewed regional commitment to meeting the travel and safety needs of all roadway users. Local efforts remain critical, too, and we implore you to prioritize the safety needs of those on bike and foot in your individual jurisdictions’ transportation plans, infrastructure designs, and budgets.

The scourge of traffic violence cannot be solved overnight. We have taken the first step by recognizing the scope and seriousness of the problem. What must follow is a steadfast resolve to act differently, to lean further into people-centered approaches to transportation planning, and to resist the urge to fall back into the familiar ruts of a car-centered paradigm. The lives of your constituents and neighbors depend on it.

We appreciate the opportunity to provide comments and look forward to working with you towards a future without traffic violence.

Respectfully,

Michelle Shin

Vision Zero Coalition Manager | Washington Area Bicyclist Association

Bill Pugh, AICP CTP

Senior Policy Fellow | Coalition for Smarter Growth



**ITEM 10 – Information**  
**December 20, 2023**

Visualize 2050 Status Reports

- A. Public Engagement Summary
- B. Maryland Express Lanes Projects
- C. WMATA Projects And Operations

**Background:** The board will receive a briefing summarizing the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050. In addition, the Visualize 2050 schedule was changed due to uncertainties with a few of the major projects in our region – the express lanes system in Maryland and the WMATA transit system. As the deadline approaches for the Visualize 2050 project inputs, MDOT and WMATA will provide briefings on the status of these inputs.

**ATTACHMENTS**

- Item 10A – Visualize 2050 Status Memo
- Item 10A – Visualize 2050 Initial Project List Public Comment Analysis Summary
- Item 10B – MDOT Presentation
- Item 10C – WMATA Visualize 2050 Update Status Letter



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Cristina Finch, TPB Transportation Planner  
**SUBJECT:** Visualize 2050  
**DATE:** December 14, 2023

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The development of the next National Capital Region Transportation Plan, Visualize 2050, progresses according to the schedule approved by the TPB in April 2023. The public comment period on projects undergoing re-evaluation from the current plan, Visualize 2045, ended on November 30, 2023, and a summary of the results is presented under separate memo. At the December board meeting, staff will highlight some aspects of the engagement period and present next steps in the plan's development. Presentations will follow from WMATA and MDOT on their key projects currently under review.

## **NEXT STEPS**

This month, Visualize 2050 development continues as states, localities and transportation agencies submit and TPB staff receive and review regionally significant for air quality project inputs through December 29, 2023. In January, TPB staff will finalize their review and coordinate with agency staff on any remaining items needed for clarification on individual projects. To give you a snapshot of the amount of work this is, the Visualize 2045 conformity table had well over 600 project segments listed in it. TPB staff will work with agency staff on quality checking the draft list of project segment details proposed for the air quality analysis and on assigning projects consistent titles for use during public engagement and in the plan. In February, TPB staff will finalize public engagement materials including the public survey tool, detailed project inputs table, air quality conformity analysis scope of work, and the land use inputs. Public input on these items will be accepted between March 1-30, 2024. A summary of public input will be shared with the Board in April for member consideration prior to the May board meeting when the board is scheduled to vote on approving these inputs.

## **AGENCY PRESENTATIONS**

At this meeting, the Board will hear from WMATA and MDOT on their projects that prompted the additional time approved by the board to provide project inputs. WMATA has been working on long-term funding plans for the Metro system, and MDOT has been engaging the public on its vision for the American Legion Bridge and I-270 Corridor.



**ITEM 10 – Information**  
**December 20, 2023**

Visualize 2050 Status Reports

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- Item 10A – Visualize 2050 Status Memo
- Item 10A – Visualize 2050 Initial Project List Public Comment Analysis Summary
- Item 10B – MDOT Presentation
- Item 10C – WMATA Visualize 2050 Update Status Letter

**Note: This document (Item 10B) will be posted by COB Friday, December 15, 2023.**



**ITEM 10 – Information**  
**December 20, 2023**

Visualize 2050 Status Reports

- A. Public Engagement Summary
- B. Maryland Express Lanes Projects
- C. WMATA Projects And Operations

**Background:** The board will receive a briefing summarizing the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050. In addition, the Visualize 2050 schedule was changed due to uncertainties with a few of the major projects in our region – the express lanes system in Maryland and the WMATA transit system. As the deadline approaches for the Visualize 2050 project inputs, MDOT and WMATA will provide briefings on the status of these inputs.

**ATTACHMENTS**

- Item 10A – Visualize 2050 Status Memo
- Item 10A – Visualize 2050 Initial Project List Public Comment Analysis Summary
- Item 10B – MDOT Presentation
- Item 10C – WMATA Visualize 2050 Update Status Letter





December 13, 2023

Hon. Reuben Collins, Chair  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4201

Dear Chair Collins and Board members:

This letter responds to the Transportation Planning Board's request for a status update on the Washington Metropolitan Area Transit Authority (Metro)'s submission for the update of the Visualize 2050 long-range transportation plan. Metro's ability to develop a 25-year capital investment plan tied to "reasonably-expected" financial resources is complicated by our systemic lack of dedicated, reliable funding and the funding gap it creates for current and future budgets. Metro's proposed FY2025 budget, released on December 12<sup>th</sup>, includes drastic service reductions and significant fare increases. It emphasizes the very stark realities that Metro and the region face in light of our structural funding gap for operations, maintenance, and state of good repair. This poses significant risks not only to Metro, but to the region's social, environmental, and economic future. Despite these limitations, Metro remains on-track to meet upcoming process deadlines for the Visualize 2050 update.

### **Submittals for "Regionally-Significant Impacts" on Air Quality Projects**

The update schedule set a deadline of December 29, 2023 for jurisdictions and agencies to submit projects that will have "regionally-significant impacts" on air quality. Transit has a large, positive impact on regional air quality, but in this case the definition applies to new capital projects that will change air quality, rather than existing systems and services. For transit, this generally means projects that expand capacity or change the geographic extent of the system. Though Metro has several planning efforts underway that are highlighted below, at this time, Metro and the region have not funded any expansion projects that meet the criteria of being regionally significant for air quality and therefore, Metro does not plan to submit expansion projects for this update of Visualize 2050. As these or other projects progress, we may submit them as part of future updates of Visualize 2050 if they meet the criteria of being regionally significant for air quality:

#### Ongoing System Planning Work

*Better Bus Network Redesign:* In 2022, Metro launched the Better Bus Network

**Washington  
Metropolitan Area  
Transit Authority**

600 Fifth Street, NW  
Washington, DC 20001  
202/962-1234

wmata.com

Redesign to develop and deliver a new bus network that is fast, frequent, reliable, and connects customers where they want to go, when they want to travel. The project has applied a data-driven analysis, partnered extensively with local operators within Metro's Compact area, and conducted robust public and stakeholder engagement to build a network that puts customers first. In the last phase of outreach Metro interacted with over 20,000 participants through pop-ups, ride-along events, and workshops. The project team also met with over 110 elected officials and 80 representatives from jurisdictional partners, community organizations, and advocacy groups. The project will conclude with recommendations for a Year One network and a longer-term Visionary Network.

*Blue/Orange/Silver Corridor Capacity & Reliability Study (BOS Study):* In 2019 Metro launched an alternatives analysis to analyze and explain the capacity and reliability challenges that have faced Metro customers on those three lines for 20 years, and to develop and assess potential strategies and projects to address those needs. The study has included extensive public and stakeholder outreach, including TPB staff, jurisdictional agency staff and executive leadership, business and community organizations, and elected officials. In keeping with the federal project development process, the study is seeking to determine a locally preferred alternative for future study, development, and environmental review.

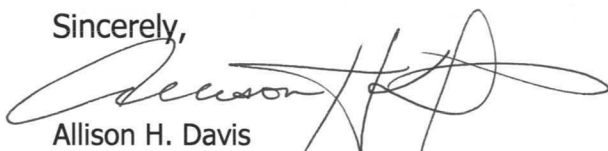
*Next-Generation Train Control / Communications-Based Train Control Assessment:* Metro's train control and signaling systems have not been significantly upgraded or modernized since Metrorail was first built, and system components are becoming more difficult to source for maintenance and replacement. Over the past decade, there have been promising advancements in train signaling and control technology, and Metro continues to explore and analyze those options. Any modernized train control system would improve service reliability and resilience, and some (such as Communications-Based Train Control, or CBTC) will expand capacity as well.

### **Air Quality Conformity Analysis Inputs**

The Visualize 2050 update requires jurisdictions and agencies to submit transit service plans and fare structures as technical inputs for the Air Quality Conformity Analysis. Those inputs will be due on or around April 2024. For this current update, Metro will base its future service plans and fare structures on its Fiscal Year 2025 budget, once approved by Metro's Board of Directors. Those assumptions will be carried forward through future years. The general timing and schedule for FY2025 budget approval should align with the Visualize 2050 schedule. As funding discussions for a more sustainable, predictable funding strategy evolve for Metro's capital and operating needs, Metro will work with TPB to update service and fare assumptions in the next relevant update of the long-range plan.

Please do not hesitate to contact me at [adavis5@wmata.com](mailto:adavis5@wmata.com) if you have further questions.

Sincerely,



Allison H. Davis  
Senior Vice President, Planning and Sustainability  
Department of Planning and Performance



# ANNUAL REGIONAL TRANSIT AND HIGHWAY SAFETY TARGETS

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## Performance Based Planning and Programming (PBPP)

Andrew Meese  
Systems Performance Planning Program Director

Janie Nham  
TPB Transportation Planner

Transportation Planning Board  
December 20, 2023



National Capital Region  
**Transportation Planning Board**

# Presentation Outline

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- Transit Safety – Timeline
- Transit Safety – Approval of Targets
- Highway Safety – Timeline
- Highway Safety – Additional Information
- Highway Safety – Approval of Targets



# Transit Safety Targets Timeline

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- November TPB and Technical Committee
  - Briefed on requirements, process, methodology and draft targets
    - No comments received to date
  - TPB also received a briefing from WMATA on its safety process and trends
- Today
  - Board approval of transit safety targets



# Transit Safety Targets

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## Consideration of R4-2024



# Highway Safety Targets Timeline

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- November TPB and Technical Committee
  - Briefed on requirements, process, methodology and draft targets
    - No comments received to date
    - Comments and questions received on various safety issues
- Today
  - Overview of proposed 2024 safety work activities; additional safety information provided in a memo
  - Board approval of highway safety targets





# Potential 2024 Safety Work Activities

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The following concepts have been proposed as new safety work activities to supplement the existing TPB safety program.

- **2024 Safety Study**
  - Quantitative and qualitative analysis to understand current regional roadway safety context
- **Safety event** (i.e., safety work session or stand-alone forum)
- **Guest speaker** to discuss engagement opportunities with federal government
- **Explore regional coordination** on “zero deaths” goals and approaches
- **Continued engagement with federal government** via submission of comments on proposed safety actions
- **Enhanced TPB Safety website**



# Highway Safety Targets

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## Consideration of R5-2024



## **Andrew Meese**

Systems Performance Planning Program Director

(202) 962-3789

[ameese@mwkog.org](mailto:ameese@mwkog.org)

## **Janie Nham**

TPB Transportation Planner

(202) 962-3226

[jnham@mwkog.org](mailto:jnham@mwkog.org)

[mwkog.org](http://mwkog.org)

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777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**



# PROJECTS RECOMMENDED FOR ENHANCED MOBILITY FUNDING

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For Approval and Inclusion in the FY 2023-2026 TIP  
R6-2024

Christina Henderson  
Selection Committee Chair, TPB Vice Chair

Nicholas Ramfos  
Director of Transportation Operations Programs

Transportation Planning Board  
December 20, 2023



National Capital Region  
**Transportation Planning Board**

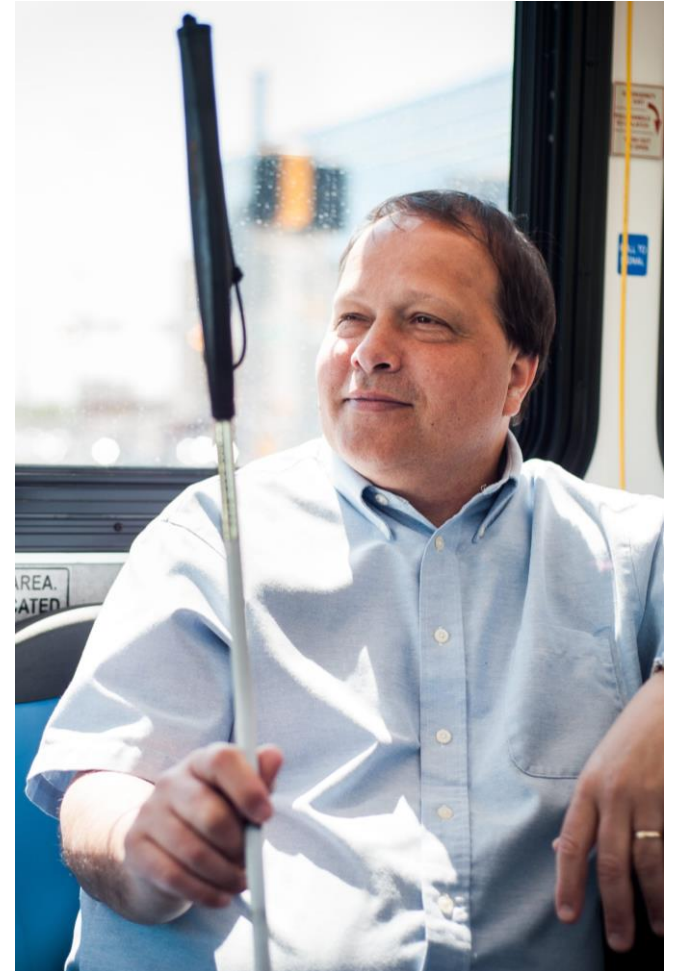
# Purpose

Selection Committee recommended funding that:

- Advances the goals of the Coordinated Plan
- Ensures regional equilibrium
- Ensures FTA dollars can be successfully implemented
- Meets the needs of Older Adults and People with Disabilities

TPB Staff and the Selection Committee request:

- Action on resolution R6-2024 to approve projects
- Amend the 2023-2026 TIP



Source: NADTC



# Selection Highlights

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- Approximately \$10.2 million in funding available, \$15.6 million in requests
- Selection Committee recommends funding 23 of the 27 applications received.
- With the matching funds, the projects total over \$14 million
- Applicants whose projects were not recommended for funding will receive recommendations for improvement
- Following TPB approval and amendment of the TIP, TPB staff will submit projects to FTA for final approval

Source: FTA



# SELECTION COMMITTEE FUNDING RECOMMENDATIONS

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# PROJECT RECOMMENDED FOR FUNDING

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## Arc of Prince William County

1 replacement minivan transporting adults to/from daily activities. Requesting funds for 1 driver and fuel charges for 1 vehicles

- **Geographic Focus:** Prince William County, Virginia
- **Federal Total:** \$185,919

## Arc of Northern Virginia

Fill travel training gaps for IDD individuals through their Arc2Independence app with custom Travel Lessons, Employment, Safety, Daily Living Lessons.

- **Geographic Focus:** Northern Virginia
- **Federal Total:** \$1,024,863



# PROJECT RECOMMENDED FOR FUNDING

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## Arc of Prince George's County – Transportation

Procure 2 minivans to provide specialized transportation to people with intellectual and developmental disabilities.

- **Geographic Focus:** Prince George's County, Maryland
- **Federal Total:** \$197,310

## Arc of Prince George's County – Wheels to Wellness

Procure 2 minivans to pilot a program in partnership with PGC Health Department, providing transportation to senior and disabled individuals for medical treatment

- **Geographic Focus:** Prince George's County, Maryland
- **Federal Total:** \$297,983



# PROJECT RECOMMENDED FOR FUNDING

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## Boat People SOS

Conduct an outreach and education campaign to increase community awareness about available transportation options.

- **Geographic Focus:** Northern Virginia
- **Federal Total:** \$200,000

## Capitol Hill Village

Increase door-to-door services, provide mobility counseling in identifying transportation options, visit transport providers to engage discussion.

- **Geographic Focus:** District of Columbia
- **Federal Total:** \$695,265



# PROJECT RECOMMENDED FOR FUNDING

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## Chinese Culture and Community Service Center

Procure 3 buses to provide daily door-to-door transportation service to the adult medical daycare for 300 senior and disabled citizens of low income, minority, and frail.

- **Geographic Focus:** Gaithersburg, Maryland
- **Federal Total:** \$302,111

## City of Hyattsville

Optimize shared-ride “curb-to-curb” services to medical appointments, shopping, social, recreational activities in the City and across the DMV

- **Geographic Focus:** Hyattsville, Maryland
- **Federal Total:** \$100,000



# PROJECT RECOMMENDED FOR FUNDING

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## Community Support Services

Procure 3 minivans to increase services for individuals with developmental disabilities

- **Geographic Focus:** Gaithersburg, Maryland
- **Federal Total:** \$227,694

## Dulles Area Transportation Association

Assist nearby agencies to expand mobility services to underserved seniors, veterans, and individuals with disabilities within NOVA.

- **Geographic Focus:** Northern Virginia
- **Federal Total:** \$400,000



# PROJECT RECOMMENDED FOR FUNDING

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## EasterSeals

Maintain free accessible transportation services for Easterseals' ADS-IGC participants (seniors and adults with disabilities) to their Adult Daycare Center.

- **Geographic Focus:** Silver Spring, Maryland
- **Federal Total:** \$459,375

## ECHO

Procure 2 buses and 1 minivan to expand geographic reach for new worksites.

- **Geographic Focus:** Leesburg, Virginia
- **Federal Total:** \$449,250



# PROJECT RECOMMENDED FOR FUNDING

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## Fairfax County NCS – FXMAP

Create a strategic mobility awareness campaign with stakeholders/community partners to integrate transportation for seniors and individuals with disabilities.

- **Geographic Focus:** Fairfax County, Virginia
- **Federal Total:** \$603,610

## Jewish Council for the Aging – Elderbus

Procure 1 bus, capital maintenance, insurance premiums, fuel prices and rising salaries for staff and drivers.

- **Geographic Focus:** Northern Virginia
- **Federal Total:** \$458,177



# PROJECT RECOMMENDED FOR FUNDING

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## Jewish Council for the Aging – NVD

Continuation of the volunteer driving program, increasing capacity through resources, program support, and technical assistance.

- **Geographic Focus:** Rockville, Maryland
- **Federal Total:** \$310,545

## Leisure World of Maryland Corporation

Procure 3 buses for fixed route service, connecting residents to WMATA's Y2, 7, and 8 lines and waving reservation fees.

- **Geographic Focus:** Silver Spring, Maryland
- **Federal Total:** \$418,171





# PROJECT RECOMMENDED FOR FUNDING

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## Loudoun Volunteer Caregivers

Procure 1 minivan and provide free assisted transportation to individuals using wheelchairs to quality-of-life activities such as medical appointments and groceries.

- **Geographic Focus:** Loudoun County, Virginia
- **Federal Total:** \$149,366

## New Horizons Support Services, Inc

Procure 2 buses to offer round trips to 160 adults 5 days a week for community integration, 7 days a week for personal supports.

- **Geographic Focus:** Prince George's County, Maryland
- **Federal Total:** \$220,620



# PROJECT RECOMMENDED FOR FUNDING

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## Opportunities, Inc

Offer travel training, hire Direct Service Professionals for one-on-one travel training, host training session for professionals.

- **Geographic Focus:** Prince George's County, Maryland
- **Federal Total:** \$300,000

## Pozez Jewish Community Center

Help seniors and people with disabilities find volunteer transport for critical activities such as medical appointments and grocery shopping.

- **Geographic Focus:** Northern Virginia
- **Federal Total:** \$384,146



# PROJECT RECOMMENDED FOR FUNDING

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## Seabury Resources for Aging

Procure 1 bus, providing 1,600 more older adults with transportation services and establish a transportation scheduling process.

- **Geographic Focus:** Prince William County, Virginia
- **Federal Total:** \$225,759

## University of Maryland

Procure 1 minivan and offset operating expenses for safe and reliable para-transit service to all UMD community seeking transportation.

- **Geographic Focus:** College Park, Maryland
- **Federal Total:** \$212,005



# PROJECT RECOMMENDED FOR FUNDING

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## Washington Metropolitan Area Transit Authority

Purchase 25 minivans to transport disabled citizens across the Washington Urbanized Area.

- **Geographic Focus:** Region – Wide
- **Federal Total:** \$1,716,000

## MWCOG/TPB

Fund program administrative costs associated with administering the FY22-FY23 Enhanced Mobility program in the Washington, DC–VA–MD Urban Area.

- **Geographic Focus:** Region – Wide
- **Federal Total:** \$1,029,129



# PROJECTS NOT RECOMMENDED FOR FUNDING

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The following slides shows the applications not recommended for funding. The rationale for not funding these applications include:

- One application did not meet minimum requirements
- One application did not include a budget
- Two applications did not prove their financial capability to match the federal funds available

Denied applicants will receive communication with recommendations for improving their application for the next grant solicitation and will also be offered a debriefing about their application with TPB staff.



# PROJECTS NOT RECOMMENDED FOR FUNDING

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## Fairfax County NCS – Bus Replacement

Procure 1 bus to transport Area Agency on Aging residents to/from senior centers, residents to life sustaining treatments, and clients to work enclaves, etc.

- **Geographic Focus:** Fairfax County, Virginia
- **Federal Total:** \$425,127

## Head Injury Rehabilitation and Referral Services

Procure 5 minivans to improve access to community-based activities such as employment, social, and recreational activities.

- **Geographic Focus:** Rockville, Maryland
- **Federal Total:** \$272,572



# PROJECTS NOT RECOMMENDED FOR FUNDING

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## Second Family Adult Homes Inc

Procure 1 minivan and establish an in-house transportation program to provide accessible transport to individuals for medical and/or safety needs.

- **Geographic Focus:** Bowie, Maryland
- **Federal Total:** \$321,605

## Tier 1 Transportation Services

Procure 1 minivan to provide more patients with transportation to pre-scheduled healthcare appointments.

- **Geographic Focus:** Fort Washington, Maryland
- **Federal Total:** \$100,245



# NEXT STEPS

- Recommend approval to fund 23 projects using FTA Section 5310 FY 22 & 23 apportionment
- Amend the FY 2023-2026 TIP to include the projects.
- Approve R6-2024



Source: NADTC



## Nicholas Ramfos

Director of Transportation Operations Programs

(202) 962-3313

nramfos@mwkog.org

[mwkog.org](http://mwkog.org)

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777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
**Transportation Planning Board**

