



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the July 2023 TPB Meeting  
**DATE:** July 19, 2023

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)), Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), mail, and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

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

Between noon at Tuesday, June 20 at noon on Tuesday, July 18, 2023 at noon, the TPB received 389 individual project comments from the Visualize 2050 Initial Project List Feedback Form, six comments submitted via email, and one request for the live comment period.

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

**PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM**

**Comments on District of Columbia Projects**

Project	Strongly agree	Agree	Neutral	Disagree	Strongly Disagree	Total
Benning Rd Bridges and Transportation Improvements	2					2
District-wide Bicycle and Pedestrian Management Program	8	1				9
Florida Ave NE Streetscape	1					1
Pennsylvania Avenue NW Protected Bicycle Lanes	4	1				5
Pennsylvania Avenue SE	1					1
South Capitol Street Trail	1					1
Union Station to Georgetown Streetcar Line	5					5
<b>Total Comments</b>						<b>24</b>

There are three project suggestions for the District of Columbia.

### Comments on Maryland Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Addison Road I				1	1	2
Brunswick Line	5	1				6
Bus Rapid Transit: US 29 - Phase 2	3				1	4
Camden Line	1					1
Corridor Cities Transitway (CCT)	4					4
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	1					1
I-270 Innovative Congestion Management	2	1			13	16
I-270"					16	16
I-95/I-495 at Greenbelt Metro Station Interchange Construction	1				1	2
MARC Improvements	14	1				15
MARC Run-through service to L'Enfant Plaza	3					3
MARC Run-through service to Virginia	2					2
MD 28/MD 198 Corridor Study					2	2
MD 355 Bus Rapid Transit	7		1			8
MD 650 New Hampshire Avenue BRT	2					2
Middlebrook Road Extended Widening					4	4
Montrose Parkway					7	7
North Bethesda Transitway Bus Rapid Transit (BRT) Project	2		1			3
Op Lanes Maryland Phase 1		1	1	4	148	154
Presidential Parkway					1	1
Randolph Road Corridor Bus Rapid Transit (BRT) Project	5					5
US 15 Corridor					1	1
US 29 Corridor				1	3	4
Veirs Mill Bus Rapid Transit	5					5
<b>Total Comments</b>						<b>268</b>

There are 22 project suggestions for Maryland.

## Comments on Virginia Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Alexandria 4th Track	5					5
Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	2					2
Battlefield Parkway/Route 15 Bypass Interchange					1	1
Catharpin Road, Widening					1	1
Dale Blvd HOV Lanes					1	1
DASH Service Expansion	5					5
Duke Street BRT Design & Construction	5					5
Dulles Airport Access Road Project					5	5
Dulles Toll Road Expansion					4	4
Eisenhower Valley Access and Circulation Improvements					1	1
Fairfax County Parkway Improvements					1	1
Farmwell Road Intersection Improvements					1	1
Farrington Connector					1	1
Franconia to Occoquan 3rd Track Project	1	1				2
Grant Avenue Road Diet	1					1
Herndon Metrorail Intermodal Access Improvements	2					2
Herndon Metrorail Intermodal Access Improvements - Phase II	1					1
I-495 Improvements					2	2
I-66 Improvements					1	1
I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.					1	1
I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158					2	2
King and Beauregard Intersection Improvements, Phases 1 and 2	1	1				2
Landmark Transit Center	1					1
Lee Highway Widening					1	1
Liberia Avenue widening					1	1
Long Bridge VA - DC	22					22
Loudoun County Parkway					1	1
Loudoun County Parkway Interchange at US 50					2	2

McGraws Corner Drive					1	1
Multimodal Bridge to Van Dorn Metro Station	1					1
Rolling Road					1	1
Rolling Road widening project					1	1
Route 1 Improvements					1	1
Route 1 Metroway Extension (Alexandria)	1	1				2
Rte. 28 Bypass					1	1
Stringfellow Roadway Improvements					1	1
Telegraph Road widening					1	1
Union Station to Georgetown Streetcar Line	1					1
US 1 Bus Rapid Transit	2					2
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)					1	1
US 50 Improvements	1					1
VA 7 (The planned Route 7 Bus Rapid Transit project.)	1					1
VA 7, Widen					3	3
VRE Service Improvements (Reduce Headways)	2					2
Wellington Road Improvements					1	1
<b>Total Comments</b>						<b>97</b>

There are four project suggestions for Virginia.

### Multi-Jurisdictional Project Suggestions

There are 14 multi-jurisdictional project suggestions.

### PUBLIC COMMENT

#### Arlene Montemarano – Article via Email – June 27, 2023

Montemarano shared an article from the State Smart Transportation Initiative titled “[Adding road capacity is fruitless, another study finds](#)” with negative feedback about the I-270 Beltway expansion project.

#### Stewart Schwartz – Article via Email – June 29, 2023

Schwartz shared a blog post from Transportation for America titled “[New survey: 82 percent of voters don’t believe highway expansions are the best solutions for reducing congestion](#)” and an associated publication via Streetsblog titled “[Study: Two-Thirds of Americans Know Highway Expansions Don’t Cure Traffic](#)”



**Stewart Schwartz – Article via Email – June 29, 2023**

Schwartz shared a joint press release from Transportation for America, America Walks, and the Natural Resource Defense Council titled “82 percent of voters don’t believe highway expansions are the best solution for reducing congestion”.

**George Aburn – Comment and Letters via E-mail – July 11, 2023**

Aburn followed up on his previous comments related to environmental justice, climate change, and transparency in the transportation planning process. He requests that the TPB addresses two questions related to regional transportation planning and air pollution, and climate change strategies. He submitted additional documents, including a letter addressed to the TPB Community Advisory Committee, TPB Technical Committee, and Environmental Protection Agency.

**Bill Pugh – Comment via E-mail – July 13, 2023**

Pugh, on behalf of the Coalition for Smarter Growth, noted a recent national poll of voters that reported 82% of respondents do not believe highway expansions are the best solution for reducing traffic. He asked the TPB to consider this, along with an attached fact sheet about induced demand in the National Capital region while reprioritizing investments for Visualize 2050 and urges the TPB to shift funds from highway widening to transit and other priorities.

**George Aburn – Comment and Letters via E-mail – July 18, 2023**

Aburn followed up on his previous comments, expressing concern about the public participation process. He attached several letters address to the TPB, Technical Committee, Community Advisory Committee, and Environmental Protection Agency.

**Public Comment Received from February 15 – July 18, 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 – July 18, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

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

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

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

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

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

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

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	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.	



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

**Table 2. District of Columbia Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
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

**Table 3. Maryland Project Comment**

	<b>Project</b>	<b>How did you learn about this project?</b>	<b>I support this project's inclusion in Visualize 2050?</b>	<b>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.</b>	<b>Name</b>
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	Mary Stickles

				dangerous and I currently try to avoid it whenever possible.	
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		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	Arlene Montemarano

				<p>numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	
3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	<p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula <math>Q = Mc\hat{T}</math> where <math>Q</math> is the amount of heat released, <math>M</math> the mass (of a new lane in this case), <math>c</math> the specific heat of the material (concrete or asphalt in this case), and <math>\hat{T}</math> the temperature increase. Given the large <math>M</math> added with a miles-long new lane, a large amount of pavement heat (<math>Q</math>) will be generated when temperature increases (<math>\hat{T}</math>). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.</p>	Arlene Montemarano
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	<p>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.</p>	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator	Serving on the TPB previously	Strongly disagree	<p>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</p>	Kacy Kostiuk

	Thomas "Mac" Middleton Bridge Replacement Project			along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk
4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and 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	Adam Carlesco

				better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	
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 Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	George Hite
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Ineffective to try to build out of congestion.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	Important improvement to reduce commuting along by auto	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	Support TOD around BRT stations. Grade-separated intersections would undermine that possibility.	



6/14/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	This demand should be handled by the ICC.	
6/14/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Don't further divide White Flint area.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households.	Ethan Goffman
6/14/2023	MARC Improvements	News/media	Strongly agree	We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars.	Ethan Goffman
6/14/2023	Brunswick Line	News/media	Strongly agree	We need greatly improved train service, not more sprawl.	Ethan Goffman
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	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	

	Bus Rapid Transit (BRT) Project				
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 bike lanes have already been built in this area (on Nebel St) and	Andrea Cimino

				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	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	Douglas Sedon

	270 and 495 between the American Legion Bridge and Frederick, MD)			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.	
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 )	Paul Brown

				train service rather than the current loco-pulled diesel trains.	
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, and extend MARC to Oakland Maryland on account of ski resorts )	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
6/14/2023	MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland )	News/media	Strongly agree	I again believe rail is better than highway construction	Steve Warner

6/14/2023	MD 97 at MD 28 Interchange	News/media	Agree	Several historical buildings should not be sacrificed for stupid car traffic	Steve Warner
6/14/2023	Presidential Parkway	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc).	
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	Roselie Bright

				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.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	Nic Kotschoubey
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor - the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Nic Kotschoubey
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead	
6/15/2023	MARC Run-through service to Virginia	News/media	Strongly agree	This kind of reform is the minimum requirement for bringing passenger rail service up to global standards	
6/15/2023	I-270" (MD OP Lanes Phase 1)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most	Robin Gross

				people stuck in traffic or having to pay very high tolls	
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 the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high 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	

				<p>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?</p>	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	

6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brian Lutenegger
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The money should be spent upgrading the BRT.	Alex Demarais
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	
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 traffic off 95 and the beltway. Please start the work to widen the Legion bridge and 270 to Frederick! Thank you.	Brad Botwin
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This is a project that defies the urgent need to address climate change, water pollution, and area mobility. The current segment of the larger, super destructive and ineffective project, would result in such bottlenecks that the entire project would become inevitable. Our recent experience with COVID also indicates we need all the parks we	Anne Ambler

				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.	
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 Bridge comes with huge environmental costs at the juncture in time where we absolutely need to reverse the direction of climate change. Induced demand for commuting by cars would, in any case, fill up the expanded lanes soon after the construction project was completed, and after years of construction caused traffic jams. 3) Alternative plans to P3 OP lanes proposals were not given serious, judicious, and publicly open consideration. 4) Transurban's consortium would rule the beltway and force expansion of their model for the next 50 years. Any plans that reduce their expected cash flow would have to be approved by the Consortium, and be compensated by taxpayers. The taxpayers would be footing the bills for many hidden costs to infrastructure adjustments and improvements	



				required by highway expansion. 5) Expanding the American Legion Bridge only pushes the traffic 495 bottleneck a mile further into Maryland and gives Transurban or other P3 consortium's justification to continue expansion. 6) Plummers Island nature research reserve, home to the Washington Biologists' Field Club (WBFC) for 122 years, part of the C & O Canal National Historical Park, would be devastated by the proposed expanding the American Legion Bridge. Rare plants and animals and their habitats, and WBFC long-term research projects, would be irreversibly and damaged.	
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	Toll lanes have done exactly NOTHING to ease traffic in VA (I sit in it; I speak from experience). I object to the environmental repercussions as well.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	A road to nowhere – not well thought out, doesn't include alternative transportation possibilities... as long as development continues at the current pace, the problems north of these toll lanes will continue, backups will continue... we need solutions that include mass transportation and cut down on economic and environmental waste. These toll lanes are a boondoggle. I voted Democratic in the recent election for MD governor to put an end to these toll lanes. The process was not fair and open. Take a serious, open and informed look.	Caol Drew
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	One car crash delays thousands of people on the beltway or 270. How freaking damaging would years of construction be? Also, i would lose or lose value in a condo i own on Azalea Dr in Rockville due to construction. And, MD cares not	Mary

				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.	
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 needed transit link, perhaps more to other spots on the route than to the down county.	Anne Ambler
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	Advocacy organization	Strongly agree	Important part of a BRT network.	Anne Ambler

	Transit (BRT) Project				
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 Pirolo

6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The environmental and community impacts have not been fully assessed. Toll lanes have been demonstrated to create more congestion. No one will pay the outrageously high fees to use toll lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Terrible for the environment. Will not relieve congestion.	Mary Anne Hess
6/26/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	As a long-term aid to reduce traffic congestion, I would prefer a train system (extending the Metro) as occurs in the NY City area. Widening highways is a temporary, highly expensive fix. Widening 270 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 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	
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree	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.	Barbara Coufal
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are effective and more environmentally responsible ways to deal with traffic such as transit, incentivizing telework and better land use planning.	Nancy Soreng
6/26/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This P3 project has been a disastrous boondoggle since its inception. It would enrich private companies while harming the environment. With tolls up to \$50, it would be very inequitable, favoring the wealthy and making traffic far worse for the overwhelming majority of drivers. <b>IMPORTANTLY, THIS PLAN WILL NOT IMPROVE TRAFFIC CONGESTION.</b> 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. <b>STOP THIS NOW!!!</b>	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 walking and biking. Instead, we should invest in the local street network, transit (especially BRT), and protected bike lanes.	Shannon Shea
6/26/2023	MARC Improvements	Advocacy organization	Strongly agree	I strongly support improvements and expansion to MARC service, particularly adding service on weekends and having it go both ways during the morning and evening to expand access. Improving and expanding the service would enable more sustainable travel between Frederick County, Montgomery County, and Washington D.C. It could reduce car traffic as well.	Shannon Shea
6/26/2023	MD 355 Bus Rapid Transit	Neighborhood/civic association	Strongly agree	Bus Rapid Transit can be a backbone of a sustainable transportation system, especially when combined with Metro, MARC, protected bike lanes, and excellent sidewalks. BRT should be	Shannon Shea

				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.	
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 Management	News/media	Strongly disagree	I strongly oppose widening I-270 and I-495, and any project that proposes to widen these and other freeways should not be included in Visualize 2050. Our goal, related to transportation, should be to efficiently and sustainably provide mobility in a manner that reduces greenhouse gas emissions, promotes compact development patterns, and ensures equitable access to transportation options. Widening a freeway is antithetical to all of these aims, and prioritizes motor vehicle throughput at the expense of other investments that could meaningfully move the needle on climate change, sustainable growth, and equity. I-270 and I-495 should instead have a form of congestion pricing (without widening) that manages access, with revenue going directly to investments in regional bus rapid transit, improved bus and metro service, improved MARC service to convert it to a true regional provider with all day operations and through-running to VA, and pedestrian and bicycle infrastructure for last mile connections to transit stops. It is absolutely unacceptable that today -- with everything we	

				know about the mistakes of the past and their harmful impact on our communities and the climate -- we are still considering freeway widening projects. More lanes have never, and will never, solve a problem of vehicle congestion in a large metro area, since freeways and widening projects induce more driving and unsustainable growth patterns. It is beyond time to move on from this terrible legacy. Please remove this project from the LRTP.	
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	As seen with the I-66 expansion, the project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Jacob Goldberg
6/27/2023	MARC Improvements	Neighborhood/civic association	Strongly agree	Improved public transportation does much more to assist sustainable growth in the region	Jacob Goldberg
6/27/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Support public transit and more sustainable growth in this area	Jacob Goldberg
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Promote sustainable growth in this region	Jacob Goldberg
6/27/2023	MARC Improvements	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young

6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Camden Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Brunswick Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
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	Neighborhood/civic association	Strongly disagree	Lack of environmental study, would only benefit those who can afford the toll lanes and I already	

	Congestion Management			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	<p>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 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</p>	Gail Landy

				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 if 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 deseases 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 god 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	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	Sally Stolz

		<p>announcement. I've been studying it and vigorously opposing it for over five years. MDOT's own materials say the HOT lanes' financial viability depends on the operational failure of the regular lanes. And their 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 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</p>		<p>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 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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		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 Beltway in Montgomery and PG counties)	News/media	Strongly disagree	<p>Where to begin... "induced demand" probably sums it up best. Visit the Katy Freeway in Houston, or look what happened when lanes were added to 270 back in the day. How long did it take for traffic to build back up again? Not long. The way to get people out of private cars clogging our roads and into public transit (thereby shoring up WMATA) is to disincentivize using private cars - but this project will do the exact opposite! By the way, have you heard about climate change? Paving impermeable surfaces where we now have acres of CO2-absorbing parkland seem a good idea to you? Have you even re-evaluated the need at all, in light of post-pandemic hybrid work models (is anyone back in office M-F 9-5)? Please stop talking about "soul crushing traffic" and do something about "climate- and green space-crushing traffic" by shifting Eisenhower-era thinking into the 21st century. Incentivize telework (employer subsidies?); invest in increasing MARC and WMATA and decent bus service; reversible lanes; etc. There are a dozen things at least that could be done here apart from ripping out parkland and creating Lexus lanes. And finally - I'd bet serious money (which I don't have a lot of) that in the end the Maryland taxpayer will end up footing the bill for these lanes. I'm sure the contractor, should one appear, would include provisions buried in the fine print on page 63 sticking us with the bill under this, that, and the other condition. They have the dosh to hire top lawyers in the private sector who'll run rings around our state attorneys. No thank you!</p>	Nan Wellins
6/29/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	<p>This project, as currently configured, will ultimately do more damage than it will provide substantial and lasting benefit. The damage includes localized destruction of numerous</p>	

				environmental, historic, and community resources. It will also produce negative instead of positive impacts on regional traffic conditions by perpetuating traffic patterns and even worsening congestion for most travelers who cannot afford or do don't wish to pay what could be high fees for highway usage. A slightly (one lane in each direction) reconfigured American Legion Bridge deck, and similarly reconfigured existing I-270/495 could, on the other hand, include a reversible lane in each direction for rush hours that would provide congestion relief without extensive additional land required. Additional 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 & it's in the news)	Strongly disagree	I oppose this project and think it should be removed. Equity issue – Toll lanes benefit only those with incomes high enough to pay the *expensive* rates. Traffic flow – great for the people in toll lanes, but 90% of the cars/trucks will be pressed into the remaining lanes. Climate – this project promotes our reliance on cars. Given the increasing forest fires, floods, drought, and heat waves, we need to promote better & more frequent transit (MARC Brunswick line parallels much of I270) and encourage people to use cars less frequently.	
6/30/2023	US 29 Corridor	Advocacy organization (and I live near Rt 29)	Disagree	I strongly <b>**support**</b> 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	Patty McGrath

				adjacent homeowners' property. Stop this insane project now.	
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – proposes \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid 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	Frances Stewart

				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	
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 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.	
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	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.	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Sadly, adding more roads/lanes never solves the problem. We need more alternatives to driving, including Bus Rapid Transit. And we need more Transit-Oriented Development. Build more housing near transportation hubs!	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be destructive to neighborhoods, parks, tree canopy and streams and would still leave drivers stuck in traffic or paying high tolls. Transit-oriented projects in Prince George's County and eastern Montgomery County would be a better alternative in addressing the E-W jobs imbalance.	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan adds confusion with additional lane changing, ugliness with excessive signs, and separate lanes for the wealthy. Why not add more commuter parking lots and bus routes along 270?	
7/1/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree		
7/1/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This entire project is going to put the climate in further jeopardy, our settled communities carved up and damaged, and our fiscal health subject to the whims of a private corporation for five	Arlene Montemarano



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

7/5/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/5/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/5/2023	Middlebrook Road Extended Widening		Strongly disagree		
7/5/2023	MD 28/MD 198 Corridor Study			MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built	
7/5/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
7/5/2023	Op Lanes Maryland Phase 1		Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Garbage idea that will increase emissions and damage the environment. Focus on expanding public transit and incentivizing telework.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This expansion is terrible start to finish. Scrap the plan!	G Magary

7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We need to fund transit and work to reduce traffic. Our environment desperately needs this change! The earth is warning quickly, even faster than anticipated.	
7/9/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Critical for the goal of reducing traffic. We must implement mass transit alternatives. The entire Clarksburg development was based on the development of the CCT.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Need less cars on the road, and less toll lanes too	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening already wide interstates isn't sustainable and brings air and noise pollution farther into our communities surrounding the 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	Betsy Devlin-Foltz

				road and further damage our environment in other ways.	
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	
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Additional lanes will increase car traffic and greenhouse gasses not reduce them. Alternate ways to reduce congestion and gas emissions	Rici Rutkoff

				have been repeatedly put to government officials but largely ignored. No matter how many lanes are built, they will always be full of cars.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Ineffective solution to the traffic problem. Will have no positive impact. Will only destroy environment, communities, and displace marginalized people.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I do not support expanding toll lanes, losing park and other lands, and increasing pollution.	
7/9/2023	Op Lanes Maryland Phase 1 (Lexus lanes for the rich.)	News/media	Strongly disagree	There are a large number of downsides associated with this proposal, and they are well known. One is that it is divisive and un-American to build semi-exclusive lanes for the wealthy on a PUBLIC right-of-way. Only the richest citizens would be able to use the proposed HOT/Lexus lanes on a regular basis. This proposal is the equivalent of allowing a corporation to build new wings on public schools, and then charge tuition high enough that the class sizes would remain small – say 15 students per teacher. Like our public schools, public roads should be available to ALL. If a corporation wants to build toll lanes, they can purchase the necessary land; get all the permits; and pay for the surveying, engineering, and construction. Then they can charge what the market will bear. But not with a pre-existing public highway. I-270 belongs to the public, all of us. It should continue to be funded by motor fuel taxes.	Sherman Johnson
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project was not done correctly with transparency. The decision to go with this project was arbitrary and NOT based on the facts. In addition, minimal public input was asked until	

				many advocacy groups raised the issue. It was very political. With the Covid experience, the entire project needs to be started again from the very beginning to include an unbiased and non political view of ALL options!	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Severely harm the health and wellness of humans, animals, plants through years of construction, noise, pollution. Increase the number of cars on the roads instead of working towards less vehicle dependent alternatives.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<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 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).	John Holden
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	Karen Olk



				County. A "cut through" from Gude Dr would endanger the children in this neighborhood and effect quality of life and limb. Hundreds of families have their lives and life savings invested in these neighborhoods due in large part to the relative safety of the streets, low speed limits, limited access points which will be immediately and irrevocably annihilated by providing an alternate route to avoid 270 tolls. All local businesses and commuters avoiding 270 tolls will use local roads and endanger these families. Please reconsider this portion of future planning as it will not offer benefit to our county, our city, or our neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We will never meet climate goals with more highways. Spend transportation budgets on mass transit, bicycle and micro mobility projects instead.	Paul Daisey
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project will increase vehicle traffic in an area where transit options should be increased.	Carol Schatz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Building toll lanes is a misguided transportation project from a fiscal, environmental, and practical standpoint.	John Kunz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan will increase traffic on the highways, thus increasing greenhouse gas emissions. Many studies have shown that increasing the number of highway lanes leads at best to a temporary decrease in congestion followed by more cars on the road and gridlock again. Find environmentally safe transit alternatives	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project will not help meet air quality goals. The project will not alleviate highway crowding in the long term. The project's environmental, personal property, and cultural/historical impacts are too detrimental. Evidence shows that similar	

				projects haven't worked well elsewhere. It is a <u>really</u> bad idea!	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More concrete roadway will only result in more cars, more air pollution, more traffic deaths, more noise. Instead adopt/encourage the many other approaches to improving traffic congestion.	Stephanie Land
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This project is ill-conceived and will not provide overall improvements to our transportation network. Instead, it will wreak havoc on the environment and destroy neighborhoods, especially in Rockville where I270 follows the Watts Branch and Cabin John watersheds. It will only benefit those who are willing to pay tolls and 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 Phase 1 (Beltway Expansion)	News/media	Disagree	As someone who regularly travels along the Beltway and within the Beltway and who has lived/travelled in other major metropolitan areas, I don't see expanding the Beltway as a good idea to minimize traffic, instead the back up on the feeder roads like Georgia and Connecticut will only get worse, more folks will move to outer	

				suburbs and later will demands more roads from those of us who chose to live closer to our jobs and/or use public transportation. More roads will only lead to more congestion.	
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project has been shown to not resolve the long range transportation needs of our region. We need more public transport investment, and we need leaders who will think about things differently and be ambitious about solutions.	Katherine Woods
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We need to increase transit and remote work and reduce vehicle miles traveled.	Mary Beaudoin
7/12/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly disagree	If these interchange improvements include putting a dedicated Median lane for BRT on Rte. 29, then this is a terrible option. Studies show that this is a much worse option than the Managed Lane option in terms of cost and congestion.	Mary Beaudoin
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Would be harmful to those most needing low cost transit and the environment. We need better low cost public transportation and fewer cars on road, not bloated profits for proprietary companies and more congestion.	Marianne Follingstad
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Express toll lanes do not 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.	

**Table 4. Maryland Project Suggestions**

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

	the exit stops, where folks could connect with a fuel-efficient or electrified fleet of buses to take them to their destination.	
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.	

Table 5. Virginia Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		
2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects—both outside and inside the Beltway—have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling 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 US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	



3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick
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: • The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed. • The TPB's climate study showed that the region must shift far	

				<p>more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target. • Virginia's Transportation Plan (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.) • Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars. • Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car. Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p>	
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5/30/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
5/30/2023	Duke Street BRT Design & Construction	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 cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.	Jonathan Krall
5/30/2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colleague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay

5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	
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		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 (Prince William)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 1 Bus Rapid Transit		Strongly agree		

5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		
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,	Advocacy organization	Strongly agree		

	Including Southwest Entrance				
6/14/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
6/14/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access 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	Andy



				ultimately disrupts communities as they are more disconnected.	
6/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	Remove this plan. Widening roads will only bring more cars, congestion, pollution and division of northern virginia communities. There should be an increase funding to maintain, improve service, and expand our transit network. A transit system running up and down fairfax county parkway would alleviate a lot of traffic, lessen car dependency, increase a sense of community, make streets safer and save people a lot of time not stuck in terrible polluting traffic.	Andy
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Friend/colleague	Agree	While I support it, there should not be any road widenings which would increase congestion. Focus on more bike lanes and providing alternative mdoes of people getting across such as bus-only lanes. You can also build bike-rental and scooter rental stations.	Andy
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree	A dedicated transit center sounds great. There should be constructed bike lanes to help people get around in other methods. We need to increase access to jobs by transit, and address regional equity	Andy
6/14/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	This should be cancelled. This would leave most people stuck in traffic, destroy more nature. This plan failed to examine more effective alternatives that begin with transit-oriented development. There needs to be more alternatives than having to own a car!	Andy
6/14/2023	Long Bridge VA - DC		Strongly agree	This is a great project to increase transit efficiency, and help people move around without needing a car. This is a great shift of funding from wasteful highway and road expansion projects to alternative methods of moving around (walking, biking, transit).	
6/14/2023	Route 1 Improvements		Strongly disagree	This should be canceled. Widening roads will not solve congestion or traffic. Shift funding from wasteful highway and road expansion projects to	

				both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change.	
6/14/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic, unsafer roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	VA 28 Widening	Advocacy organization	Strongly disagree	Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafer highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development!	
6/14/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafer roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit.	
6/14/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where 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	Would like to see bike lane improvements A package of protected bike lanes as part of a region-wide bike lane and trail network. Shared-use side paths to complete bike network connections where on-road bike lanes cannot be installed. Pedestrian and bicyclist-scale lighting along bike lanes, trails, and shared-use paths. Provisions (personnel, equipment, and funding) for long-term bike lane and trail maintenance, to include snow removal and regular sweeping. Package of intersection treatments (bicycle boxes, stop bars, lead signal indicators) to accompany new protected bike lanes. New and repaved roadways should include paved shoulders where bike lanes are not possible. Near term proposal for I-66 Trail (start immediately): Landscaping to separate trail from roadway and block noise and debris plus tree planting to provide shade. Medium term proposal: Install solar panel trail covers, where practical (I-66 and other trails abutting major highways) to provide power, shade, and rain protection	Matthew Henry
6/18/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Brian Lutenegger
6/18/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit (BRT) project)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Brian Lutenegger
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	Steven Ward

				improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	
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 OBrien
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	David Yaffe



				entire East Coast. This project is quite likely to slow the increase in GHG emitting forms of transportation for commuting as well as longer distance human and freight traffic	
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 Southwest Entrance		Strongly agree		

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	News/media	Strongly disagree	We don't need for vehicle lanes!!	Jason Schwartz

	Route 123, Exit 160 and Route 294, Exit 158				
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	Project webpage (I drive in this area	Agree	Frustrated by traffic backups at this intersection. With new West End development it has only gotten	Brian Glenn

	Intersection Improvements, Phases 1 and 2	regularly and frustrated with traffic backups)		worse. These improvements should have been done in advance of or concurrent with the redevelopment.	
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	Patty McGrath

				provide an important new pedestrian and bicycle link.	
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.	

**Table 6. Virginia Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
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

**Table 6. Multi-jurisdictional Project Suggestions**

	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick

3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng
6/14/2023	More money for bike and ped improvements.	JoAnne Fiebe

6/14/2023	<p>See my comments regarding the proposed toll lanes on I495 and I270 between the American Legion Bridge and Frederick, MD - these comments are applicable to ALL toll roads adjacent to non-toll roads: Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.</p>	Douglas Sedon
6/14/2023	<p>Expansion of Metrorail to include a new Potomac tunnel at Rosslyn and a new Blue line routing from Rosslyn to Union Station, from there to Hill East, and from there across the Anacostia to Bolling AFB, and then National Harbour, across the Wilson Bridge to Alexandria where it would join the existing Metrorail Blue line.</p>	Paul Brown
6/15/2023	<p>Metrorail Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement. This is a major project for the future of Metrorail.</p>	
6/15/2023	<p>If we are going to improve the environment, we need more mass transit (bus, metro, trains). Right now it is not very safe to walk or cycle in some areas of the region. It is not even safe to drive with people speeding. Widening roads actually increases traffic. Please don't do it!</p>	B. Morrow

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

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

7/9/2023	I'd love to see a bus line that passes down Georgia Ave to 16th Street from Forest Glen or further north and goes to downtown DC that stays on 16th without stopping at Silver Spring Metro. Limited or no stops between the DC line and downtown DC would not duplicate S9 service. I live so close to DC but have to take at least two buses to get anywhere there. A more direct connection would be great.	Sarah Lanning
7/10/2023	Capital Trails Coalition network of multi-use trails	Paul Daisey



## Marcela Moreno

---

**From:** Arlene Montemarano <mikarl@starpower.net>  
**Sent:** Tuesday, June 27, 2023 8:00 PM  
**Subject:** Adding road capacity is fruitless, another study finds – State Smart Transportation Initiative – UW–Madison

We are left to wonder, is our new State government as oblivious to undeniable realities as the former one was? Is it a case of new faces, same boxed-in thinking?

=====

"Fruitless"

<https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/>

And YET.....

**MOORE TO CONTINUE HOGAN I-270/BELTWAY PROJECT:** Under Gov. Wes Moore's (D) new administration, the Interstate 270 and Capital Beltway expansion project, dubbed Op Lanes Maryland, [will continue to be planned for the region](#). The project, a priority of former Gov. Larry Hogan (R), focuses on improving traffic congestion and delivering a new American Legion Bridge. **Elia Griffin/MoCo360.**

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

## Marcela Moreno

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**From:** Stewart Schwartz <stewart@smartergrowth.net>  
**Sent:** Thursday, June 29, 2023 3:46 PM  
**To:** TPBcomment  
**Subject:** New poll - 82% of public doesn't believe widening highways is best solution for traffic congestion

Please see the Transportation for America poll discussed in their blog post here: <https://t4america.org/2023/06/29/new-survey-82-percent-of-voters-dont-believe-highway-expansions-are-the-best-solution-for-reducing-congestion/>

and the coverage in [Streetsblog](#)

Request that you share this information with the TPB members.

Thank you,

Stewart

**Stewart Schwartz** | Executive Director  
**Coalition for Smarter Growth**

PO Box 73282

Washington, DC 20056

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

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## Marcela Moreno

---

**From:** Stewart Schwartz <stewart@smartergrowth.net>  
**Sent:** Thursday, June 29, 2023 5:19 PM  
**To:** TPBcomment  
**Subject:** Fwd: 82 percent of voters don't believe highway expansions are the best solution for reducing congestion  
**Attachments:** 2023\_06%20Hattaway%20polling%20press%20release%201.pdf

TPB:

Following up on my previous email. Please see the release below and attached by Transportation for America on their poll of 2001 voters nationwide.

Please include the release in the next TPB packet as well. Thank you.

Stewart

**Stewart Schwartz** | Executive Director  
**Coalition for Smarter Growth**  
PO Box 73282  
Washington, DC 20056  
[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion  
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Check out our [2022 ULI Changemaker Award](#)

----- Forwarded message -----

From: **Steve Davis** <[sdavis@smartgrowthamerica.org](mailto:sdavis@smartgrowthamerica.org)>  
Date: Thu, Jun 29, 2023 at 4:32 PM  
Subject: Fwd: 82 percent of voters don't believe highway expansions are the best solution for reducing congestion  
To:

Also, up on our blog: <https://t4america.org/2023/06/29/new-survey-82-percent-of-voters-dont-believe-highway-expansions-are-the-best-solution-for-reducing-congestion/>

—  
**Steve Davis**  
**Asst. VP of Transportation Strategy**  
[sdavis@smartgrowthamerica.org](mailto:sdavis@smartgrowthamerica.org)  
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## FOR IMMEDIATE RELEASE

### Transportation for America

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## 82 percent of voters don't believe highway expansions are the best solution for reducing congestion

National survey shows prioritizing road repair, improving transit, and reducing driving are more popular options for spending transportation dollars

**Washington, D.C. (June 29)** — A new nationwide survey of American voters' attitudes reveals a significant divide between voters' attitudes about the best short- and long-term solutions for reducing traffic, versus the actual priorities of their state and local transportation agencies.

[In 2021 \*The Washington Post\* estimated](#) that highway widening and expansion consumed more than a third of states' capital spending on roads (over \$19 billion). These projects were backed by promises to reduce congestion. The public isn't buying it. The results of a national survey of 2,001 registered U.S. voters—90 percent of whom own a car they drive regularly—underscores a widely shared belief that highway expansion doesn't work as a short- or long-term strategy for reducing traffic and that we should invest more in other options.

- **70 percent of respondents agree** that *“providing people with more transportation options is better for our health, safety, and economy than building more highways.”*
- **67 percent of respondents agreed** that *“expanding highways takes years, causes delays, and costs billions of dollars.”* The same percentage believes that *“widening highways attracts more people to drive, which creates more traffic in the long run.”* Only 11 percent felt state DOTs actually deliver congestion relief with highway expansions. In other words, the public understands the concept of [“induced demand,”](#) which is widely ignored by state legislatures, DOTs, Congress, and federal agencies.
- **69 percent of respondents agree** that *“it's more important to protect our quality of life than to spend billions of tax dollars on expanding highways. By removing a few miles of highway and adding more transportation options, like trains, buses, bike lanes, and sidewalks, we can have healthier communities.”*
- **71 percent of respondents agree** that *“no matter where you live, you should have the freedom to easily get where you need to go. Almost all government spending on transportation goes to highways. Instead, states should fund more options, like trains, buses, bike lanes, and sidewalks.”*

The survey revealed a deep dissatisfaction with the overall status quo of state and local transportation spending which overwhelmingly prioritizes spending on new roads, often at the expense of keeping roads and bridges in good condition, investing in transit and safe streets for walking or biking, or reducing the need to drive overall. Given seven choices for the best short- and long-term solutions for reducing traffic, the least popular option was “building new freeways and highways,” even as states are poised to spend tens of billions on new highways thanks to the 2021 federal infrastructure law.

“Our country remains on a highway spending spree while requests for basic investments in walkability and transit are given low priority. I hope this survey serves as a wake-up call to politicians that the public is clamoring for reasonable

investments in our health, climate and quality of life, not traffic-inducing polluting highways,” said **Mike McGinn, Executive Director of America Walks.**

Prioritizing the repair of existing roads and bridges first was the top option for how states should be investing their transportation funding (selected by 22 percent of respondents), though Congress has long agreed—in a strong bipartisan fashion—not to institute any binding requirements to prioritize repair first.

“We’re repeatedly told by leaders on Capitol Hill that requiring states to prioritize maintenance first is just too controversial,” said **Beth Osborne, director of Transportation for America.** “But this survey shows yet again that there’s no controversy among the people they serve—they’re beyond ready to retire the last generation’s playbook when it comes to improving mobility and getting them where they need to go.”

While “reducing congestion” is the top policy goal that shapes the spending decisions of most state DOTs, traffic is not a huge stumbling block for most people to access what they need. Just one in four said they find it difficult to get around.

Survey respondents expressed positive feelings about a range of messages about spending transportation money differently, demonstrating that voters are looking for new ideas, policies, and/or investments that address their problems and deliver meaningful benefits to people and communities—instead of just doing the same old things over and over again. (See attached PDF for full results on pages 19-22, all of which were supported by over 60 percent of respondents.)

“These results are clear: Americans are eager to see the transportation investments that can connect and repair their communities,” said **Rabi Abonour, a transportation advocate at NRDC (Natural Resources Defense Council).** “Federal, state and local leaders should follow the lead of the public and invest in the public transit and related projects that will really improve mobility, clean the air, and address climate pollution.”

[View a more detailed version of the survey data and findings.](#)

###

### **About the poll**

Hattaway Communications, a strategic communications firm based in Washington D.C., was retained to conduct this survey of 2,001 registered voters and assess their awareness of relevant issues, attitudes toward transportation projects, and aspirations for their communities. The survey was fielded online, between February 23–March 7, 2023, and reflects the demographic and geographic composition of the United States.

This survey was supported by NRDC and a grant from the Summit Foundation.

###

**Transportation for America** is an advocacy organization made up of local, regional, and state leaders who envision a transportation system that safely, affordably, and conveniently connects people of all means and ability to jobs, services, and opportunity through multiple modes of travel. T4America is a program of [Smart Growth America](#). Learn more at [t4america.org](https://t4america.org)

**America Walks** is leading the way in advancing walkable, equitable, connected, and accessible places in every community across the U.S. We are the national voice for public spaces that allow people to safely walk and move. At the regional, state, and neighborhood levels, America Walks provides critical strategic support, training, and technical assistance to partner organizations and individuals to effectively advocate for change. <https://americawalks.org/>

**The Natural Resources Defense Council (NRDC)** works to safeguard the earth—its people, its plants and animals, and the natural systems on which all life depends. <https://www.nrdc.org/about>

This email was sent to [sdavis@smartgrowthamerica.org](mailto:sdavis@smartgrowthamerica.org)  
Smart Growth America, 1152 15th Street NW, Washington, District Of Columbia 20005, United States  
[Unsubscribe](#)

**EMBARGOED UNTIL THURSDAY JUNE 29 AT 7 AM ET**

Transportation for America

Contact: Steve Davis

[sdavis@smartgrowthamerica.org](mailto:sdavis@smartgrowthamerica.org)

202.569.8218

## 82 percent of voters don't believe highway expansions are the best solution for reducing congestion

National survey shows prioritizing road repair, improving transit, and reducing driving are more popular options for spending transportation dollars

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- 70 percent of respondents agree that *“providing people with more transportation options is better for our health, safety, and economy than building more highways.”*
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roads and bridges in good condition, investing in transit and safe streets for walking or biking, or reducing the need to drive overall. Given seven choices for the best short- and long-term solutions for reducing traffic, the least popular option was “building new freeways and highways,” even as states are poised to spend tens of billions on new highways thanks to the 2021 federal infrastructure law.

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“These results are clear: Americans are eager to see the transportation investments that can connect and repair their communities,” said **Rabi Abonour, a transportation advocate at NRDC (Natural Resources Defense Council)**. “Federal, state and local leaders should follow the lead of the public and invest in the public transit and related projects that will really improve mobility, clean the air, and address climate pollution.”

### **About the poll**

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between February 23–March 7, 2023, and reflects the demographic and geographic composition of the United States.

This survey was supported by a grant from the Summit Foundation.

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**The Natural Resources Defense Council (NRDC)** works to safeguard the earth—its people, its plants and animals, and the natural systems on which all life depends. <https://www.nrdc.org/about>

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, July 11, 2023 8:04 AM  
**To:** TPBcomment; Lyn Erickson; Marcela Moreno  
**Cc:** eschaeffer@environmentalintegrity.org; Leah Kelly; anne@chesapeakeclimate.org; Fernandez.Cristina@epa.gov; Kanti Srikanth; Gordon, Michael; Rick Konrad; ittakesavillage2226@yahoo.com  
**Subject:** Public Comment Request for 7/13 TPB CAC Meeting  
**Attachments:** TPB CAC Letter on New Issues and Data Final 05172023 for 061523 (1).pdf; TPB Tech Letter on New Data Final 05172023 for 06022023 (1).pdf; TPB TC and CAC 062123 Request to Comment Final.pdf; TPB 051723 Final Written Comment .pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ.pdf

I am writing to request that the CAC Chair allow me to make short public comments at the meeting this Thursday evening.

The comment would focus on the issues raised in my letters to CAC over the past few months, the letter to federal agencies on environmental justice issues being ignored by TPB and the Title VI complaint.

I noticed that a discussion of the TPB public participation plan is on the agenda.

I would truly appreciate it if the letters to TPB CAC that I have written over the last few months could at least be made available to CAC members in the other documents section of the materials.

It also seems appropriate for the Chair or Staff to acknowledge receipt of these letters and comments and to see if CAC members feel that a discussion is appropriate.

I am concerned that the current public participation process for TPB CAC may be a violation of the federally approved plan.

Respectfully

Tad Aburn

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

(443) 829-3652

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May 17, 2023

Richard Wallace  
Chair, MWCOG Transportation Planning Board (TPB) Community Advisory Committee (CAC)  
MWCOG TPB CAC Members  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Request to Provide a Short Briefing at the June 15, 2023 CAC Meeting

Chairman Wallace, members of the TPB CAC:

I am again writing to request an opportunity to provide a short, invited briefing at the 6/15 TPB CAC meeting on several emerging policy, data and technical analyses issues that I believe need to be looked at. These issues are important to the discussions that CAC will have during your meeting on 6/15. I understand that "public comment" can only be made at full TPB meetings and I will continue to do so. The CAC however, routinely asks individuals with certain expertise to, at the request of the Chair, provide briefings to the Committee. I am asking the Chair to allow me to provide such a briefing.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short briefing would focus on the policy implications of new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and

climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally. I would also be happy to provide information on what the potential solutions to these problems are ... based upon experience in other leadership areas.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage CAC to begin to look at the policy issues associated with the new data and analyses as they are critical to public health in the region and could have serious implications for future transportation plans.

More detail on the new data and analysis and the policy implications are included in the attached recent letters to TPB and TPB Tech.

In closing, If possible, I would be happy to provide a quick briefing (and offer to help with future TPB CAC briefings) on June 15th. Should a short briefing not be possible, I would respectfully request that a copy of this letter be distributed directly to the full Committee and that a short synopsis of the letter and the related comments made at the May 17, 2023 TPB meeting, be provided by TPB staff on June 15th, similar to the process used at TPB meetings. I have already provided several additional letters that are linked to the key policy issues that I believe are critical to TPB and the regional transportation planning process. These are available from COG staff.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

*George S. Aburn Jr.*

Tad Aburn  
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(443) 829-3652

Cc: TPB CAC Members  
Reuben Collins, Chair, TPB  
Anita Bonds, Chair, MWAQC  
Tom Dernoga, Maryland Vice Chair, MWAQC  
Takis Karantonis, Chair CEEPC  
Tom Ballou, Chair MWAQC TAC  
Dr. Sacoby Wilson, UMCP CEEJH

Dr. Russell Dickerson, UMCP  
Colin Burrell, DC DOEE  
Phil Mendelson, DC Council  
Cristina Fernandez, US EPA  
Christopher Lawson, US FHWA

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May 17, 2023

Marc Rawlings  
Chair, MWCOG Transportation Planning Board (TPB) Technical Committee  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Request to Provide a Short Briefing at the June 2,2023 TPB Technical Committee Meeting

Chairman Rawlings, members of the TPB Technical Committee:

I am writing to request an opportunity to provide a short briefing on June 2nd to TPB Tech on several emerging data and technical analyses issues that I believe are being overlooked.

I understand that "public comment" can only be made at full TPB meetings and will continue to do so. The TPB Technical Committee however, routinely asks individuals with certain expertise to, at the request of the Chair, provide briefings to the Committee. I am asking the Chair to allow me to provide such a briefing.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities and as a concerned citizen.

My short comments would focus on the new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage you to begin to look at these new data and analyses.

The new data and analysis are briefly described below:

- New data and analyses on the significant role that transportation plays in creating air pollution hot-spots in communities of color/environmental justice communities is now available or becoming available. Three examples include:
  - The hyper-local air monitoring data in the Cheverly area of Prince George's County where MDE has completed analyses linking high-risk air pollution hot-spots to transportation sources and the air pollution plume from the Washington DC ozone nonattainment area,
  - The research quality data around the Ivy City area in the District that, in a recent MWAQC briefing on the science of air pollution, Dr. Russell Dickerson from the University of Maryland called the black carbon levels in Ivy City "alarming", and
  - The analytical work performed by Dr. Sacoby Wilson's University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH) that identifies priority environmental justice areas and provides linkages to the transportation sector.
- Emerging data and analyses on greenhouse gas emissions that will be critical to the TPB process for addressing transportation emissions as part of the MWCOG regional efforts on climate change. Several examples include
  - The new data and analyses that indicate that the MWCOG climate change goals for 2030 and 2050 need to be strengthened significantly. This is critical to the selection of climate change transportation strategies as decisions to meet the current goals may not be sufficient and may be highly cost-ineffective to meet the strengthened goals now being considered. A briefing at the last CEEPC meeting began to touch upon these new data and analyses, and
  - The data that is now readily available through the transportation conformity modeling process ... this data will be critical for the region to consider as it moves forward over the next few years with updated TIPS, CLRPs and Envision 2045.

In closing, If possible, I would love to provide a short briefing (and offer to help with future TPB Tech briefings) on June 2nd. Should a briefing not be possible, I would respectfully request that a copy of this letter and the related comments made to TPB be distributed to the Committee and that a short synopsis of the letter and comments be provided by TPB Tech staff on June 2nd, similar to the process used at TPB meetings. I have already provided several letters to TPB, MWAQC and CEEPC that are linked to the technical issues that I believe TPB Tech needs to begin to look at. These letters are available from TPB staff.

I believe it is critical for TPB Tech and TPB to begin to address the issues I have raised as protecting public health is a goal shared by all members of MWCOG. That said, it is also critical for TPB and TPB Tech to get ahead of the curve on these issues as the Federal guidance and rules are now changing, and failure to get ahead of the curve could have draconian impacts on future transportation plans, regional economic development and political futures.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

*George S. Aburn Jr.*

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Cc: TPB Tech Members  
Reuben Collins, Chair, TPB  
Anita Bonds, Chair, MWAQC  
Tom Dernoga, Maryland Vice Chair, MWAQC  
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Dr. Russell Dickerson, UMCP  
Colin Burrell, DC DOEE  
Phil Mendelson, DC Council  
Cristina Fernandez, US EPA  
Christopher Lawson, US FHWA





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June 21, 2023

Marc Rawlings, Chair, MWCOG Transportation Planning Board (TPB) Technical Committee (TPB Tech)  
Richard Wallace, Chair, MWCOG TPB Community Advisory Committee (TPB CAC) Committee Members TPB Tech and TPB CAC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Request to Provide Public Comments at the July 7th and July 13th TPB Tech and TPB CAC Meetings

Chairman Rawlings and Wallace, TPB Tech and TPB CAC Committee members:

I am writing to request an opportunity to provide a short public comment at the July 7th TPB Tech Meeting and at the July 13th TPB CAC Meeting.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities. I received my environmental engineering degree from Brown University.

Details on the issue which I would like to comment on can be found in my April 7, 2023 and May 1, 2023 letters to TPB Tech and my April 12, 2023 and May 1, 2023 letters to TPB CAC. These letters are attached. There has not been any confirmation that these letters were ever distributed to TPB Tech or TPB CAC. There has clearly not been any opportunity for early and continuing participation nor a timely response on the issues I have raised. These are two of the five key principles for public engagement included in the MWCOG TPB federally approved participation plan. There are also numerous other letters to TPB, MWAQC and CEEPC on the issues I am raising that are available from MWCOG staff.

I can, at the request of either Chair, also provide information on available data and analyses that show why the issues I am raising are both critical and urgent.

I look forward to your response to my request to provide direct public input during your upcoming meetings.

Please do not hesitate to contact me.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn

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

(443) 829-3652

Cc: TPB Tech Members  
TPB CAC Members  
Reuben Collins, Chair, TPB  
Anita Bonds, Chair, MWAQC  
Tom Dernoga, Maryland Vice Chair, MWAQC  
Takis Karantonis, Chair CEEPC  
Tom Ballou, Chair MWAQC TAC  
Dr. Sacoby Wilson, UMCP CEEJH  
Dr. Russell Dickerson, UMCP  
Cristina Fernandez, US EPA  
Angus Welch, USEPA

Comments for the May 17, 2023 TPB Meeting

Tad Aburn

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

(443) 829-3652

\*\*\*\*\*

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

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 am now retired and commenting today as a concerned citizen working on behalf of several communities in Prince George's County.

For the past six months, I have submitted comments and letters to TPB on three major issues that are now critical issues strongly linked to the transportation planning process:

- Environmental Justice at both the local and regional level,
- Climate Change, and
- Transparency

Additional details and examples of these issues are provided in earlier comments and letters and available to TPB and its Committees from COG staff and through the TPB website.

My comment today again asks TPB to provide a summary or a response to my earlier comments and letters by providing a response to two basic questions:

- 1. "What is the TPB doing to address the way that regional transportation planning and projects are unintentionally creating very high-risk air pollution hot-spots in communities of color and other underserved communities."**
- 2. "What is the TPB doing to ensure that the climate change strategies that are now being developed to meet current (but weak and out of date) regional goals are sufficient ... and will also not result in an inefficient use of federal and state transportation dollars."**

In closing, I respectfully request that TPB provide a summary of plans or actions to address the questions above. I would also like to ask TPB (per guidance from COG staff) to directly distribute the attached letters to the members of the TPB Technical Committee and the TPB Community Advisory Committee for their June meetings. I do not believe that my earlier letters to these two TPB Committees were ever sent directly to the Committee members. I do have concerns over this public participation/transparency policy as the TPB Committees should be able to receive public comment directly.

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July 10, 2023

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

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

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

Re: Federal Funding and Environmental Justice

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

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

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

The issue can be summarized as follows:

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

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

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

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

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

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

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

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

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



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

Respectfully,

*George S. Aburn Jr*

Tad Aburn

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

(443) 829-3652

ccs:

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

Attachments

## Marcela Moreno

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Thursday, July 13, 2023 10:10 AM  
**To:** TPBcomment  
**Cc:** Stewart Schwartz  
**Subject:** Comment for TPB board, Induced Demand survey & fact sheet  
**Attachments:** Induced Demand Overview for Metro DC July2023.pdf

Dear TPB Chair Collins and Board members,

The Coalition for Smarter Growth shares these comments and materials:

- A national poll of voters (90% of whom are drivers) released last week revealed that two-thirds of Americans know highway expansions don't cure traffic.
- This is called induced demand, the well established phenomenon backed by decades of research, that expanding highways does not solve congestion and also increases the amount we drive.
- Attached is our new fact sheet on induced demand for the Metro DC region.
- This is timely as you review plans for 900 more lane miles of highway and arterial road expansion and whether to resubmit these for Visualize 2050.
- We urge you to shift funds from highway widening to transit, walking, biking, housing and climate resilience.
- Public comments submitted to date for Visualize 2050 also call for you to reprioritize investments in your project submissions.

Thank you for your consideration,

**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)

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### **Message to DC Regional Officials: The Public Knows Highway Expansions Do Not Cure Traffic**

CSG shares new polls and new fact sheet on induced demand  
with the region's elected officials ahead of their annual retreat

Continues calls for Shifting Funds from Highway Expansion to Smart Growth,  
Housing, Transit, Walking and Biking

With the region's elected officials gathering at their annual retreat this Friday and Saturday, the Coalition for Smarter Growth continued to urge reform of the region's transportation priorities.

A [national poll](#) of 2001 voters (90% of whom are drivers) released last week by Transportation for America revealed that two-thirds of Americans know highway expansions don't cure traffic. 67 percent of American voters polled agreed that widening highways attracts more people to drive, which creates more traffic in the long run, defeating the stated purpose for countless road expansion projects across the country.

In short, the public understands that "induced demand" is real, even if they are not aware of the term itself. Today, when officials in the DC region are planning for at least 900 more lane miles of highway and arterial

road expansion and amid the ongoing debate over high-occupancy toll lanes for 495/270 in Maryland and 495 through Alexandria, the Coalition for Smarter Growth (CSG) urged officials to reconsider these plans. “CSG’s [Induced Demand fact sheet](#) for local, regional, and state officials – released today – makes clear the failures of road expansion,” said Stewart Schwartz, Executive Director of the Coalition for Smarter Growth.

“**Induced demand** is the widely documented phenomenon in which widening major roads and highways results in more driving (vehicle miles traveled) that generally cancels out any congestion-reduction benefits in as little as five to ten years,” said Bill Pugh, Senior Policy Fellow for CSG and author of the fact sheet which draws upon numerous national and international studies and includes local DC area examples.

“Unfortunately, elected officials in the DC region continue to propose over 900 lane miles of major road expansion, and continue to ignore the reality that it won’t work,” said Schwartz. “They will end up wasting billions of tax dollars and make our quality of life worse, not better.”

The Council of Governments’ Transportation Planning Board is currently developing its [Visualize 2050](#) regional “constrained” long range transportation plan (the existing 2045 plan includes 900 lane miles in road expansion), and in Northern Virginia right now, counties and cities are submitting project applications for funding through the Northern Virginia Transportation Authority. CSG has previously shown in its “On the Wrong Road” report that the NVT Authority’s “unconstrained” Transaction 2050 plan would add 1000 lane miles of roads in Northern Virginia alone and induce growth in driving at 1.5 to 3 times the rate of population growth on major arterials in the outer suburbs. To date, the NVT Authority has allocated over half of its regional funding to road capacity expansion projects, even though the agency’s own Technology Strategic Plan acknowledges the reality of induced demand.

Bill Pugh continued, “In our research for our fact sheet we note that the expansion of I-270 in Maryland in 1991 from eight lanes to 12 lanes created a textbook case of induced demand as [documented by the Washington Post in this 1999 article](#). Traffic gridlock returned in just eight years. The National Capital Region Transportation Planning Board (TPB) later confirmed this finding.”

“As Governor Wes Moore and his Administration consider the massive expansion of I-270 and I-495 with proposed private toll lanes, it is important to note that these too will fail because of induced demand – filling up the general purpose lanes and many connecting roads as drivers seek to enter and exit the much wider highway,” said Schwartz.

The region’s Transportation Planning Board (TPB) has confirmed that HOT lanes induce additional vehicle travel and greenhouse gas emissions:

*When adding capacity instead of converting existing capacity, HOV lanes induce new vehicle travel in urbanized areas. Regional simulation modeling studies suggest that the additional VMT will at least partially offset any emissions benefits resulting from smoother traffic flow, and in many cases will completely offset the emissions benefits. These conclusions are also supported by project-level analyses of emissions impacts of HOV and express lane additions reported in recent project environmental documents. [Climate Change Mitigation Study of 2021, Review of Climate Action Plans and Literature](#), July 2021, see page 61.*

“TPB’s Climate study also shows that even with a rapid adoption of electric vehicles, [our region has to reduce per capita miles of driving by 20%](#) to meet its climate target,” said Pugh. “Unfortunately, the region’s currently adopted transportation plan, which spends roughly double on expanding roads compared to improving transit, walking and biking facilities, would only reduce per capita passenger vehicle vehicle miles of travel by 5% by 2045. But we must do much more and quickly, to reduce the amount we drive.”

“In contrast to ineffective road expansion, smart growth offers greater freedom through travel options and shorter trips centered in walkable, transit-oriented communities, frequent and expanded transit networks and dedicated bus lanes. These measures would reduce the amount we have to drive, provide more effective

alternatives, improve access to jobs and opportunity, reduce household transportation costs, and reduce emissions,” said Schwartz.

Americans understand that these solutions work! Again, according to the Transportation for America survey, more than 82 percent of Americans preferred congestion mitigation strategies other than America’s default approach of building bigger and bigger roads for drivers, and were about twice as likely to pick basic road repair and public transportation over building new lane miles.

Add to this the findings from the just released [national survey](#) by the National Association of Realtors (NAR) showing the significant demand for walkable communities and better proximity to daily needs:

- 78% of respondents would pay more to live in a walkable community.
- About half of the survey’s 2,000 respondents say they prefer a walkable community and shorter commute, even if it means living in an attached home, such as a townhome or condo, or having a smaller yard.
- Majority of survey respondents say they prefer a house with a small yard over one with a larger yard that is farther away from amenities.

“The time is long overdue for our region’s elected officials and transportation planners to change course and to adopt new regional transportation plans that match their expressed goals to focus development near high-capacity transit, provide more affordable housing, better transit, and safer roads, and slash our greenhouse gas emissions. It’s time to shift billions of dollars from fruitlessly expanding highways to supporting a more sustainable future,” concluded Schwartz.

**Attachment: Induced Demand Overview for Metro DC**

<https://smartergrowth.net/resources/induced-demand-an-overview-for-metro-dc/>

## Why new and wider roads do not fix congestion

- Induced demand is well established and explains why adding more and more lanes has not fixed traffic congestion, instead increasing how much we drive.
- Transportation agencies still focus disproportionately on “congestion relief,” as measured by traffic speeds, as an end in itself rather than the desired outcome of better accessibility to jobs, services, schools, and housing.
- The failed strategy of never-ending road widening makes it impossible to meet our climate targets while also undermining strategies for walkable, transit-friendly communities with an affordable and safe mix of transportation options.

### Overview

**Induced demand**, also referred to as **induced driving**, **induced travel**, and **generated travel**, is the widely documented phenomenon in which widening major roads and highways results in more driving (vehicle miles traveled) that generally cancels out any congestion-reduction benefits in as little as five to ten years. [Numerous academic studies](#) of highway expansion projects in the U.S. and abroad have demonstrated this and shown that it follows basic economic principles – when a good is provided for free, people consume more of it until the supply is exhausted.

Widening major roads entices people with transportation choices to **make longer and more frequent car trips, or to make those trips during busy times of day or on routes they would have avoided.** It also causes people to leave transit or carpools to drive alone, adding traffic right back to recently widened roads.

Right: [California Department of Transportation Infographic](#)

### BIGGER ROADS, MORE TRAFFIC

**1** For years, governments tried to tackle congestion by widening our roads.

**ADD MORE LANES!**

**UGH.**

**2** Adding a lane often helps at first.

**SMOOTH SAILING!**

**3** However, over time the wider highway creates even more traffic than before.

**Why?**

- MORE & LONGER TRIPS**  
People may choose to drive more often than before, and to destinations farther away.
- MORE DRIVERS**  
People who normally carpool, take transit, walk or bike decide to drive instead.
- DISPERSED LAND USES**  
New development is built further from existing neighborhoods, forcing longer trips and reducing open space.

**4** Building bigger roads often creates more traffic. And more traffic means more pollution, noise, crashes, and maintenance expense.

**YUCK!**

**THERE'S GOT TO BE A BETTER WAY.**

**5** There ARE better solutions. If we make thoughtful decisions about transportation and land use, we can make it easier for people to take fewer and shorter car trips.

For more information on how Caltrans is working to reduce Californians' time behind the wheel, visit [dot.ca.gov/programs/sustainability/sb-743](http://dot.ca.gov/programs/sustainability/sb-743)



These wider roads open up more land to development or are otherwise used to justify **auto-dependent development patterns**, which add even more vehicle trips. (see [pages 15-19 in this Transportation for America report](#)). Auto-dependent development patterns are low density, single use, with residential, retail, office, and public buildings oriented toward car users, and very wide streets with few connections and very long blocks.



Loudoun County, VA; Image: Hugh Kenny

Conversely, building out [well-connected, mostly two-lane street grids](#), rather than a few wide arterials and collector roads, can improve traffic flow, reduce auto trips and trip distances, and foster walking and biking trips.

## Induced Demand Studies and Articles

The [National Center for Sustainable Transportation](#), a consortium of universities supported by the U.S. Department of Transportation, has two good primers on induced travel. Their 2015 and 2023 syntheses of the research concluded that:

- *The quality of the evidence linking highway capacity expansion to increased VMT [vehicle miles traveled] is high;*
- *Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run;*
  - *A roadway capacity expansion of 10% is likely to increase VMT by 3% to 8% in the short-run and 8% to 10% or more in the long-run.*
- *Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another;*

- *The available empirical evidence suggests that new high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes might have similar induced travel effects as general-purpose lane expansions;*<sup>1</sup>
- *Increases in GHG emissions attributable to capacity expansion are substantial;*
- *Capacity expansion does not increase employment or other economic activity;*
- *Conversely, reductions in roadway capacity tend to produce social and economic benefits without worsening traffic congestion; and*
- *Induced travel happens in rural and uncongested areas, too.*<sup>2,3</sup>

[Recent studies](#) continue to validate this “**global law of road congestion**,” and too many transportation agencies [continue to ignore it](#) for various reasons. One root of the problem is that so many local and state transportation agencies continue to [focus disproportionately on congestion relief](#), as measured by traffic speeds, rather than accessibility to jobs, services, schools, and housing, where accessibility can be achieved through proximity, faster transit, and walk and bike-friendly mixed-use communities. In January 2023, The New York Times detailed some of the [metro areas currently pursuing major highway expansion projects](#) despite acknowledging induced demand.

A [recent survey](#) by Transportation for America found that **82% of American voters don’t think highway expansion is the best solution for reducing congestion**. Over half responded that building new roads and highways, or adding lanes to existing lanes and highways either makes traffic worse or has no effect on traffic.

## Induced Demand and the Alternative in the DC Region

**I-270 a textbook case:** The expansion of I-270 in Maryland in 1991 from eight lanes to 12 lanes created a textbook case of induced demand as [documented by the Washington Post in this 1999 article](#). Traffic gridlock returned in just eight years. The National Capital Region Transportation Planning Board (TPB) later confirmed this finding.

**HOV/HOT lanes and induced demand:** More recently, the TPB’s literature review concluded:

*When adding capacity instead of converting existing capacity, HOV lanes induce new vehicle travel in urbanized areas. Regional simulation modeling studies suggest that the additional VMT will at least partially offset any emissions benefits resulting from smoother traffic flow, and in many cases will completely offset the emissions benefits.*

---

<sup>1</sup> Pricing and repurposing existing lanes can help reallocate trips to more efficient modes and provide travel time benefits to all users, including drivers as well as transit users while still providing discounts to low-income commuters who need to drive. The San Francisco Bay Area is [studying this approach](#), with proposed [ways to ensure equitable outcomes of road pricing](#).

<sup>2</sup> Handy, Susan. 2015. [Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#). UC Davis and National Center for Sustainable Transportation Policy Briefs.

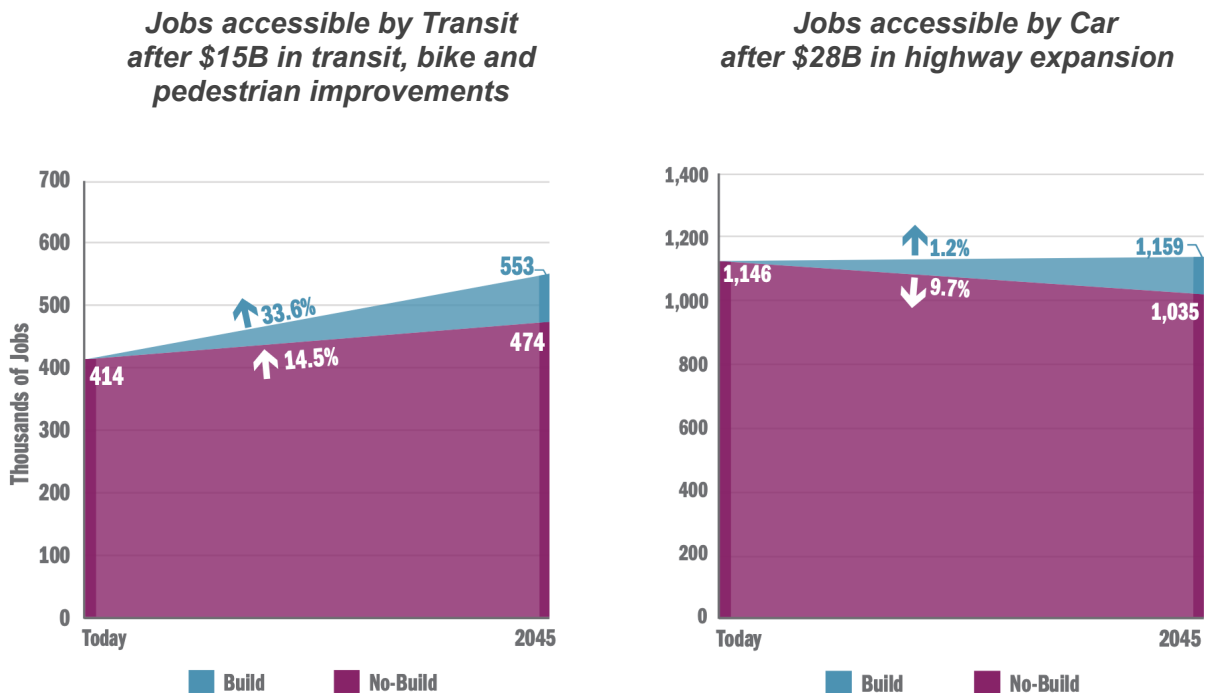
<sup>3</sup> Volker, Jamey, and Susan Handy. 2023. [Increasing Highway Capacity Induces More Travel](#). UC Davis and National Center for Sustainable Transportation Policy Briefs.

These conclusions are also supported by project-level analyses of emissions impacts of HOV and express lane additions reported in recent project environmental documents. [Climate Change Mitigation Study of 2021, Review of Climate Action Plans and Literature](#), July 2021, see page 61.

**“On the Wrong Road in NoVA” report:** The Coalition for Smarter Growth analyzed [Northern Virginia road expansion plans](#) using the [State Highway Induced Frequency of Travel \(SHIFT\) calculator](#), finding that plans to increase arterial highway lanes miles faster than forecast population growth in Loudoun, Prince William and Fairfax Counties, would likewise lead to increases in driving faster than population growth.

**Regional Transportation Plan Shows Limited Benefit of Road Expansion:** Our region’s transportation plan, Visualize 2045, includes 900 miles of new highway and arterial lanes at a cost of \$28 billion, yet access to jobs by car would only improve 1.2%. In contrast, \$15 billion in transit, bicycle and pedestrian improvements – combined with transit-oriented land use plans – would increase jobs accessible by these modes by 33.6%.

**Forecast change in Job Access under the DC region’s transportation plan**



Forecast number of jobs within 45-minute transit and car commutes. “No-Build” scenario includes future conditions with adopted local land use plans; “Build” scenario includes local land use plans and Visualize 2045 planned transportation investments. Source: [Visualize 2045](#) long-range transportation plan (June 2022).

In short, even the modest shifts toward more transit-oriented job locations under current adopted local plans, accompanied by transit investments, would result in much bigger job



access gains than massive proposed spending to expand highways and arterials, and at half the cost.

**Housing in the right locations reduces congestion:** The TPB has also estimated that achieving the region’s housing goals to put more housing in accessible places and make it more affordable would [reduce congestion by 20%](#). No highway expansion scenario comes close to achieving those accessibility and equity benefits.

**Success stories in Northern VA suburbs:** [Arlington](#) and [Falls Church](#) have focused millions of square feet of development in mixed-use, walkable, transit-oriented locations, AND their traffic volumes on major corridors for local travel have declined significantly (10 to 40%). In Fairfax County, which is also seeking to shift to more transit-oriented communities, [major new developments](#) subject to Travel Demand Management requirements have generated significantly fewer car trips than their maximum targets – even before the pandemic – due to the multiple travel options provided.

## Not only more driving, but more carbon pollution

Contrary to [claims by many highway agencies](#), studies show that [road widening typically results not only in more driving but also more emissions](#). Reducing traffic congestion can lower a car’s tailpipe pollution per mile driven, but expanding highways and roads generally induces more people to drive more miles and offsets those carbon emissions benefits – worsening our climate problem. This [Urban Mythbusters article](#) discusses and refutes the widespread “road capacity expansion reduces congestion which reduces GHG emissions” argument used by road-building transportation agencies.

As noted above, the TPB’s [Climate Change Mitigation Study of 2021](#) found that express toll lanes projects that widen highways typically don’t help reduce climate pollution either, because they add more lanes. TPB’s Climate study also showed that even with a rapid adoption of electric vehicles, [our region has to reduce per capita miles of driving by 20%](#) to meet its climate target. Unfortunately, the region’s currently adopted transportation plan, which adds 900 miles of new highway and arterial lane miles as well as transit projects, would only reduce per capita passenger vehicle VMT by 5% by 2045.

## Conclusion

Induced demand is real and undermines the billions of tax dollars being spent to add and widen highways and arterial roads in the DC region and in metro areas across the U.S. It contributes to increased driving, air pollution, and greenhouse gas emissions. In contrast, demand reduction solutions centered in walkable, transit-oriented communities, frequent and expanded transit networks including dedicated bus lanes, pricing tools for parking and tolling existing highway lanes (with equity provisions) would improve access to jobs and opportunity, reduce household transportation costs, and reduce emissions.

## Resources

California Department of Transportation [induced demand infographic](#)

[Video](#) illustrating the general concept of induced demand.

### Summaries of the research

[Increasing Highway Capacity Induces More Auto Travel](#), Volker and Handy, UC Davis, National Center for Sustainable Transportation, Jan. 2023.

[Generated Traffic and Induced Travel: Implications for Transport Planning](#). Todd Litman, Victoria Transport Planning Institute, Nov. 2022.

### National perspective on induced demand, policy and local communities, with graphics

[The Congestion Con](#), by Transportation for America, 2020. See pp. 15-19 on the land use impacts of highway expansion and how it makes induced demand even worse.

### Public opinion survey

[Nationwide survey of American voters' attitudes](#). Transportation for America, June 29, 2023.

### Local analysis, Washington, DC region

[On the Wrong Road: A Massive Program of Highway Widening will Increase Driving Faster than Population Growth in Northern Virginia](#). Bill Pugh, Coalition for Smarter Growth. April 2022.

[Md.'s Lesson: Widen the Roads. Divers Will Come](#). Alan Sipress. *Washington Post*. January 4, 1999.

### Sampling of recent articles for general audiences

[Adding road capacity is fruitless, another study finds](#). Chris McCahill, State Smart Transportation Initiative. June 26, 2023.

[A Serious Critique of Congestion Costs and Induced Vehicle Travel Impacts](#). Todd Litman. *Planetizen*. March 14, 2023.

[More induced travel denial](#). Joe Cortright. *City Observatory*. Feb. 27, 2023.

[Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing it?](#) Eden Weingart. *The New York Times*. Jan. 6, 2023.

[Spreading the Gospel of Induced Demand: Induced demand is commonly misunderstood, and planners need to help](#). Nicholas Klein, Kelcie Ralph, Calvin Thigpen, and Anne Brown. *Transfers*. June 2022.

[Why the Concept of Induced Demand Is a Hard Sell: Both the public and policymakers have trouble understanding why building more roads and highways does not reduce congestion](#). Jake Blumgart. *Governing*. Feb. 28, 2022.

[The Unstoppable Appeal of Highway Expansion: U.S. transportation authorities have spent billions widening urban freeways to fight traffic delays. What makes the "iron law of congestion" so hard to defeat?](#) David Zipper. *Bloomberg CityLab*. September 28, 2021.

[Urban myth busting: Congestion, idling, and carbon emissions](#). Joe Cortright. *City Observatory*. June 26, 2017.

### Analysis tools

[State Highway Induced Frequency of Travel \(SHIFT\) calculator](#). Developed by RMI in partnership with transportation organizations, the SHIFT calculator enables users to calculate the additional miles of travel (VMT) and GHG emissions anticipated due to proposed highway and principal arterial widenings in U.S. metro areas and counties.

California Department of Transportation Induced Demand Infographic

# BIGGER ROADS, MORE TRAFFIC

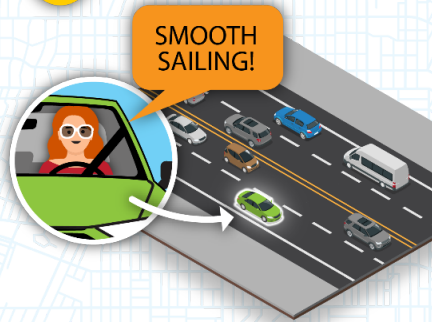
**1** For years, governments tried to tackle congestion by widening our roads.



UGH.



**2** Adding a lane often helps at first.



**3** However, over time the wider highway creates even more traffic than before.

Why?



**MORE & LONGER TRIPS**  
People may choose to drive more often than before, and to destinations farther away.

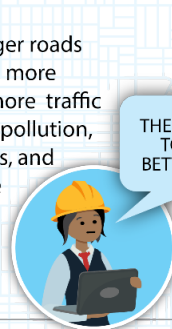


**MORE DRIVERS**  
People who normally carpool, take transit, walk or bike decide to drive instead.



**DISPERSED LAND USES**  
New development is built further from existing neighborhoods, forcing longer trips and reducing open space.

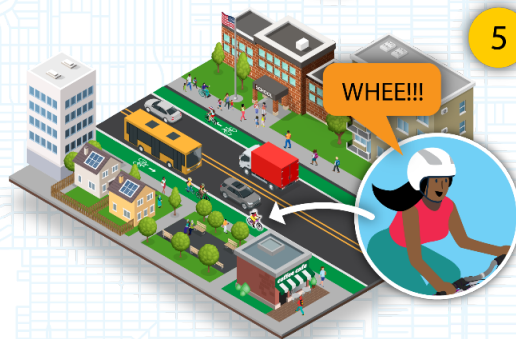
**4** Building bigger roads often creates more traffic. And more traffic means more pollution, noise, crashes, and maintenance expense.



YUCK!



**5** There ARE better solutions. If we make thoughtful decisions about transportation and land use, we can make it easier for people to take fewer and shorter car trips.



For more information on how Caltrans is working to reduce Californians' time behind the wheel, visit [dot.ca.gov/programs/sustainability/sb-743](https://dot.ca.gov/programs/sustainability/sb-743)



Source: <https://dot.ca.gov/-/media/dot-media/programs/sustainability/images/sb-743-infographic.png>

## Marcela Moreno

---

**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, July 18, 2023 7:41 AM  
**To:** TPBcomment; Lyn Erickson  
**Cc:** Kanti Srikanth; Fernandez.Cristina@epa.gov; Anita Bonds; collinsr@charlescountymd.gov; tedernoga@co.pg.md.us; Jeffrey King; Takis Karantonis; anne@chesapeakeclimate.org; eschaeffer@environmentalintegrity.org; Leah Kelly; Sacoby Wilson; Ortiz.adam@epa.gov; welch.angus@epa.gov; ejhotline@epa.gov; Tejada.mathew@epa.gov; FHWA.PressOffice@dot.gov; MWAQCPublic Comment  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** TPB 071923 Final Written Comment .pdf; TPB Letter 07192023 Final Concerns over public participation process (1).pdf; TPB TC and CAC 071923 Final request for response.pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ.pdf

Please register me to provide virtual public comment at the 7/19/23 TPB meeting. Could you please confirm receipt of my request?

My short written comments are attached. The more detailed letter and attachments mentioned in the short comments are also attached.

Thanks again for your help. Please do not hesitate to contact or call me.

Tad

Tad Aburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

Comments for the July 19, 2023 TPB Meeting

Tad Aburn

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

(443) 829-3652

\*\*\*\*\*

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

My comments today focus on the TPB's failure to meaningfully address certain public comments. There has been no meaningful response to my earlier comments and letters that are critical of TPB's policies on environmental justice and climate change.

TPB's federally required and approved participation plan states that "The TPB will give thoughtful consideration to how public input might affect its decisions and how input might improve TPB plans and products. The TPB will acknowledge the comments that were received and how they were considered."

This simply has not happened.

I recognize that the issues I have raised ,,,

1. That TPB is ignoring the data and analyses that show how transportation plans and projects are creating high-risk air pollution hotspots in environmental justice communities of color ... and
2. That TPB is planning to build a multi-million dollar greenhouse gas emission reduction plan based upon climate change goals that are wrong ... goals that are weak, inconsistent with the science and not in line with the more aggressive goals in other leadership areas ...

... are both politically and technically challenging. That does not mean they can be ignored.

I have offered to provide public input on the data and analyses supporting these concerns to the TPB Technical Committee. That has been ignored.

I have offered to provide input to TPB CAC and ACPAC on which communities of color, scientists and other experts to work with on the issue of transportation driven, high risk air pollution hotspots in environmental justice areas. That has been ignored.

I find this very disappointing, and given the clear priority placed on transparency, open process, racial equity and climate change by the elected members of TPB, very surprising. Is there a communication problem between staff and the elected membership?

In closing, my July 19, 2023 letter to the TPB Chairman provides additional information on this issue. It also provides information on my recent letter to federal transportation, air quality and environmental justice agencies asking those agencies to ensure that federally required transportation and air quality plans include requirements to address the environmental justice issues associated with transportation driven air pollution hotspots.

Tad Aburn  
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Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-36/52

July 19, 2023

Marc Rawlings, Chair, MWCOG Transportation Planning Board (TPB) Technical Committee (TPB Tech)  
Richard Wallace, Chair, MWCOG TPB Community Advisory Committee (TPB CAC)  
Committee Members TPB Tech and TPB CAC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

Chairman Rawlings and Wallace:

The purpose of this letter is very simple ... I am respectfully requesting that you respond to the comments and letters that I have written over the past several months. TPB's federally required and approved public participation plan requires a response.

Again, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 am now retired, doing volunteer work for EJ communities in Prince George's County. I received my environmental engineering degree from Brown University.

Earlier letters and comments to you provide a significant amount of additional information on the issues that I am concerned over and an offer to work with MWCOG staff to provide briefings to TPB Tech and TPB CAC. I will not repeat that information ... but, if necessary, you should ask the MWCOG staff for copies of my recent letters.

I look forward to your response to my request to provide direct public input during your upcoming meetings.

Please do not hesitate to contact me.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn

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

(443) 829-3652

Cc: TPB Tech Members  
TPB CAC Members  
Reuben Collins, Chair, TPB  
Anita Bonds, Chair, MWAQC  
Tom Dernoga, Maryland Vice Chair, MWAQC  
Takis Karantonis, Chair CEEPC  
Tom Ballou, Chair MWAQC TAC  
Dr. Sacoby Wilson, UMCP CEEJH  
Dr. Russell Dickerson, UMCP  
Cristina Fernandez, US EPA  
Angus Welch, USEPA



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July 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: Additional Information for the 07/19/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the July 19, 2023 TPB meeting.

This letter is the letter containing the additional information mentioned in my short written public comments for the 07/19/2023 TPB meeting. The letter also includes a letter that provides public comment to the TPB Tech and CAC Committees. For these two TPB Committees there is no direct, or meaningful way for the public to provide comment or to participate in Committee activities. I have also attached a recent letter to federal agencies that must approve TPB and MWCOG plans.

My letter today focuses on the TPB's failure to meaningfully address certain public comments, letters and other public input. Since November 2022, there has been no meaningful response to my earlier comments and letters. My letters address two technically and politically difficult issues and are critical of TPB's inadequate policies on environmental justice and climate change.

Again, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. 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 am now retired, doing volunteer work for EJ communities in Prince George's County. I received my environmental engineering degree from Brown University.

TPB's federally required and approved participation plan states that "The TPB will give thoughtful consideration to how public input might affect its decisions and how input

might improve TPB plans and products. The TPB will acknowledge the comments that were received and how they were considered.” This simply has not happened.

I recognize that the issues I have raised are very challenging, politically and technically. That does not mean they can be ignored.

The issues can be summarized as:

1. That TPB is ignoring the data and analyses that show how transportation plans and projects are creating high-risk air pollution hotspots in environmental justice communities of color, and
2. That TPB is planning to build a multi-million dollar greenhouse gas emission reduction plan based upon climate change goals that are wrong ... goals that are weak, inconsistent with the science and not in line with the more aggressive goals in other leadership areas.

I have also offered to provide public input on the data and analyses supporting these concerns to the TPB Technical Committee. I have a technical background. That has been ignored.

I have offered to provide input to TPB CAC and ACPAC on which communities of color, scientists and other experts to work with on the issue of transportation driven, high risk air pollution hotspots in environmental justice areas. During my 40 years with the Maryland Department of the Environment, I worked with many public advisory committees. That has been ignored.

I find this very disappointing, and given the clear priority placed on transparency, open process, racial equity and climate change by the elected members of TPB, very surprising. There appears to be a serious communication problem between MWCOG staff and the elected membership.

I have continued to push these issues as there are negative things happening right now because of these TPB failures. There is a true sense of urgency.

For environmental justice, there are transportation projects being implemented by TPB members to implement TPB's transportation plans that create high-risk air pollution hotspots in environmental justice communities of color. The data on this is clear and compelling. TPB and its members need to act quickly to rethink business-as-usual land use, zoning, air quality and transportation implementation policies to fix this very serious problem.

For climate change, TPB is developing a plan to reduce greenhouse gas emissions based upon goals that need to be significantly strengthened. MWCOG staff is now acknowledging that this is true. A plan that is designed to meet weak goals will not only fail to adequately address climate change, but it will also waste millions of federal transportation dollars ... as the plan to meet scientifically appropriate climate change goals will need to include more and different types of strategies.

MWCOGs current climate change goals are a fifty percent reduction in greenhouse gas emissions by 2030. As explained in earlier letters, these goals should be strengthened to achieve a sixty to sixty five percent reduction by 2025 to 2030 and ... most importantly ... the goals should also drive emission reductions and other programs to achieve a very deep goal of twenty to twenty-five percent beyond net-zero by 2045. These are significantly different goals.

This should be very important to TPB as the plan to achieve the scientifically correct goals will require additional smart growth, transit, VMT reduction and sequestration strategies. I urge you to quickly fix this problem.

There is much at stake. The science on the need to act quickly and aggressively is powerful. I recognize that TPB members are very busy and may not be able to find the time to read the huge number of scientific documents. Much easier to see ... and much scarier ... is the reality that the climate is changing ... fires in Canada creating high risk "code purple" air quality conditions in the Mid-Atlantic ... Much more intense rain that routinely creates severe flooding ... High heat records (and the serious health risks associated with heat) being broken over and over again ... Forest fires in the West that seem to get worse every year ... and on and on. It is virtually impossible to ignore that climate change is happening.

Earlier letters and comments provide a significant amount of additional information on the issues that I am concerned over and information on data and analysis that clearly show these issues are real and significant. I will not repeat that information ... but, if you are interested, you should ask the MWCOG staff for the information that I have submitted over the past nine months.

In closing, this letter also attaches my recent letter to federal transportation, air quality and environmental justice agencies asking those agencies to ensure that federally required transportation and air quality plans include requirements to address the environmental justice issues associated with transportation driven air pollution hotspots. A letter to the TPB Tech and TPB CAC Chairs, that simply asks for a response to the

letters that I have written to them over the past few months is also attached. I urge TPB to act quickly. I also respectfully request that the TPB Chair respond to this letter consistent with the TPB federally required and approved public participation plan.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn

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Cc: TPB Members

Anita Bonds, Chair, MWAQC

Ted Dernoga, Vice Chair, MWAQC

Takis Karentionis, Chair CEEPC

Clark Mercer, MWCOG

Adam Ortiz, Regional Administrator, USEPA Region 3

Cristina Fernandez, Air Director, USEPA Region 3

Angus Welch, Environmental Justice Coordinator, USEPA Region 3

Mathew Tejada, Deputy Assistant Administrator, USEPA OEJEER

Shailen Bhatt, Administrator, US FHWA

Christopher Lawson, US FHWA

Nuria Fernandez, Administrator, FTA

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July 10, 2023

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Terry Garcia Crews, Regional Administrator  
U.S. Federal Transit Administration, Region 3  
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Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator  
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice  
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights  
U.S. Environmental Protection Agency  
Office of Environmental Justice and External Civil Rights (OEJEER)  
1200 Pennsylvania Avenue  
WJC Building North, Room: 1448K  
Washington, DC 20460

Re: Federal Funding and Environmental Justice

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

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

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

The issue can be summarized as follows:

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

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

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

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

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

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

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

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

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

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

Respectfully,

*George S. Aburn Jr*

Tad Aburn

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ccs:

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Attachments