



MEMORANDUM

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

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

Between noon on Wednesday, March 20, and noon on Tuesday, April 16, 2024, the TPB received five letters and 95 comments submitted via email.

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

IN-PERSON PUBLIC COMMENT SPEAKERS

Eight people signed up to speak during the Item 1 Public Comment item:

- Lindsey Mendelson
- Barbara Coufal
- Janet Gallant
- Jason Stanford
- Garrett M. Gee
- Stewart Schwartz
- Kevin O'Brien
- Patricia Jackman

PUBLIC COMMENT

Mike Litt – Comments via Letter- April 15, 2024

Mike Litt, Chair of the Sierra Club DC Chapter's Sustainable Transportation Committee, provided additional comments on Visualize2050. The Sierra Club DC supports the TPB's efforts in reducing vehicle lane capacity to lower car speeds and enhance safety for cyclists and pedestrians. The Sierra Club advocates for the expansion of bus and bike lanes, as well as rail services into DC. They propose measures like congestion pricing and car-free zones to address the true costs of car usage and emphasize the importance of enforcement against unsafe driving. He voices concern that the Benning Road Streetcar Expansion project, which aims to improve transportation links for Ward 5 and 7 neighborhoods, is focusing on road improvements for cars without including the planned Streetcar extension.

Bill Pugh- Comments via Letter- April 16, 2024

Mr. Pugh, Senior Policy Fellow with the Coalition for Smarter Growth, provided further comments on the Visualize 2050 public comment period, offering that the feedback form results show overwhelming disappointment with the Visualize 2050 process. They asked the Board to consider the public comments and urge further fixes to fulfill its resolution to craft a better plan.

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

Mr. Aburn submitted comments on behalf of leadership at a DC EJ Coalition, and he also resubmitted comments that he sent in during the March public comment period. His comments which focus on three EJ issues in the Envision 2050 Plan that he declares are not well addressed..

- The air quality conformity analysis. It is outdated and does not fully address air pollution;
- The Plan's failure to address high-risk air pollution hotspots in EJ communities of color created by transportation plans and programs; and,
- The Plan's weak climate change goals and its underperformance on reducing greenhouse gasses to address the region's and the nation's climate change crisis.

Patricia Jackman- Comments via Letter- April 16, 2024

Ms. Jackman represents the Maryland Coalition for Responsible Transit (MCRT). The MCRT urges the TPB to remove the Southside Express Lanes from Visualize 2050, stating it would be irresponsible to allow Virginia to extend toll lanes over the Woodrow Wilson Bridge to Oxon Hill, MD, blocking future Metrorail service. The public understands that rail transit is more effective, equitable and sustainable. In this time of great climate change impacts, ensuring the rail option is critical to reduce vehicle usage.

Garrett M. Gee- Comments via Letter- April 16, 2024

Mr. Gee, of the Southern Environmental Law Center, states that to meet COG's 2050 goal, there must be at least a 10 percent reduction in VMT in 2030 and a 13 percent VMT reduction by 2050, in addition to rapid electrification of the vehicle fleet, and that more aggressive VMT reductions likely are needed to meet transportation climate goals. However, the initial list of regionally significant projects submitted includes significant proposed investments in major highway and arterial roadway capacity expansions, which are widely known to increase VMT and associated GHG emissions. To ensure meaningful climate progress and accountability, TPB must assess its slate of proposed transportation projects to determine their individual and cumulative GHG and VMT impacts. Only projects that make progress towards COG's climate goals should be candidates for inclusion in the long-range plan. Further, the Air Quality Conformity analysis should include climate-friendly project alternatives or scenarios to ensure that those alternatives are ready for consideration and potential inclusion in the final long-range plan once the analysis is completed.

Douglas Stewart- Comments via Email- April 16, 2024

The Sierra Club Great Falls Group is submitting comments on Visualize 2050. In 2021, the TPB committed to developing a more robust transportation plan that aligns with the metropolitan Washington region's goals of reducing greenhouse gas emissions and promoting social equity. They appreciate the TPB's adoption of a more inclusive vetting and public engagement process for reviewing submitted projects in this CLRP update. However, despite these efforts, the draft CLRP still includes an excessive number of road and highway expansion projects. These projects hinder progress toward reducing greenhouse gas emissions and achieving net-zero emissions. Public comments during the March TPB meeting highlighted the plan's failure to uphold its climate commitment, criticized the proliferation of highway and arterial expansion projects, and advocated

for transit, pedestrian, bicycle, and road diet initiatives. Specifically, they express concerns about the continued inclusion of the following projects: I-495 Southside Express Toll Lanes; Reston Parkway Widening; Route 50 Widening; Dulles Airport Access Widening; and US 15 Widening. They believe these projects would put the region on a divergent path from the needed reductions in pollution and auto-dependence that are required both for climate action and more equitable access to economic opportunities.

Coalition for Smarter Growth Email Campaign- Comments via Email- April 15-16, 2024

The TPB received 94 emails from Monday afternoon until noon Tuesday from community members urging the TPB Board to extend the review period for the Visualize 2050 project list. Of the 94 email forms received, 16 emails contained some variation in content.

Writers urged the TPB to ensure an evaluation that aligns with the Board's 2021 resolution. They want the evaluation to include a range of scenarios and a zero-based budgeting approach, focusing on the TPB's strategic priorities and objectives, especially the goal to cut greenhouse gas emissions from transportation by 50% by 2030. Writers highlighted the urgency of meeting this target and criticized the lack of transparency in how projects contribute to the greenhouse gas reduction goal. They wrote that some projects claim to support the 2030 climate target through counterproductive measures like highway expansion.

Writers noted that the public has expressed a strong preference for transit, pedestrian, bicycle, and complete local street projects over the expansion of highways and arterial roads. They emphasized the moral responsibility to avoid further road construction for single-occupancy vehicles, considering the environmental legacy left for future generations. They concluded by reminding the board of the critical nature of the Visualize 2050 plan, commenting that it may be the last opportunity to significantly impact the region's ability to meet its 2030 climate change objectives, and urging the board to honor its commitments.

Laura Bachle

From: Michael Litt <mikelitt@gmail.com>
Sent: Monday, April 15, 2024 9:03 AM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity
Attachments: Sierra Club DC Chapter_COG TPB Board Meeting April 2024.pdf

Hello, please find the attached comment for the TPB's April board meeting this Wednesday, on behalf of the Sierra Club DC Chapter.

Thank you,

Mike

--

<https://mikelitt.weebly.com/>



Written Comments
of
Mike Litt, Sierra Club District of Columbia Chapter

For the Metropolitan Washington Council of Government (COG)
Transportation Planning Board
Board Meeting

17 April 2024

COG Transportation Planning Board, thank you for the opportunity to submit comments for your April board meeting. My name is Mike Litt. I am a car-free renter in the District of Columbia's Ward 6 and Chair of the Sierra Club DC Chapter's Sustainable Transportation Committee. Sierra Club is America's largest and most influential grassroots environmental organization, with millions of members and supporters. Here in DC, we have about 3,000 dues-paying members and many thousands of supporters.

We would like to expand on comments we submitted for Visualize 2050.

DC's Projects

We appreciate and support continued progress toward vehicle lane capacity reduction projects that lower car speeds, improve visibility of cyclists and pedestrians, and reduce the number of miles traveled by vehicles through expanded bus lanes and protected bike lanes. We also support expanded rail into DC.

We support removing single-occupancy vehicle parking and travel lanes when necessary to speed up the implementation of the protected bike lane network.

While improved transit service and safe bike and pedestrian infrastructure are critical for providing people in the region with viable alternatives to cars, car use itself must also be addressed to reflect its true costs through measures, such as congestion pricing, parking minimums, and car-free zones. The region should also prioritize enforcement against unsafe driving and fraudulent tags.

The Sierra Club DC Chapter has long supported the Benning Road Streetcar Expansion project, which, as originally conceived, would replace and rehabilitate bridges along Benning Road, and also provide a much-needed transportation link for Ward 5 and 7 neighborhoods by extending the DC Streetcar to the Benning Road Metrorail station and make it safer to walk and cycle along what is now a forbidding highway.

We are, however, concerned that the project appears to be proceeding with the roadway improvements for cars, without the Streetcar extension or safety improvements for pedestrians and cyclists.

We urge funding so DDOT can procure contracts for all elements of the project.

Environmental Protection

We are concerned about continued highway and road expansion projects in neighboring jurisdictions and would like to know why so many of those projects in the Visualize 2050 draft received a check mark for “environmental protection,” when none of the pedestrian and cycling projects in DC received one.

The “environmental protection” section in the Transportation Planning Board’s own [policy framework](#) encourages, “...mode shift away from less climate-friendly modes like single occupancy vehicles...”

The determination of whether a project contributes to environmental protection should be informed by an evaluation of how it will impact the region’s GHG goals.

Thank you for taking the time to consider these comments. Please feel free to reach out to us at conservation@dc.sierraclub.org.

Laura Bachle

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, April 16, 2024 12:01 PM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Board comment letter for tomorrow meeting
Attachments: TPB Board Comment, April 2024 Meeting.pdf

Please see attached for the Board.

Thank you,

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

Livable Communities Award Reception on May 29 -- [Buy your tickets to celebrate with us!](#)

April 16, 2024

Hon. Christina Henderson, TPB Chair
National Capital Region Transportation Planning Board

Re: Public comments point out yet again that Visualize 2050 needs major fixes

Dear Chair Henderson and TPB Board members,

Today you will be briefed on the Visualize 2050 public comments received last month. The feedback form results show overwhelming disappointment with the Visualize 2050 process, its many road widening projects, and voice support for a plan that instead strives to achieve our climate and other goals for walkable, transit-friendly affordable communities.

We ask the board to consider the public comments, and to fulfill your 2021 commitment to a Visualize 2050 process that is accountable to the region's climate change goals and TPB policies.

As we commented last month, the process to date does not comply with this board's 2021 resolution R19-2021:

- Instead of considering multiple build scenarios, we get a check-the-box evaluation with results that bear no resemblance to the region's adopted priorities.
- Instead of zero-based budgeting for most projects, staff exempted 4 out of 5 projects.
- Instead of considering greenhouse gas emissions, the project submissions lack required information and often make erroneous claims.

Specifically, on climate change and the environment:

- The draft project list would continue paving over our region, adding about 750 new lane miles of highways and arterials.
- Nearly half of the road widening projects claim they will slash climate pollution, despite evidence they make it worse.
- Projects lack the required explanation of how they will help the region meet its 2030 climate target.
- It is even claimed that projects to be built long after 2030 will help reduce climate emissions by 2030.
- TPB gives one-third of the road widening projects a positive checkmark for "Environmental Protection" despite being inconsistent with TPB's environmental protection policy.

We appreciate the new public involvement process that TPB added in 2023, the local public involvement that jurisdictions like Fairfax County conducted, and the changes that several jurisdictions made to their project submissions. But it doesn't move the needle as we approach 2030.

This board must make further fixes to fulfill its resolution to craft a better plan that will help this region meet its climate, equity, safety and other commitments.

Bill Pugh, AICP CTP
Senior Policy Fellow

Laura Bachle

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, April 16, 2024 7:22 AM
To: TPBcomment; Lyn Erickson
Cc: chenderson@dccouncil.gov; callen@dccouncil.gov; Janet Phoenix; Parisa Norouzi; William Washburn; Darden, Wesley; Tene Lewis; Sacoby Wilson
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 04172024 Final Written TPB Comment Tad w DC EJC.pdf; TPB Visualize 2050 Comment Letter 03292024 Final.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Lyn - Please register me to provide virtual comments during the April 17, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

Could you also make sure that the COG staff that works with the Board receives these comments.

My comments are attached.

If you could please confirm receipt, and provide a response consistent with the TPB Public Participation Plan and guidance, it would be greatly appreciated.

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the April 17, 2024 TPB Meeting

Tad Aburn¹

DC Environmental Justice (EJ) Coalition

tadaburn@gmail.com

(443) 829-3652

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

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

"I am submitting these comments on behalf of leadership at the DC EJ Coalition directly to TPB Chair Henderson and MWCOG Board Chair Allen because of the leadership roles they hold with MWCOG and their commitment to resolving environmental justice (EJ) issues.

My comments today focus on three EJ issues in the Envision 2050 Plan that are not well addressed and, in essence, if not corrected ... will continue a long legacy of institutionalized, systemic environmental racism linked to air pollution hotspots from transportation and other regional plans in EJ communities. These three issues are:

- ***The air quality conformity analysis. It is outdated and does not fully address air pollution,***
- ***The Plan's failure to address high-risk air pollution hotspots in EJ communities of color created by transportation plans and programs, and***
- ***The Plan's weak climate change goals and its underperformance on reducing greenhouse gasses to address the region's and the nation's climate change crisis."***

Having worked with many individual elected members of MWCOG, I know that you care deeply about racial equity. I urge you to speak up and push TPB and MWAQC to address these three critical EJ issues.

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

I have attached a comment letter that was submitted to MWCOG earlier this month that provides more detail on these issues.

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

In closing, I would like to request the courtesy of a response that explains how TPB will consider these comments.² I would also like to again request that TPB Tech and MWAQC TAC be asked by the TPB and the MWCOG Board to evaluate the comprehensive set of data, research and analyses on the issue of transportation driven air pollution hot-spots in communities of color that is now available.

Thank you again for providing the opportunity to provide public comment. I would be happy to discuss these comments with you.

² The TPB federally approved public participation plan says: "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.**"

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

March 29, 2024

Christina Henderson, Chair, MWCOG Transportation Planning Board (TPB)
Charles Allen, Chair, MWCOG Board
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Comments on Visualize 2050¹

Chair Henderson, Chairman Allen:

I am writing to submit comments on TPBs Visualize 2050 Plan. My comments focus on both the inputs and several key areas involving air pollution where the Plan is inadequate. These three areas are:

- The air quality conformity analysis. It is outdated and does not fully address air pollution,
- The plan's failure to address high-risk air quality hotspots in environmental justice communities of color created by transportation plans and programs, and
- The plan's underperformance on reducing greenhouse gasses to address the region's and the nation's climate change crisis.

Before I summarize my comments, I do recognize how visionary and comprehensive the Visualize 2050 Plan is in almost all areas ... except for the three air quality issues identified above. The plan is truly a vision of how to use smart transportation planning to drive a future that will ensure prosperity, economic development and a high quality of life in the Washington Metropolitan area. The three issues I am identifying must be addressed in the Plan to fully accomplish that goal.

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

Concerns over the Way the Plan Addresses Air Quality

Visualize 2050 is intended to be a long-term planning vision of how leaders in the Washington DC area want transportation to drive prosperity and a high quality of life throughout the region. Breathing clean, healthy air in all communities across the metropolitan area is a critical factor in maintaining the prosperity and high quality of life that is at the heart of Visualize 2050.

Unfortunately Visualize 2050 does the absolute minimum required by law to address air pollution and the public health and environmental risks associated with exposure to high levels air pollution.

Some of the major problems with the approach used in Visualize 2050 to address air quality are briefly described below:

- The Plan concludes that air pollution is not an issue because it meets the federal Transportation Conformity requirements. This is what's required by federal law, but it is clearly not a visionary approach to looking ahead to 2050 and addressing air quality the way it will need to be addressed. Again, the federal Transportation Conformity requirements are very outdated and provide nothing but a truly minimum approach. Problems with the current federal Transportation Conformity process include:
 - The current budgets are based upon very old standards for both ozone and fine particles ... they are actually almost meaningless in 2024. **The budgets should be updated to the most recent standards and be consistent with the region's most current State Implementation Plans (SIPs) for both pollutants.**
 - The current process ignores the fact that both ozone and fine particle levels are now clearly shown to be higher in communities of color compared to the levels measured at the more urban air monitoring sites across the region used to meet Clean Air Act requirements. **TPB should include a more complete, robust and scientifically accurate analysis of air pollution from transportation that addresses both “average” air pollution and air pollution hot-spots in communities of color.**
 - The federal Transportation Conformity requirements ignore carbon dioxide (CO₂) and fail to show that plans conform with climate change goals. CO₂ is directly linked to transportation and is the most important greenhouse gas. Federal Transportation Conformity models actually

generate CO2 data. Unfortunately this data is not presented or discussed publicly.

- **TPB should establish regional CO2 conformity budgets (perhaps use another name like “targets”) and ensure that all transportation plans that are subject to the federal Transportation Conformity requirements are meeting short-term and long-term climate change goals.** Examples of how this could be done were included in much earlier comments submitted to MWCOG and draft Maryland regulations.
- TPB has a long history of being forward thinking and leaders in addressing difficult emerging issues. To address the above concerns, **TPB should go well above the minimum Federal Transportation Conformity requirements and address all emerging air quality issues in the visionary Visualize 2050 Plan.** With climate change being one of the regions and countries most difficult and frightening problems, air quality issues will become even more important over the next 30 years..

Concerns over Unintentional Systemic Racism Being Driven By the Plan

The Visualize 2050 Plan totally ignores the issue of high-risk air pollution hot-spots in environmental justice communities of color that are driven by MWCOG transportation plans. Based upon a cursory review of the projects included in the Visualize 2050 Plan, it appears that over 50% of the projects and programs in the Plan will create high-risk air pollution hot-spots or make existing hot-spots even worse.

The data, analyses and research on this issue are now readily available and very clear on the significance of the problem. There is no longer any doubt that transportation plans are driving the implementation of transportation projects and programs that continue a long legacy of environmental racism. Because the data on this issue have just recently emerged, this issue was perhaps not well understood five years ago, but in 2024 the data and analyses are very clear ... transportation plans, projects and programs are, without a doubt creating high-risk air pollution hot-spots in environmental justice communities of color. These data and analyses have been made available to both the TPB and MWAQC technical committees, but neither committee has chosen to review the available data, analyses and research.

To resolve this issue, the Visualize 2050 Plan should incorporate the forward thinking concepts included in the DC Council's Environmental Justice Amendments Act of 2023. The DC Council's proposal, which was discussed during an all day hearing on Monday, March 18, 2024, is intended to begin to reverse the

long-standing legacy of unintentional systemic environmental racism being built into transportation plans and projects, permits and other government actions.

A very simple way to begin the process of fixing this decades old problem would be for TPB, in all of it's future transportation plans, to require that every project or program demonstrate that the project will not create high-risk air pollution hot-spots in environmental justice communities of color or make existing hot-spots worse. This requirement should be included in the Visualize 2050 Plan.

Concerns over the Plan Failing to Adequately Address the Local and National Climate Change Crisis

The Visualize 2050 approach for addressing climate change is mediocre at best. As a national leader on innovative transportation planning and being the area that is the seat of government throughout the United States, the TPB approach for climate change should be a comprehensive and innovative national model ... not a mediocre effort. Some of the areas that TPB should address to make Visualize 2050 a national model, not a mediocre effort include the following:

- The emission reduction goals being used by TPB are both weak and scientifically unjustified. The current MWCOC climate change goals were considered to be adequate just five years ago. Because of the extensive national and international research on climate change and the data that shows that it is imperative to address climate change on a much more urgent schedule ... Those 2020 MWCOC goals are now considered to be very weak. A June 2023 letter from me and a September 2023 public comment made to TPB by the Chesapeake Climate Action Network (the Mid-Atlantic's premier climate change advocacy group) provided recommendations on what the MWCOC climate change goals should be. These documents are attached. The recommendation is summarized below.
 - Update MWCOCs current goals of 50% by 2030 and 80% by 2050
 - Establish new goals:
 - Mandatory goals of 60% by 2030 and "Net-Zero" emissions by 2050
 - Aspirational "leadership goals" of 65% reduction in GHG emissions by 2028 to 2030 and 20% "Beyond Net-Zero" by 2040 to 2045
 - The aspirational goals are dependent on both advances in technology and the current positive trends in changes to consumer demand and demographics continuing.
 - These are aggressive, but scientifically appropriate goals. They are particularly important to TPB as the transportation decisions made

between 2024 and 2030 will make it easier, harder or maybe impossible to meet the long-term reduction goals needed to address the climate change crisis. **MWCOG should charge CEEPC to revise the current MWCOG climate change goals as quickly as possible and to immediately advise TPB on an interim approach for TPB to use in its greenhouse gas reduction plan to ensure that the TPB effort is not ineffective environmentally and economically.**

- Visualize 2050 will need to make sure that certain types of strategies are included in the Plan or at least not made impossible for later implementation. This would be a meaningful shift in the overall greenhouse gas emission reduction strategy in the Plan, which currently focuses significantly on vehicle electrification and new technology as the main drivers of greenhouse gas emission reductions. Examples of strategies that will need to become higher priorities to meet scientifically acceptable goals include:
 - Transportation Demand Management (TDM) strategies,
 - Vehicle Miles Traveled (VMT) reduction strategies,
 - Transportation related carbon sequestration strategies like urban tree canopy improvements and reforestation,
 - Climate change focused public outreach efforts to emphasize that motorists can play a critical role in addressing climate change by choosing carbon-friendly transportation opportunities.
- **TPB should ensure that its efforts to reduce greenhouse gas emissions are using credible, science-based goals and that the Visualize 2050 Plan includes the full suite of strategies needed to meet the challenge of even deeper emission reductions by 2050.**

In closing the Visualize 2050 Plan is, in almost all areas, a very comprehensive and visionary plan for how transportation can drive regional prosperity and a high quality of life. The Plan does not address air pollution as well as it should. Transportation driven air pollution will become an even higher priority between 2024 and 2050. The region's historical air pollution problems, ground level ozone and fine particulate matter have improved dramatically. The emerging issues of climate change and environmental justice are now the region's top air quality problems. Both of these issues are very challenging, technically and politically.

I urge TPB to enhance the Visualize 2050 Plan to address air pollution problems as they are expected to evolve over the next 25 years ... not as they have been understood to be for the past 25 years.

The courtesy of a response is requested.

Respectfully,

George S. (Tad) Aburn

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc:

Kenny Boddye, Chair, MWAQC

Ted Dernoga, Vice Chair, MWAQCC

Jolene Ivy, Chair, CEEPC

Anne Haverman, CCAN

Dr. Janet Phoenix, DC EJ Coalition

Dr. Sacoby Wilson, DC EJ Coalition

Parisa Norouzi, Empower DC

Cristina Fernandez, USEPA

Alex Mandell, USEPA

Laura Bachle

From: Lyn Erickson
Sent: Tuesday, April 16, 2024 1:33 PM
To: Laura Bachle
Cc: Rachel Beyerle
Subject: FW: April 17, TPB register to speak, Item 1 Virtual Comment Opportunity
Attachments: 04162024_Letter to TSB re Southside Express.pdf

Hello Laura!

Please include Ms. Jackman as a speaker and her include comments in the materials. She called me specifically to make sure that her email (sent this morning) was received.

Thanks!

Lyn

Lyn Erickson, AICP

*Metropolitan Washington Council of Governments
777 North Capitol Street NE Suite 300
Washington, DC 20002
Cell 703-587-7935
Work 202-962-3319*

From: Pat & Stephen <jjshare@verizon.net>
Sent: Tuesday, April 16, 2024 1:30 PM
To: Lyn Erickson <lerickson@mwkog.org>
Subject: Fw: April 17, TPB register to speak, Item 1 Virtual Comment Opportunity

| Pat Jackman

| Please confirmation.

----- Forwarded Message -----

From: Pat & Stephen <jjshare@verizon.net>
To: TPBcomment@mwkog.org <tpbcomment@mwkog.org>
Cc: MCRT Action <mcrtaction@gmail.com>
Sent: Tuesday, April 16, 2024 at 10:45:21 AM EDT
Subject: April 17, TPB register to speak, Item 1 Virtual Comment Opportunity

See the attached comments regarding the Southside Express Lanes project contained in the Visualize 2050 Plan.

The Maryland Coalition for Responsible Transit urges the National Capital Region Transportation Planning Board to remove this project from the Visualize 2050 Plan.

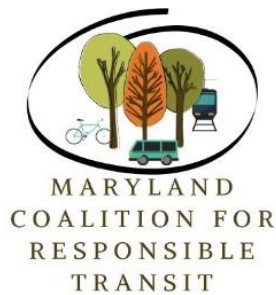
I plan to participate in the April 17, meeting to represent MCRT and share our concerns.

Patricia Jackman

Treasurer, MCRT

Need More Information? Want to Help?

- (1) Learn more about the concerns and impacts the SCMagLev will have on our communities at www.stopthistrain.org/ and mcrt-action.org.
- (2) Contact your elected officials to express your opposition to building the SCMagLev, go to: myreps.datamade.us.
- (3) Share this information with your family, friends, neighbors, and your community.
- (4) Sign our petition and share on social media: tinyurl.com/4rks5rk7
- (5) Facebook
Pages: www.facebook.com/groups/CitizensAgainstSCMaglev and <https://www.facebook.com/MCRTaction>.
- (6) Contact the Maryland Coalition for Responsible Transit (MCRT) at mcrtaction@gmail.com with questions.



National Capitol Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street, NE, Suite 300
Washington, DC 20002

April 16, 2024

The Maryland Coalition for Responsible Transit is submitting comments regarding the Maryland Express Lanes, Visualize 2050 Plan. MCRT is a nonprofit organized to evaluate transit projects for social equity, environmental impact, economic viability, and community accessibility; and to inform decision makers. MCRT researches and advises our communities on planned transportation projects, and their potential impact on our communities, residents, and businesses; leading to increased public participation in transportation projects through education and awareness. As the Treasurer, I will also provide oral comments during the April 17, meeting.

MCRT urges you to remove the Southside Express Lanes from Visualize 2050. It would be irresponsible to allow Virginia to extend toll lanes over the Woodrow Wilson Bridge to Oxon Hill, MD, blocking future Metrorail. When the Wilson Bridge was rebuilt, policymakers ensured that there would be room for rail, promising the region that one day, rail would be extended from Virginia into Prince George's County. And now, WMATA is studying a plan to extend the Blue Line to National Harbor - a plan that would improve transit service for many communities in Virginia, DC and Maryland.

VDOT claims that building toll lanes would not "preclude" future rail. But this is a hollow promise. Public-private partnerships are long-term arrangements. Transurban has a 75-year concession to operate lanes on the Beltway and I-95 in Virginia. It would be too expensive for VDOT to pay off the concessionaire and allow the toll lanes to be converted to rail. There is no doubt that Virginia would use its veto to block an extension of the Blue Line.

The Transportation Planning Board's Metroquest survey, asked the public about projects in the draft Visualize 2050. Among the 379 people who expressed an opinion about the Southside Express Lanes, 87% were opposed to it. The public understands that rail transit is more effective, equitable and sustainable. In this time of great climate change impacts, ensuring the rail option is critical to reduce vehicle usage.

The MCRT urges you to remove the Southside Express Lanes project from Visualize 2050.

Thank you,

/s/

Patricia Jackman

MCRT Treasurer

mcrtaction@gmail.com

Laura Bachle

From: Garrett Gee <ggee@selcva.org>
Sent: Tuesday, April 16, 2024 11:45 AM
To: TPBcomment
Cc: Lyn Erickson
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB Visualize 2050 - SELC comments 04.16.24.pdf

Hello, please find attached brief comments from SELC on the Visualize 2050 planning process. I hope to attend the meeting tomorrow in person to give brief remarks along these lines. Thank you,

Garrett M. Gee (he/him)
Senior Attorney

Southern Environmental Law Center
122 C Street NW, Suite 325
Washington, DC 20001

(202) 828-8382
southernenvironment.org

April 16, 2024

National Capital Region Transportation Planning Board
tpbcomment@mwcog.org

RE: Comments on the Visualize 2050 Transportation Plan

The Southern Environmental Law Center welcomes the opportunity to comment on the Visualize 2050 Transportation Plan and applauds the Transportation Planning Board (TPB) for soliciting public input earlier in the planning process.

As you know, the Metropolitan Washington Council of Governments (COG) has committed to reducing greenhouse gases (GHG) 50 percent from 2005 levels by 2030 and 80 percent by 2050. Transportation is the largest source of GHG emissions nationwide and accounts for approximately 34 percent of regional emissions.¹ According to TPB's Climate Change Mitigation Study scenario analysis, the region is unlikely to achieve the transportation emissions reductions necessary to meet its 2030 GHG reduction target under even the most aggressive mode shift and technology adoption scenarios. To meet COG's 2050 goal, we must achieve at least a 10 percent reduction in vehicle miles traveled (VMT) in 2030 and a 13 percent VMT reduction by 2050, in addition to rapid electrification of the vehicle fleet.² More aggressive VMT reductions likely are needed to meet transportation climate goals.³

However, the initial list of regionally significant projects submitted for Transportation Air Quality Conformity analyses includes significant proposed investments in major highway and arterial roadway capacity expansions, which are widely known to increase VMT and associated GHG emissions. The descriptions for several of these highway projects claim to address TPB's GHG reduction and environmental protection goals, without providing any documentation or explanation. The stakes are too high and the timing is too urgent to rely on mere assurances. To ensure meaningful climate progress and accountability, TPB must assess its slate of proposed transportation projects to determine their individual and cumulative GHG and VMT impacts. Only projects that make progress towards COG's climate goals should be candidates for inclusion in the long-range plan.

Projects that are "regionally significant" for air quality are likely to have significant GHG and VMT impacts, and the Transportation Conformity process presents a key opportunity to conduct a detailed climate analysis of those projects. This analysis would

¹ *Metropolitan Washington 2030 Climate and Energy Action Plan*, COG (Nov. 18, 2020), 50 (referencing the Community-Wide Greenhouse Gas Inventory).

² *TPB Climate Change Mitigation Study of 2021 Scenario Analysis Findings Final Report*, TPB (Jan. 7, 2022), 38-39 (identified as Mode Shift Scenario 1). More aggressive scenarios that are likely needed to meet transportation climate goals would require even greater VMT reductions: from 14%-20% by 2030 and from 20%-25% by 2050. *Id.*, at 42-23 and 46-47 (describing Mode Shift Scenarios 2 and 3).

³ More aggressive scenarios modeled provide for greater VMT reductions: from 14%-20% by 2030 and from 20%-25% by 2050. *Id.*, at 42-23 and 46-47 (describing Mode Shift Scenarios 2 and 3).

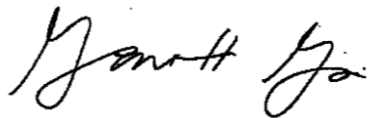
arm the Board with the information necessary to determine which projects should be prioritized and advanced for funding, and whether project alternatives or VMT mitigation are necessary.

Further, the Air Quality Conformity analysis should include climate-friendly project alternatives or scenarios to ensure that those alternatives are ready for consideration and potential inclusion in the final long-range plan once the analysis is completed. This is necessary to avoid a repeat of the Visualize 2045 update in which the planning process was too far along to change course once leaders called to incorporate meaningful climate considerations into that plan.

Thank you for your consideration.

Sincerely,

Sincerely,

A handwritten signature in black ink, appearing to read "Garrett Gee". The signature is fluid and cursive, with the first name "Garrett" being more prominent than the last name "Gee".

Garrett M. Gee
Senior Attorney
Southern Environmental Law Center

From: Douglas Stewart <douglasbstewart@gmail.com>
Sent: Tuesday, April 16, 2024 11:37 AM
To: TPBcomment
Cc: Susan Bonney
Subject: Visualize 2050 comments from Sierra Club Great Falls Group



Dear Members of the Metropolitan Washington Regional Transportation Planning Board:

The Sierra Club Great Falls Group is the local affiliate of the Virginia Sierra Club covering Fairfax, Prince William, Loudoun and Fauquier counties. We are submitting these comments on Visualize 2050, the region's Constrained Long Range Transportation Plan (CLRP).

In 2021, the TPB and its member jurisdictions resolved to develop a more rigorous transportation plan that ensured alignment between regional transportation projects and the metropolitan Washington region's goals for reducing greenhouse gas emissions and advancing social equity. We appreciate that for this update of the CLRP, the TPB and member jurisdictions have adopted a more inclusive vetting and public engagement process to review submitted projects.

However, the draft CLRP still contains far too many road and highway expansion projects, which would obstruct the region's progress toward reducing greenhouse gas emissions and achieving net-zero emissions. Public comments made prior to and during the March TPB meeting overwhelmingly called out the plan's failure to follow through on TPB's climate commitment, opposed the massive number of highway and arterial expansion projects and supported transit, pedestrian, bicycle and road diet projects.

In particular, we wish to express our concerns about the continued inclusion of the following projects:

- **I-495 Southside Express Toll lanes:** The proposed I-495 Southside High-Occupancy Toll Lanes project fails to incorporate transit, bicycling and walking connections in an area of Virginia and Maryland that is becoming increasingly compact and transit-oriented. The I-495 Southside alternatives analysis failed to evaluate transit alternatives seriously or incorporate Metrorail on the Woodrow Wilson Bridge, and clearly was oriented toward a foregone conclusion of recommending additional HOT lanes. That scenario would commit Virginia and Maryland to relying primarily on single occupancy vehicle-oriented travel in the corridor for the next 50-75 years. This is environmentally unsustainable and will not meet the mobility and access needs of area residents and commuters. We would urge that the I-495 Southside project be removed from the CLRP and that Virginia and Maryland revisit the study of needed transportation improvements in this corridor.
- **Reston Parkway widening:** The CLRP includes a project to widen Reston Parkway from South Lakes Drive to Baron Cameron Parkway. This section of Reston Parkway runs through several increasingly compact, walkable, transit-oriented areas of Reston including Reston Town Center. Widening Reston Parkway would only make an already difficult and dangerous street for pedestrians to cross an even greater barrier to non-motorized trips and transit-oriented development. We would ask that this project be removed from the CLRP.
- **Route 50 widening from City of Fairfax to Arlington:** The Route 50 corridor includes numerous activity centers such as Merrifield, Seven Corners and the Falls Church area. It is increasingly being used for pedestrian, bicycle

and other non-motorized travel. Widening Route 50 would primarily serve single-occupancy vehicles and is inconsistent with Fairfax County's plans to promote more walkable communities and improve pedestrian safety.

- **Dulles Airport Access Road Widening:** Dulles Airport to 495: This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line. It will increase vehicle miles traveled and climate-changing pollution. It will put more cars on the road instead of people in trains.
- **US 15 Widening:** Montresor Road (VA 661) to Battlefield Parkway: This project goes through rural Loudoun County and an area of karst topography. More traffic will increase emissions from Rt 15 N, especially since a traffic light instead of a roundabout is proposed.

In conclusion, we believe these projects would put the region on a divergent path from the needed reductions in pollution and auto-dependence that are required both for climate action and more equitable access to economic opportunities. Thank you for considering our views.

Douglas Stewart
Executive Committee
Sierra Club Great Falls Group

cc: Susan Bonney, Chair, Great Falls Group

--

Douglas Stewart
douglasbstewart@gmail.com
703-407-2790 (cell)

Laura Bachle

From: mrali11@everyactioncustom.com on behalf of Mohammed Ali <mrali11@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:13 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Mohammed Ali
7211 Radnor Rd Bethesda, MD 20817-6128
mrali11@hotmail.com

Laura Bachle

From: jared.alves6@everyactioncustom.com on behalf of Jared Alves <jared.alves6@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:53 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Jared Alves

1250 9th St NW Apt 204 Washington, DC 20001-4901 jared.alves6@gmail.com

Laura Bachle

From: radchic05@everyactioncustom.com on behalf of Madeline Amalphy <radchic05@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:29 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly urge you to remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future. Innocent Americans are already dying in hurricanes, floods, famines, droughts, heat waves, and wildfires caused by the climate crisis. Our lives are in your hands.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Madeline Amalphy

651 Saybrooke Oaks Blvd Gaithersburg, MD 20877-3488 radchic05@gmail.com

Laura Bachle

From: ayesha@everyactioncustom.com on behalf of Ayesha Amsa
<ayesha@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 10:53 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Miss Ayesha Amsa

8021 Georgia Ave Silver Spring, MD 20910-4967 ayesha@smartergrowth.net

Laura Bachle

From: jangell@everyactioncustom.com on behalf of JL Angell
<jangell@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:10 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. JL Angell

2391 Ponderosa Rd Rescue, CA 95672-9411 jangell@earthlink.net

Laura Bachle

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:14 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Jacob Barker

605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212 jacobbarker@me.com

Laura Bachle

From: williebates10@everyactioncustom.com on behalf of William Bates <williebates10@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:33 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. William Bates

1307 Brookland Pkwy Richmond, VA 23227-4703 williebates10@verizon.net

Laura Bachle

From: alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:02 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Alek Becker

1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674 alek.becker91@gmail.com

Laura Bachle

From: danbehrend@everyactioncustom.com on behalf of Dan Behrend
<danbehrend@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:20 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Dan Behrend

4511 Riverdale Rd Riverdale Park, MD 20737-1939 danbehrend@gmail.com

Laura Bachle

From: birnbaumva@everyactioncustom.com on behalf of Ira Birnbaum
<birnbaumva@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:01 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Ira Birnbaum
3600 Druid Ln Annandale, VA 22003-1340
birnbaumva@yahoo.com

Laura Bachle

From: bradlem3@everyactioncustom.com on behalf of Marshall Bradley <bradlem3@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:52 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Marshall Bradley

851 N Glebe Rd Apt 315 Arlington, VA 22203-4150 bradlem3@gmail.com

From: jmbrock@everyactioncustom.com on behalf of Joshua Brock
<jmbrock@everyactioncustom.com>
Sent: Monday, April 15, 2024 8:23 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

The organizational structures underlying transportation planning in our region are insufficient for proper planning. They do not promote obvious and well-tested means of improving congestion, decreasing emissions, and making residents happier and healthier through good public infrastructure design. They do not adequately represent the needs and desires of the people they claim to serve. And they do not steward taxpayer dollars in a forthright and responsible manner.

To wit, increased highway and road expansion will in every way do the opposite of the claimed goals of emission reduction, transit expansion, safety improvements, and traffic reduction. Do not succumb to business-as-usual. It is the usual business that has produced the current dismal conditions of our region.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Joshua Brock

612 Lewis St Fredericksburg, VA 22401-3758 jmbrock@gmail.com

Laura Bachle

From: LDBDC@everyactioncustom.com on behalf of Louise Brodnitz
<LDBDC@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:18 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms Louise Brodnitz
6827 4th St NW Apt 313 Washington, DC 20012-1936 LDBDC@mac.com

Laura Bachle

From: furfamily+csg@everyactioncustom.com on behalf of Paul Brown
<furfamily+csg@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:04 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others.

Please, keep in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Paul Brown
4615 N Park Ave Apt 1504 Chevy Chase, MD 20815-4505
furfamily+csg@gmail.com

Laura Bachle

From: pdjburton@everyactioncustom.com on behalf of Patricia Burton
<pdjburton@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:00 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms Patricia Burton

334 W Deer Park Rd Gaithersburg, MD 20877-1687 pdjburton@yahoo.com

Laura Bachle

From: jabussells@everyactioncustom.com on behalf of James Bussells
<jabussells@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:54 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. James Bussells

2341 Dulles Station Blvd Herndon, VA 20171-6383 jabussells@yahoo.com

Laura Bachle

From: jennine.carmichael@everyactioncustom.com on behalf of Jennine Carmichael
<jennine.carmichael@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:30 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

To this end, it is critical that the plan maintains bus rapid transit, rail improvements, and road diet projects. These are the types of projects that build the foundation the region needs for affordable, sustainable and equitable transportation. Projects that increase highways need to be reconsidered and removed if the region is to meet our goals. The 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others, will not address traffic congestion or pollution and are not aligned with TPB's environmental goals and equity principles.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Jennine Carmichael

93 14th St NE Washington, DC 20002-8423 jennine.carmichael@gmail.com

Laura Bachle

From: allthingsmcps@everyactioncustom.com on behalf of Hannah Chaver
<allthingsmcps@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:05 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

The proposed express lanes and toll lanes on a widened 270 will negatively effect our families and businesses! Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes! Your constituents are counting on you to protect our health and our futures.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Hannah Chaver
1 CROCUS Rockville, MD 20850
allthingsmcps@gmail.com

Laura Bachle

From: cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino
<cimino.andrea.m@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:24 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Andrea Cimino

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

Laura Bachle

From: chuckcoleman@everyactioncustom.com on behalf of Charles Coleman
<chuckcoleman@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:54 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

Given recent events in the Middle East and Ukraine, it is clear that reducing fossil fuel consumption is a national security imperative, on top of being necessary to limit global warming.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Dr. Charles Coleman

5811 Governors View Ln Alexandria, VA 22310-2356 chuckcoleman@yahoo.com

Laura Bachle

From: jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:29 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Jennifer Cook
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 jhcook120@gmail.com

Laura Bachle

From: bendavanzo@everyactioncustom.com on behalf of Ben D'Avanzo
<bendavanzo@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:56 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

We already are facing the consequences of decades-old decisions that make it much harder to encourage non-car and more environmentally friendly forms of transportation. Widening across the Wilson Bridge or making Tysons even less friendly to pedestrians will continue to make life harder to future generations. We need to stop these kind of pound-foolish decisions now!

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr Ben D'Avanzo

728 15th St S Apt B Arlington, VA 22202-5576 bendavanzo@gmail.com

Laura Bachle

From: ademaraais@everyactioncustom.com on behalf of Alex Demarais
<ademaraais@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:07 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

We cannot afford to continue building more roads for single occupancy vehicles in good conscience known what it means for the world we are leaving for the next generation.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Alex Demarais

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

Laura Bachle

From: mike@everyactioncustom.com on behalf of Michael Doyle
<mike@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:28 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Michael Doyle
124 Princess St Alexandria, VA 22314-2325 mike@novafss.org

Laura Bachle

From: elainebecker@everyactioncustom.com on behalf of Elaine Becker
<elainebecker@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 12:43 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Elaine Becker
2514 Sharmar Rd Roanoke, VA 24018-2625
elainebecker@yahoo.com

Laura Bachle

From: Elkinsenv@everyactioncustom.com on behalf of Chuck Elkins
<Elkinsenv@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:38 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

It's past time when we as a region need to get serious about doing our part about climate change. This plan really green washes projects that, while desirable from the motorists perspective, need to be put aside. We can't have these projects and at the same time do what we need to do for climate change.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Chuck Elkins
4505 Lowell St NW Washington, DC 20016-2750 Elkinsenv@Aol.Com

Laura Bachle

From: irwin.flashman@everyactioncustom.com on behalf of Irwin Flashman
<irwin.flashman@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:19 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Irwin Flashman
1327 Buttermilk Ln Reston, VA 20190-3905 irwin.flashman@gmail.com

Laura Bachle

From: ljfues@everyactioncustom.com on behalf of Lisa Fues <ljfues@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:02 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

ms Lisa Fues

9 A W Caton Ave Alexandria, VA 22301-1519 ljfues@hotmail.com

Laura Bachle

From: bill_kgp@everyactioncustom.com on behalf of Bill Gallagher
<bill_kgp@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:37 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

I guess I'm wrong thinking you are educated and intelligent group of people! Anyone with common sense wouldn't do the same thing over and over and over again and expect a different result. But you seem too? Roads in this area have been widened for the past 50 years to relieve traffic and what has happened each time – it only creates more traffic, more pollution, more sprawl and lowered property values near these huge swaths of land that are now worthless to the local communities. STOP, STOP, STOP!!! You are destroying the future

for all of us. Put that money into transit – where the future will have a chance. A way to move people without pollution and at the same time will create real communities with centers where people can walk without having to get in their car to go everywhere. Look what Paris is doing – or in most 1st world countries around the world – they have stopped building more roads. I'm old – and seen it all. **YOU MUST PUT A STOP TO MORE AND WIDER ROADS.** This is not an uneducated point of view – I have a degree in Urban Design from Harvard – and we proved all this 40 years ago!

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Bill Gallagher

1777 Church St NW Studio Washington, DC 20036-1301 bill_kgp@hotmail.com

Laura Bachle

From: Metohugh@everyactioncustom.com on behalf of Hugh Ghiringhelli
<Metohugh@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:20 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr Hugh Ghiringhelli
12769 Potomac Overlook Ln Leesburg, VA 20176-5312 Metohugh@gmail.com

Laura Bachle

From: goffmane@everyactioncustom.com on behalf of Ethan Goffman
<goffmane@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 7:56 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

With a climate emergency putting the human future at risk, along with millions of species, we can't just pay lip service to change. We need to dramatically alter the way we plan and build, which means a radical switch away from new roads and road widening and toward public transit and a compact built environment.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Dr. Ethan Goffman
523 N Horners Ln Rockville, MD 20850-1250 goffmane@yahoo.com

Laura Bachle

From: djaygold@everyactioncustom.com on behalf of Donna Gold
<djaygold@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:24 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Donna Gold

2908 Richmond Ln Alexandria, VA 22305-1618 djaygold@comcast.net

Laura Bachle

From: scott.golds@everyactioncustom.com on behalf of Scott Goldstein
<scott.golds@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 6:35 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Scott Goldstein
5016 42nd St NW Washington, DC 20016-4106 scott.golds@gmail.com

Laura Bachle

From: sandy@everyactioncustom.com on behalf of Sandra Gould
<sandy@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:53 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Sandra Gould
1122 N Taylor St Apt A Arlington, VA 22201-5644 sandy@igould.com

Laura Bachle

From: orangeplasticgoldfish@everyactioncustom.com on behalf of Hester Graves
<orangeplasticgoldfish@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 4:00 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

A truck ran a red light, and straight into my door. It took me four years to return back "to normal." I still only work 80% time. Please focus more on public transit, and don't widen roads. They all have a hidden cost--injured people like me.

I ask you to reconsider the following projects, and instead fund expanded transit and transit oriented development: the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun.

We need the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

Since my crash, I learned that we have a local epidemic of car related injuries. Let's plan a healthier future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Dr. Hester Graves

2601 Cheverly Ave Cheverly, MD 20785-3015 orangeplasticgoldfish@yahoo.com

Laura Bachle

From: hmd992@everyactioncustom.com on behalf of Heather Gray <hmd992@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:34 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Do we seriously think widening streets is actually going to fix any transportation issues? Really? The best option is to have a wide variety of transit options for anyone to get anywhere quickly. The simplest way to do that is to prioritize walking, biking, and transit. We need to put our money where it matters and do something that is actually logical instead of being obsessed with drivers in personal vehicles.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Heather Gray

2626 Armada St Herndon, VA 20171-2723

hmd992@gmail.com

Laura Bachle

From: agcatp2@everyactioncustom.com on behalf of Allen Greenberg <agcatp2@everyactioncustom.com>
Sent: Monday, April 15, 2024 11:30 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Allen Greenberg
1526 17th St NW Washington, DC 20036-6216 agcatp2@aol.com

Laura Bachle

From: parriehendok@everyactioncustom.com on behalf of parrie henderson
<parriehendok@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:58 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Transportation planning cannot exist in a vacuum; it must be integrated with the environment and societal needs. Roadway expansion consumes even more undeveloped ground needed for absorbing rainwater and rebuilding groundwater supplies, it creates more rainwater runoff contributing to flooding, it discourages innovation in alternatives to road building. It is a copout. What is needed before roadway expansion is more housing in the downtown area to reduce the need to commute. What is needed are more public transportation options (mini-cable cars, anyone?). What is needed is encouragement of tele-working, not demanding that everyone come back to the workplace (talk about misguided). Don't build roads just for Tuesdays, Wednesdays, and Thursdays. Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus

rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

ms parrie henderson

1733 Kenyon St NW Washington, DC 20010-2616 parriehendok@icloud.com

Laura Bachle

From: iighite@everyactioncustom.com on behalf of George Hite
<iighite@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:52 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. George Hite
6429 Lignum St Springfield, VA 22150-1140 iighite@netscape.net

Laura Bachle

From: abhorowitz@everyactioncustom.com on behalf of Alex Horowitz
<abhorowitz@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:53 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Alex Horowitz
919 6th St NE Washington, DC 20002-3513 abhorowitz@gmail.com

Laura Bachle

From: cynthia_howell@everyactioncustom.com on behalf of Cynthia Howell
<cynthia_howell@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:52 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Cynthia Howell
20200 Center Brook Sq Sterling, VA 20165-5196 cynthia_howell@hotmail.com

Laura Bachle

From: amanda.p.hungerford@everyactioncustom.com on behalf of Amanda Hungerford
<amanda.p.hungerford@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:07 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Amanda Hungerford

212 Dogwood Ave Takoma Park, MD 20912-4238 amanda.p.hungerford@gmail.com

Laura Bachle

From: wildmarcimlay@everyactioncustom.com on behalf of Marc Imlay
<wildmarcimlay@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:08 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Dr. Marc Imlay

2321 Woodberry Dr Bryans Road, MD 20616-3256 wildmarcimlay@gmail.com

Laura Bachle

From: andrewireland@everyactioncustom.com on behalf of Andrew Ireland
<andrewireland@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 7:08 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Andrew Ireland
1515 N Queen St Arlington, VA 22209-2871 andrewireland@mac.com

Laura Bachle

From: npjcooley2@everyactioncustom.com on behalf of Nicole Jackson <npjcooley2@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 7:14 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Nicole Jackson

6413 Halleck St District Heights, MD 20747-4912 npjcooley2@gmail.com

Laura Bachle

From: jakejanzen@everyactioncustom.com on behalf of Jacob Janzen
<jakejanzen@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:33 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Jacob Janzen

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

Laura Bachle

From: jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:21 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Jennifer Brown
5224 Juliet St Springfield, VA 22151-2947 jbrown1008@verizon.net

Laura Bachle

From: lcjulian62@everyactioncustom.com on behalf of Lucy Julian <lcjulian62@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:27 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Lucy Julian

7426 Allan Ave Falls Church, VA 22046-1904 lcjulian62@yahoo.com

Laura Bachle

From: wuya@everyactioncustom.com on behalf of Doug Kelley
<wuya@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:26 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Doug Kelley
9904 Renfrew Rd Silver Spring, MD 20901-2217 wuya@earthlink.net

Laura Bachle

From: malcolmke@everyactioncustom.com on behalf of Malcolm Kenton
<malcolmke@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:11 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Any further widening or construction of highways and arterial roadways is inconsistent with the realities of climate change and of induced demand — more road capacity will only induce more driving. Instead, we need to stop building new road capacity and rapidly expand transit and passenger rail and create more safe walking & bicycling infrastructure.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Malcolm Kenton
1756 Euclid St NW Apt 2 Washington, DC 20009-8818 malcolmke@mac.com

From: philipkoopman@everyactioncustom.com on behalf of Philip Koopman
<philipkoopman@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 8:48 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

Furthermore, in the more dense and accessible areas of the region, creating protected and connected bicycle networks and sidewalks with both encourage residents to choose these modes over driving- thus cutting greenhouse gas emissions and infrastructure build/maintenance costs- and make travel safer and more efficient for everyone using our right-of-ways to travel and recreate. Larger projects (such as bridges) should also include full

and safe access for all modes to create connections between our local jurisdictions that are often challenging for active transportation users.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Philip Koopman

4221 31st St Mount Rainier, MD 20712-1733 philipkoopman@verizon.net

Laura Bachle

From: bjkraft1@everyactioncustom.com on behalf of Barbara Kraft <bjkraft1@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 8:29 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Barbara Kraft
2949 Upton St NW Washington, DC 20008-1107 bjkraft1@gmail.com

Laura Bachle

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Monday, April 15, 2024 7:30 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

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

Laura Bachle

From: jrichkuz@everyactioncustom.com on behalf of J Richard Kuzmyak
<jrichkuz@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:10 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

We clearly know that continuing to invest in highway capacity projects is not a sustainable solution, either from a transportation efficiency and resiliency perspective or for any of a long list of negative environmental impacts which we will inexorably push off onto our children. Where is the understanding of the benefits of compact, mixed use, multimodal development as a guiding strategy to accommodate the large protracted increase in population and jobs over the next 10 - 20 years? In my role in the 2015/16 Multisector Greenhouse Gas Reduction study I led an analysis that demonstrated that steering higher percentages of future growth into true multimodal Regional Activity Centers would yield tremendous benefits in curtailing VMT and GHG growth, which is validated by extensive empirical research. The proposed plan is an embarrassment to the region and the planners and decisionmakers at COG.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. J Richard Kuzmyak
9509 Woodstock Ct Silver Spring, MD 20910-1262 jrichkuz@outlook.com

Laura Bachle

From: mikerkwan@everyactioncustom.com on behalf of Michael Kwan
<mikerkwan@everyactioncustom.com>
Sent: Monday, April 15, 2024 8:50 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Michael Kwan
2412 17th St NW Washington, DC 20009-2745 mikerkwan@gmail.com

Laura Bachle

From: mjlangelan@everyactioncustom.com on behalf of M. Langelan
<mjlangelan@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:38 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. M. Langelan
7215 Chestnut St Chevy Chase, MD 20815-4051 mjlangelan@gmail.com

Laura Bachle

From: gladysselewis@everyactioncustom.com on behalf of Gladys Lewis
<gladysselewis@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:54 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

We live off Route 15 north of Leesburg and the proposed project which calls for a huge expenditure of County funds will do nothing to alleviate the traffic problems in the area. Currently we have a pollution-causing backup behind a light at Whites Ferry Rd. The solution seems to be to add a second light and put a new merge of two lanes to one less than 1/2 mile past the older light. None of this will help alleviate the pollution problem and may very well

make it worse at the cost of about a billion dollars—while leaving the rest of the road the same state it is now. Don't allow projects that don't help the pollution levels!!

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms Gladys Lewis

15958 Limestone School Rd Leesburg, VA 20176-5910 gladysslewis@gmail.com

Laura Bachle

From: luke.marg@everyactioncustom.com on behalf of Margaret Luke
<luke.marg@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:34 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Margaret Luke
3601 Connecticut Ave NW Washington, DC 20008-2406 luke.marg@gmail.com

Laura Bachle

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:30 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Brian Lutenegger

1615 Kenyon St NW Apt 50 Washington, DC 20010-2776 brian.lutenegger@gmail.com

Laura Bachle

From: slmader@everyactioncustom.com on behalf of Stewart Mader
<slmader@everyactioncustom.com>
Sent: Monday, April 15, 2024 8:34 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Stewart Mader
4508 Edgefield Rd Kensington, MD 20895-4203 slmader@icloud.com

Laura Bachle

From: liz5025@everyactioncustom.com on behalf of Elizabeth Malone <liz5025@everyactioncustom.com>
Sent: Monday, April 15, 2024 5:49 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

As a climate-and-society researcher, I strongly recommend that the TPB reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

When I look at the plan, I see a preponderance of roads and too few alternatives. Are more lanes of traffic all we can think of to improve transportation?

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Dr. Elizabeth Malone

423 Mansfield Rd Silver Spring, MD 20910-5560 liz5025@aol.com

Laura Bachle

From: myrna38717@everyactioncustom.com on behalf of Eileen McCarthy <myrna38717@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 12:39 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms Eileen McCarthy
3720 39th St NW Washington, DC 20016-5519 myrna38717@gmail.com

Laura Bachle

From: moiramc@everyactioncustom.com on behalf of Moira McCauley
<moiramc@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:39 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Moira McCauley
4116 29th St Mount Rainier, MD 20712-1820 moiramc@gmail.com

Laura Bachle

From: ossoarch@everyactioncustom.com on behalf of Matthew Ossolinski
<ossoarch@everyactioncustom.com>
Sent: Monday, April 15, 2024 7:29 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others.

We need bus rapid transit, safety road diet projects, and rail improvements!!!

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Matthew Ossolinski
3905 Jenifer St NW Washington, DC 20015-1949 ossoarch@aol.com

Laura Bachle

From: oldsfrfx@everyactioncustom.com on behalf of Kimcarolyn Olds
<oldsfrfx@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:51 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mrs. Kimcarolyn Olds

8406 Sleepy Hollow Rd Fort Washington, MD 20744-1829 oldsfrfx@aol.com

Laura Bachle

From: demolition18@everyactioncustom.com on behalf of Tim Paich <demolition18@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:08 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr Tim Paich

133 Long Beach Blvd # A Long Beach Township, NJ 08008-6134 demolition18@gmail.com

Laura Bachle

From: ionoxycat@everyactioncustom.com on behalf of Andrew Patel
<ionoxycat@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 11:25 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr Andrew Patel
2500 Clarendon Blvd Arlington, VA 22201-3850 ionoxycat@gmail.com

Laura Bachle

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:01 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future. and more bus routes including much better regional Inter-urban service to surrounding towns in Maryland & Virginia. An example would be Bus service from Shady Grove Metro to Frederick, Gettysburg and Hagerstown from Monday to Sunday and bus service from Ashburn Metro to Winchester from Monday to Sunday.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

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

Laura Bachle

From: mnpeterpan1@everyactioncustom.com on behalf of Nathalie Peter <mnpeterpan1@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 10:14 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Nathalie Peter

7411 Glenside Dr Takoma Park, MD 20912-6921 mnpeterpan1@gmail.com

Laura Bachle

From: martha.polkey@everyactioncustom.com on behalf of Martha Polkey
<martha.polkey@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:24 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun. The latter project--widening a southern segment of the rural highway but keeping the stoplight, when 75% of the traffic north of it crosses a 2-lane bridge that there are no Maryland plans to widen (its not even on the highway needs inventory) is a supreme waste of money that will induce new traffic, add emissions and result in more sprawl development in a rural area that is a National Scenic Byway. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms Martha Polkey

14605 Chapel Ln Leesburg, VA 20176-5277 martha.polkey@icloud.com

Laura Bachle

From: luciapollock@everyactioncustom.com on behalf of Lucia Pollock
<luciapollock@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:57 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Lucia Pollock

1001 26th St NW Apt 702 Washington, DC 20037-1604 luciapollock@yahoo.com

Laura Bachle

From: mollyrwilliams@everyactioncustom.com on behalf of Molly Pugh
<mollyrwilliams@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:14 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Molly Pugh
1200 N Quaker Ln Alexandria, VA 22302-3004 mollyrwilliams@gmail.com

Laura Bachle

From: laurie.m.ryan@everyactioncustom.com on behalf of Laurie Ryan
<laurie.m.ryan@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:03 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Dr. Laurie Ryan

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

From: r.rybeck@everyactioncustom.com on behalf of Rick Rybeck
<r.rybeck@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 2:18 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

In lieu of numerous roadway expansions, more vigorous infill development near existing transit facilities and services would be a better approach for reducing vehicular travel and pollution. This can be accomplished by reducing the property tax rate applied to privately-created building values while increasing the rate applied to publicly-created land values. This creates economic incentives for more affordable and compact development patterns. It also returns publicly created land values to the public sector instead of allowing them to be siphoned off as windfall profits by land speculators. This would help provide an equitable solution to transit funding problems. For more info, see <https://www.shareable.net/land-value-return-and-building-a-more-equitable-economy/>.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Rick Rybeck

1669 Columbia Rd NW Apt 116 Washington, DC 20009-3625 r.rybeck@justeconomicsllc.com

Laura Bachle

From: corrigan.salerno@everyactioncustom.com on behalf of Corrigan Salerno
<corrigan.salerno@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:11 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

As a professional working in transportation policy advocating to connect our climate goals with our transportation policy, the TPB has the ultimate chance to be a national leader with the Visualize 2050 Plan. To meet our goals this region committed to, these highway widening will need to be cut from our plans as we understand, from research (ITDP's Compact Cities: Electrified USA <https://www.itdp.org/publication/compact-cities-electrified-united-states-roadmap/>).

Our region holds all the potential we need to grow in a truly sustainable way, with plentiful existing transit assets and an already robust road network. We do not require endlessly unproductive highway expansions to meet our economic goals. Instead, there are proven benefits we can turn to that density, walking, biking, and transit provide for people's health, energy efficiency, economic productivity, and emissions reduction. As transportation planners, you are planning to serve those in the future. By incorporating projects the region know will

increase greenhouse gas emissions and other pollutants, the TPB is using its power to actively harm those Visualize 2050 should help. Premeditated harms have no place in the planning process, especially when we have all the knowledge, capital, and tools required to make a sustainable, safe, and equitable system a reality.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Corrigan Salerno

2827 28th St NW Washington, DC 20008-4134 corrigan.salerno@gmail.com

Laura Bachle

From: krschwa1@everyactioncustom.com on behalf of Kurt Schwarz <krschwa1@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:59 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

The only way to reduce congestion and pollution is to lower the number of emissions-emitting vehicle on the roadways. Expanding additional lanes only creates more traffic. We have seen this repeatedly. Build it and they will come, as the cliché goes. Mass transit, bike lanes, etc. will actually reduce traffic and emissions. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Kurt Schwarz

7329 Wildwood Ct Columbia, MD 21046-3477 krschwa1@verizon.net

Laura Bachle

From: stucpic@everyactioncustom.com on behalf of Stu Simon
<stucpic@everyactioncustom.com>
Sent: Monday, April 15, 2024 6:41 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Wider highways just encourages more driving. The climate crisis is upon us. Every precious cent needs to go to fund options that reduce car dependency NOW!

Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Stu Simon
4833 Chevy Chase Dr Chevy Chase, MD 20815-6426 stucpic@gmail.com

Laura Bachle

From: liam.sims@everyactioncustom.com on behalf of Liam Sims
<liam.sims@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:15 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. Liam Sims

5415 Connecticut Ave NW Washington, DC 20015-2765 liam.sims@gmail.com

Laura Bachle

From: cindyspeas@everyactioncustom.com on behalf of Cindy Speas
<cindyspeas@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:24 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future. Route 123 absolutely does not need widening. Instead it could use a complete street redesign so that pedestrians, bikers and neighborhoods nearby will feel like it's their main street not a through highway.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Ms. Cindy Speas

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

Laura Bachle

From: lottester@everyactioncustom.com on behalf of Charlotte Spinner
<lottester@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:35 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Charlotte Spinner
164 Moncure Dr Alexandria, VA 22314-4946 lottester@gmail.com

Laura Bachle

From: dcstallworth@everyactioncustom.com on behalf of Douglas Stallworth
<dcstallworth@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:23 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Douglas Stallworth
1125 Kalmia Rd NW Washington, DC 20012-1423 dcstallworth@aol.com

Laura Bachle

From: jcs2b@everyactioncustom.com on behalf of John Stanley
<jcs2b@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:13 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please, get into the 21st century and out of the 1950s and move decisively away from road and highway expansions.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. John Stanley
2510 1st Rd N Arlington, VA 22201-1007
jcs2b@pm.me

Laura Bachle

From: sticklesmp@everyactioncustom.com on behalf of Mary Stickles
<sticklesmp@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 8:38 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Mary Stickles
2602 Arvin St Wheaton, MD 20902-2703
sticklesmp@gmail.com

Laura Bachle

From: uphillslide@everyactioncustom.com on behalf of Justin Stone
<uphillslide@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:57 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Justin Stone
6412 27th St N Arlington, VA 22207-1156 uphillslide@gmail.com

Laura Bachle

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
<ddtmagnolia@everyactioncustom.com>
Sent: Monday, April 15, 2024 9:24 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

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

Laura Bachle

From: amu@everyactioncustom.com on behalf of Aaron Ucko
<amu@everyactioncustom.com>
Sent: Monday, April 15, 2024 7:50 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Aaron Ucko
503 Pleasant Dr Rockville, MD 20850-5880 amu@alum.mit.edu

Laura Bachle

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:08 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Steven Vogel
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

Laura Bachle

From: eucedawarner@everyactioncustom.com on behalf of Nancy Warner
<eucedawarner@everyactioncustom.com>
Sent: Monday, April 15, 2024 3:36 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

I no longer drive. It is really important to make walkways, bikeways, and public transportation more accessible and convenient. Continuing to expand highways is going in the wrong direction. We need to be serious about solving our climate crisis problems.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Nancy Warner
316 Cherry Ct Herndon, VA 20170-5445
eucedawarner@yahoo.com

Laura Bachle

From: zcweinstein@everyactioncustom.com on behalf of Zach Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Monday, April 15, 2024 8:53 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Zach Weinstein
1150 Ripley St Silver Spring, MD 20910-3475 zcweinstein@gmail.com

Laura Bachle

From: leslie.b.wharton@everyactioncustom.com on behalf of Leslie Wharton
<leslie.b.wharton@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 9:19 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

This is very important to me and to those who will suffer most from the impacts of climate change! Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Leslie Wharton

4978 Sentinel Dr Apt 501 Bethesda, MD 20816-3575 leslie.b.wharton@gmail.com

From: dwoodwardgb@everyactioncustom.com on behalf of David Woodward
<dwoodwardgb@everyactioncustom.com>
Sent: Tuesday, April 16, 2024 11:29 AM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

I commuted from Gaithersburg to Tysons for two and a half years. During that time I had back pain from sitting in evening rush hour traffic for over an hour each day. I would have killed for a decent public transportation option between those two cities. What makes public transit better is that you can get up and stretch or at the least focus on something other than driving. The metro is way too slow since it has to go all the way into DC. The answer is busses across the American Legion Bridge between Fairfax and Montgomery counties. That can't happen because the contract you all negotiated with Transurban makes it so that public transit agencies have to pay to use toll lanes. What we need are dedicated bus lanes.

For all of these reasons please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid

transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

By 2050 the worst of global warming will be in full swing. We can't wait until then to start moving away from personal automobiles.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr. David Woodward

20202 Lea Pond Pl Montgomery Village, MD 20886-1269 dwoodwardgb@gmail.com

Laura Bachle

From: b6565yu@everyactioncustom.com on behalf of Brenda Yu
<b6565yu@everyactioncustom.com>
Sent: Monday, April 15, 2024 10:18 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Brenda Yu
1201 Pine Hill Rd Mc Lean, VA 22101-2906 b6565yu@yahoo.com

Laura Bachle

From: AZALESAK@everyactioncustom.com on behalf of Andrew Zalesak
<AZALESAK@everyactioncustom.com>
Sent: Monday, April 15, 2024 2:57 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

Remember: expanding our road system does nothing to curb traffic congestion since demand will rise as a result of the expansion. Instead of forcing more people to travel by car, let's provide everyone with safer, more sustainable options.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,

Mr Andrew Zalesak

4720 Rosedale Ave Apt 202 Bethesda, MD 20814-3754 AZALESAK@alumni.UNC.EDU

Laura Bachle

From: tom_g_zeller@everyactioncustom.com on behalf of Thomas Zeller
<tom_g_zeller@everyactioncustom.com>
Sent: Monday, April 15, 2024 4:03 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Thomas Zeller
116 Julian Ct Greenbelt, MD 20770-1613
tom_g_zeller@yahoo.com