



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the June 2023 TPB Meeting
DATE: June 21, 2023

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), mail, and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

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

Between noon at Tuesday, May 16 at noon on Tuesday, June 20, 2023 at noon, the TPB received 225 individual project comments from the Visualize 2050 Initial Project List Feedback Form, six comments submitted via email, and one request for the live comment period.

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

PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM

Comments on District of Columbia Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Benning Rd Bridges and Transportation Improvements	1					1
C Street NE Implementation	1					1
District-wide Bicycle and Pedestrian Management Program	7				1	8
East Capitol Street Corridor Mobility & Safety Plan					1	1
Pennsylvania Avenue NW Protected Bicycle Lanes	1	1				2
South Capitol Street Corridor	1				1	2
Union Station to Georgetown Streetcar Line	8			1		9
DC Project Suggestions						3
TOTAL COMMENTS						27

Comments on Maryland Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Brunswick Line	4					4
Bus Rapid Transit: US 29 - Phase 2	6					6
Camden Line	1					1
Corridor Cities Transitway (CCT)	3					3
I-270 Innovative Congestion Management	1				2	3
I-270" (MD OP Lanes Phase 1)					1	1
MARC Improvements	5	1				6
MARC Run-through service to L'Enfant Plaza	1					1
MARC Run-through service to Virginia	3	1				4
MD 28/MD 198 Corridor Study					1	1
MD 355 Bus Rapid Transit	5					5
MD 650 New Hampshire Avenue BRT	2					2
MD 97 at MD 28 Interchange		1				1
Montrose Parkway					3	3
North Bethesda Transitway Bus Rapid Transit (BRT) Project	3	1				4
Op Lanes Maryland Phase 1	1				13	14
Presidential Parkway					1	1
Randolph Road Corridor Bus Rapid Transit (BRT) Project	2					2
US 1 Corridor		1				1
US 29 Corridor					4	4
Veirs Mill Bus Rapid Transit	5					5
MD Project Suggestions						10
TOTAL COMMENTS						82

Comments on Virginia Projects

Projects	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
"Loudoun County Parkway Widening					1	1
Alexandria 4th Track	3					3
Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	1					1
Arkendale to Powells Creek Third Track Project and Potomac Shores Station	1					1
Battlefield Park Bypass Project					3	3
Boone Blvd Extension					1	1
Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)					1	1
Croson Lane widening					1	1
DASH Service Expansion	7					7
Devlin Road Widening					1	1
Duke Street BRT Design & Construction	8					8
Dulles Airport Access Road Project					3	3
Dulles Toll Road Collector					1	1
Dulles Toll Road Expansion					2	2
Eisenhower Valley Access and Circulation Improvements					1	1
Fairfax County Parkway Improvements		1			1	2
Franconia to Occoquan 3rd Track Project	1					1
Frying Pan Road Widening					1	1
Grant Avenue Road Diet	1					1
Greensboro Drive Extension		1				1
Herndon Metrorail Intermodal Access Improvements	1	1				2
Herndon Metrorail Intermodal Access Improvements - Phase II	1					1
I-66 Improvements	1					1
I-95 Express Lane Extension to Fredericksburg	1					1
Landmark Transit Center	3					3
Lee Highway Widening					2	2
Liberia Avenue widening					1	1

Long Bridge VA - DC	13					13
Magarity Road Widening					2	2
Multimodal Bridge to Van Dorn Metro Station	2					2
New Guinea Road, Construct					3	3
Reston Parkway Improvements					1	1
Rolling Road widening project					2	2
Route 1 Improvements					1	1
Route 1 Metroway Extension (Alexandria)	1					1
Route 15 North Widening					1	1
Rte 7 Corridor Improvements - Phase 2	2	1				3
Rte. 28 Bypass					1	1
Shirley Gate Road Improvements					2	2
Soapstone Drive Connector	1					1
Sudley Road 3rd Lane, NB					1	1
Telegraph Road widening					1	1
US 1 Bus Rapid Transit	2					2
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)					1	1
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)					1	1
VA 123 Widening (Fairfax)					2	2
VA 123 Widening (Prince William)					1	1
VA 28 Widening					1	1
VA 7	1					1
VRE L'Enfant Station and 4th Track	1					1
VRE Service Improvements (Reduce Headways)	1					1
Washington Boulevard Widening					1	1
West End Transitway	2					2
VA Project Suggestions						7
TOTAL COMMENTS						108

Multi-Jurisdictional Project Suggestions

There are eight multi-jurisdictional project suggestions.

PUBLIC COMMENT

Arlene Montemarano – Comment via Email – May 7, 2023

Montemarano shared a meeting invitation to the Action Committee for Transit's monthly meeting focused on the procurement of toll lane P3.

Arlene Montemarano – Articles via Email – May 20, 2023

Montemarano shared two articles, "[Montgomery Dels. Korman, Moon move up House leadership ranks](#)" and "[Korman Gets a Big Promotion](#)"

Arlene Montemarano – Article via Email – May 29, 2023

Montemarano shared an article "[If You Think Adding That Extra Lane Will Reduce Traffic Congestion – You'd Be Wrong](#)" and called for the cancellation of the Maryland Op Lanes project.

Arlene Montemarano – Comment via E-mail – June 9, 2023

Montemarano forwarded an email invitation to an Action Committee for Transit meeting with Lieutenant-Governor Aruna Miller on the topic "A Bold New Transportation Plan for Maryland". They expressed their disapproval for the toll lane plan.

Arlene Montemarano – Comment via E-mail – June 14, 2023

Montemarano forwarded the meeting summary from the June 13th meeting of Action Committee for Transit which included remarks from Lieutenant-Governor Aruna Miller on "A Bold New Transportation Plan for Maryland".

George Aburn – Letters via E-mail – June 20, 2023

Aburn followed up on his previous comments and expressed concern that environmental justice and climate change are not being adequately addressed in transportation plans. He submitted additional documents, including a letters addressed to the TPB Board, Community Advisory Committee, and Technical Committee.

Public Comment Received from February 15 – June 20, 2023

The comments outlined below were received from the Visualize 2045 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – June 20, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

Table 1. District of Columbia Project Comment

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

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

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

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

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

Table 2. District of Columbia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
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5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	Eric Englin
6/14/2023	Bus lanes on every arterial road in DC.	Karthik Balasubramanian
6/14/2023	Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have be implemented in NYC on 14th St.	Suzanne Legault
6/18/2023	Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation	Brian Lutenegeger

Table 3. Maryland Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270"	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	

3/17/2023	MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher
3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible.	Mary Stickles
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickles
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line	Mary Stickles

				does not run frequently enough to be well used as it could be.	
3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		<p>I submit this article from WAPO, in case you missed it. Good points.</p> <p>www.washingtonpost.com washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	Arlene Montemarano

3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\hat{T}$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and \hat{T} the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases (\hat{T}). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	Arlene Montemarano
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk

4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
6/6/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	Adam Carlesco
6/13/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not	

				considered at all from air to water to hazardous waste, etc.	
6/14/2023	Brunswick Line	News/media	Strongly agree	All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan	
6/14/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to Frederick should be a part of the 2059 vision plan	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	Good Brt is important for this region- I support this project in the 2050 vision plan	
6/14/2023	MARC Improvements	News/media	Strongly agree	Marc all day, weekend, and bidirectional service on all lines is important door reducing car dependency in this region. I strongly support Marc service improvements on all lines.	
6/14/2023	MARC Run-through service to L'Enfant Plaza	News/media	Strongly agree		
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree		
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway	News/media	Strongly agree		

	Bus Rapid Transit (BRT) Project				
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree		
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	George Hite
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Ineffective to try to build out of congestion.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	Important improvement to reduce commuting along by auto	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	Support TOD around BRT stations. Grade-separated intersections would undermine that possibility.	
6/14/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	This demand should be handled by the ICC.	
6/14/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Don't further divide White Flint area.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause	Ethan Goffman

				dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households.	
6/14/2023	MARC Improvements	News/media	Strongly agree	We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars.	Ethan Goffman
6/14/2023	Brunswick Line	News/media	Strongly agree	We need greatly improved train service, not more sprawl.	Ethan Goffman
6/14/2023	Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties)	News/media	Strongly agree	We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car.	Ethan Goffman
6/14/2023	MARC Improvements	Advocacy organization	Agree	Encourage greater MARC usage	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Important opportunity to improve transit and land use in the 355 corridor	
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	Need to provide better and more frequent bus service in the New Hampshire Ave corridor	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Dense corridor that could support higher transit usage with better service.	
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that.	Jacob Allen Barker

6/14/2023	MARC Improvements	Advocacy organization	Strongly agree	All current MARC lines need to run all day bidirectionally. We need to make more places in the state accesible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state.	Jacob Allen Barker
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality.	Andrea Cimino
6/14/2023	Montrose Parkway	Neighborhood/civic association	Strongly disagree	I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some bike lanes have already been built in this area (on Nebel St) and I'd love to see more, as I am a regular bike commuter.	Andrea Cimino
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in	Andrea Cimino

				favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution.	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization		This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	I-270 Innovative Congestion Management (Project to add toll lanes on interstates 270 and 495 between the American Legion Bridge and Frederick, MD)	News/media	Strongly disagree	Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is	Douglas Sedon

				used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT.	Paul Brown
6/14/2023	Camden Line	Advocacy organization	Strongly agree	More frequent bidirectional MARC service on the Camden line (and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit) train service rather than the current loco-pulled diesel trains.	Paul Brown
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list.	

6/14/2023	Brunswick Line (Direct rail service to BWI)		Strongly agree	Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension.	
6/14/2023	Brunswick Line (Would like to see excursion trains to Harper's Ferry with ADA accessible at HF, and to extend MARC to Oakland Maryland on account of ski resorts)	News/media	Strongly agree	I support the Brunswick train as!it takes cars and drivers off the road as too tolerant of aggressive drivers	Steve Warner
6/14/2023	MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland)	News/media	Strongly agree	I again believe rail is better than highway construction	Steve Warner
6/14/2023	MD 97 at MD 28 Interchange	News/media	Agree	Several historical buildings should not be sacrificed for stupid car traffic	Steve Warner
6/14/2023	Presidential Parkway	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars	

				can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc).	
6/14/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Nothing should be done to I270 that will enable more vehicles. More vehicles will cause more air, noise, and water pollution in the immediate and wider areas, which will negatively impact the health of people of all ages. Traffic can be addressed by encouraging work-at-home policies, I270 lanes dedicated to public transit electric vehicles, and better public transportation throughout the area. The goal should be to have most I270 use be by public transit vehicles, service vehicles, and local cargo delivery (long distance delivery should be by train, not truck or plane), by 2050.	Roselie Bright
6/14/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Although I support renovating the bridge over the Potomac for structural integrity, I oppose all efforts to install toll lanes, add lanes, or use the public-private partnership for any part of the project. Additional vehicle capacity will only increase traffic in a few years and encourage further degradation of our air, water, and ambient noise, all of which will hurt the health of people who live in and travel through the area. Better ways to address congestion include work-from-home policies, one or more lanes dedicated to public transit buses, and wider, attractive, and useful public transportation. The goal for 2050 should be that most users of I495/I270 are buses, service vehicles, and local cargo trucks (long distance cargo transportation should be by	Roselie Bright

				rail, not trucks or planes). The P3 partnership idea should be scrapped because it put all risks of the project on taxpayers and all benefits on the private company, and locked Maryland into the deal for decades.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	Nic Kotschoubey
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Nic Kotschoubey
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead	
6/15/2023	MARC Run-through service to Virginia	News/media	Strongly agree	This kind of reform is the minimum requirement for bringing passenger rail service up to global standards	
6/15/2023	I-270" (MD OP Lanes Phase 1)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls	Robin Gross
6/15/2023	Op Lanes Maryland Phase 1	News/media	Strongly agree	The American Legion Bridge is one of the worst traffic bottlenecks in the region. The addition of Express Lanes across the bridge and I-495 will help relieve this huge bottleneck, enable fast and reliable express bus service, and HOV-3 free will incentivize people to carpool. This project has been studied extensively and is by far the best	

				<p>solution with tolls paying for the new capacity and providing huge opportunities for transit that currently is not viable between Maryland and Virginia. I used to live in Maryland and commute to Northern Virginia (what could be a 20-minute commute from Bethesda but traffic would regularly take 45+ minutes each way). I wound up moving to Virginia so Maryland lost my tax revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving.</p>	
6/15/2023	MARC Run-through service to Virginia	News/media	Agree	<p>It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City.</p>	
6/15/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Agree	<p>This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park.</p>	
6/15/2023	US 1 Corridor		Agree	<p>Route 1 is somewhat ugly and this could be a nicer gateway to College Park.</p>	
6/16/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly agree	<p>I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you.</p>	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<p>I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland</p>	Andrew Gallant

				finances. Even worse, it does not solve the congestion problem. Please kill this project and look at the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/16/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Even if, on average, congestion was reduced, there are no average drivers - only those who have the money to pay and those who don't. So much for equity! Ironically, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion. Does it also mean that the tolls are already too high? The project also would create new bottlenecks to promote future toll-lane expansion - specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project's environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital - just to name a	

				<p>few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?</p>	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	
6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brian Lutenegger
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs	Alex Demarais

				around FLASH bus rapid transit stops. The money should be spent upgrading the BRT.	
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	
6/19/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
6/19/2023	US 29 Corridor		Strongly disagree	This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways.	
6/19/2023	Veirs Mill Bus Rapid Transit		Strongly agree	This project is critical to serving one of the state's highest ridership bus routes.	
6/19/2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree	This project is critical to achieving success in BRT in MoCo.	

Table 4. Maryland Project Suggestions

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
6/13/2023	More transit of every kind should be included instead of roads.	
6/14/2023	Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters.	Brian Robinson
6/14/2023	We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county.	Ethan Goffman

6/14/2023	All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy.	Jacob Allen Barker
6/14/2023	I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option.	Andrea Cimino
6/14/2023	ICC extension to Baltimore Washington Parkway to redesignate as 495	Steve Warner
6/14/2023	Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses, passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth.	Roselie Bright
6/14/2023	Please finish the Purple Line! Thank You!	Nic Kotschoubey
6/19/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Alex Demarais
6/19/2023	Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe	

Table 5. Virginia Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		
2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects—both outside and inside the Beltway—have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	

3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick
3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	
3/14/2023	VA 7, Widen, any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell

3/15/2023	VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals.		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	
3/15/2023	Duke Street BRT Design & Construction	Project webpage, i live in the Duke St corridor	Strongly agree	BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding	Alex Goyette
3/16/2023	Richmond Highway Corridor Improvements	Fairfax County Alert	Strongly agree		

3/22/2023	Route 1 Improvements, CE2161	Project webpage	Disagree	Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed.	Mark Scheufler
3/22/2023	Rippon Boulevard Extension	Project webpage	Strongly agree	Update Project Description to future scope	Mark Scheufler
3/22/2023	Wellington Road Improvements	Project webpage	Neutral	CE3695 - Update Project Description to future scope/Combine with CE2145	Mark Scheufler

3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE1942 - Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Disagree	CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf	Mark Scheufler

3/22/2023	Catharpin Road, Widening	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	McGraws Corner Drive	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Vint Hill Road Improvements	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	John Marshall Widening		Disagree	CE3694 - Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Dale City Parkway Node New Through Boulevard	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	Recommend Route 29 Alternate Alignment	Mark Scheufler

3/22/2023	US 15 Improvements		Neutral	CE3162 - Combine with CE1803	Mark Scheufler
4/25/2023	US 15 Improvements	Project webpage	Strongly agree	I'm assuming this is the project to widen US 15 and build a railroad overpass near the Town of Haymarket (CE1803). If not, please file these comments under that project. This is a badly overdue project that causes both congestion and safety issues to this day. Traffic on this stretch of US 15 has grown significantly over the last 10 years and it not only serves as a 2-lane bottleneck on a 4-lane road, but also a high-risk area due to the at-grade railroad crossing. This project would go a long way in lessening both congestion and injuries/fatalities.	
4/25/2023	John Marshall Widening	Project webpage	Strongly agree		
5/30/2023	Rte 7 Corridor Improvements - Phase 2		Agree	The Sierra Club Virginia Chapter asks that the Transportation Planning Board create a Visualize 2050 plan that reflects the goals of regional, state and local planners, and the desires of residents. For example: • The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed. • The TPB's climate study showed that the region must shift far	

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

5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	
5/31/2023	DASH Service Expansion	Advocacy organization	Strongly agree	DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region	
5/31/2023	Croson Lane widening	projects listed here	Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Devlin Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Landmark Transit Center		Strongly agree		

5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Lee Highway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Liberia Avenue widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Grant Avenue Road Diet		Strongly agree		
5/31/2023	"Loudoun County Parkway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Magarity Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Rolling Road widening project		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term,	

				but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Route 15 North Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	West End Transitway		Strongly agree		
5/31/2023	VA 123 Widening (Fairfax)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VA 123 Widening (Prince William)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 1 Bus Rapid Transit		Strongly agree		

5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/14/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)	Project webpage	Strongly disagree	Fairfax County and the greater region need to stop widening roads for congestion relief. Solutions to traffic are not solved with widening. Other ideas such as transit, active transportation infrastructure, and providing alternative routes by creating new streets and grids of streets creates a more sustainable and resilient system. Stop wasting money and degrading the environment.	JoAnne Fiebe
6/14/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		
6/14/2023	Alexandria Potomac Yard Metro Station Improvements,	Advocacy organization	Strongly agree		

	Including Southwest Entrance				
6/14/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
6/14/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Advocacy organization	Strongly agree		
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Improved passenger rail service over long bridge is long overdue. This needs to be a priority for the region.	
6/14/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree		

6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I am most interested in the bike-pedestrian bridge to be connected between Long Bridge Park and East and West Potomac Parks. We need more ways to get safely between MD and Virginia on foot and by bicycle. It would allow for recreation, commuting, and economic opportunities, as Marylanders could bike to dinner in VA, and vice versa.	Brian Robinson
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link	George Hite
6/14/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree		
6/14/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree		
6/14/2023	West End Transitway	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree	Strong agree with inclusion of the new bridge to add 2 new tracks to the Long Bridge railway crossing of the Potomac. This should be of the utmost priority. If there is a funding question, I would suggest adding congestion toll pricing to I395 inside the beltway.	Paul Brown
6/14/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-	

				centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	VA 7 (Second Potomac River Metrorail crossing)	News/media	Strongly agree	To promote sustainable development and transport and redevelop auto-centric strip malls, we need to expand metro. Metro has three lines running under Rosslyn to Downtown DC and one can be separated out to run on a new route to downtown - ideally via Rte 7 from Tysons to Alexandria/Pentagon and then crossing into DC. A new metro crossing would help metro be more competitive with the auto and decongest the Rosslyn River crossing.	
6/14/2023	Boone Blvd Extension	Advocacy organization	Strongly disagree	We do not need more roads to solve the issue of too many cars/traffic. There should be more dedicated alternative methods of getting people around. Such as bike lanes instead to help people move around without needing a car. More revenue can be generated from bike rental stations and/or scooter stations such as those found in DC.	
6/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	This plan should be removed. Instead build infrastructure for alternative ways to move people around such as bike lanes, dedicated bus-only lanes, or even trains running through the median.	
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree	This is a great way to reduce traffic, give people alternative ways to get around.	
6/14/2023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly disagree	Remove this plan. It's already congested enough, adding more lanes will add more cars. With Eisenhower Ave being so close to the metro, there is a unique opportunity to increase funding to maintain, improve service, and expand our transit network. Widening roads divides neighborhoods, makes it more dangerous for people to walk, and	Andy

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

				both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change.	
6/14/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic, unsafer roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	VA 28 Widening	Advocacy organization	Strongly disagree	Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafer highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development!	
6/14/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafer roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit.	
6/14/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where they need to, find jobs in new cities. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change	
6/14/2023	Dulles Airport Access Road Project	Friend/colleague	Strongly disagree	This plan should be removed. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for	

				walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in more transit-oriented development and providing an alternative to driving! Build more train tracks, more dedicated bike lanes, trams, trolleys, etc. People should be able to move around without needing a car. Stop wasting our tax money on roads we can't use unless we buy a car.	
6/14/2023	New Guinea Road, Construct	Friend/colleague	Strongly disagree	Adding more lanes to the road will make them less safe in our community! Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in dedicated bike lanes in the beautiful new guinea road so people can get around without needing a car!	
6/14/2023	Reston Parkway Improvements	Friend/colleague	Strongly disagree	Cancel this plan. Widening roads will only create more congestion, traffic, create less safe streets, and separate our community. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Create dedicated, safe bike lanes instead, or bus-only lanes, or bus-rapid transit system.	
6/14/2023	Telegraph Road widening	Neighborhood/civic association	Strongly disagree	This plan should be scrapped. Widening roads only leads to induced demand. There will be more congestion, more unsafe streets for our kids, more pollution, and more people stuck in traffic. Increase funding to maintain, improve service, and expand our transit network Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	

6/14/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	We cannot widen our way out of traffic. Putting more space for cars is antithetical to mitigating climate change. Stop that right now.	Kripa Patwardhan
6/14/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Stop widening roads! This is antithetical to combatting climate change. What we need is LESS space for cars.	Kripa Patwardhan
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Nic Kotschoubey
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Helps with commuting, long-distance travel, freight, pedestrian and bicycle travel.	
6/15/2023	Long Bridge VA - DC		Strongly agree	This is a crucial project to improve rail passenger service on the East Coast. It will also add iconic new pedestrian and bicycle facilities.	
6/15/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		B. Morrow
6/15/2023	DASH Service Expansion	Neighborhood/civic association	Strongly agree		B. Morrow
6/15/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree		B. Morrow
6/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	It is the most critical project to improve mobility between VA and DC.	John Burke
6/15/2023	Soapstone Drive Connector	News/media	Strongly agree	Soapstone Drive Connector will help create an additional option to cross the Dulles Toll Road, connect North and South Reston, and support transit-oriented development.	
6/15/2023	I-95 Express Lane Extension to Fredericksburg	News/media	Strongly agree	Traffic is really bad on I-95. The express lanes work wonderfully. It would be great to see this expanded further.	
6/15/2023	Greensboro Drive Extension	Project webpage	Agree	Need to continue to create more of a grid of roads in Tysons.	
6/15/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly agree	Need to complete the Route 7 expansion project - it has been ongoing for years and needs to be complete. Capacity is needed and addition of	

				bike/ped path, better bus stops, and sound walls are great.	
6/15/2023	Dulles Airport Access Road Project		Strongly disagree	I have never seen the Dulles Airport Access Road congested, and it is unconscionable that the Airports Authority would use toll road funds to widen the access road that is only for airport users who pay nothing. The Airports Authority has dramatically increased tolls over the past years, has stopped transit buses from using the Airport Access Road, and now wants to make this inaccessible road for commuters even wider, likely using the tolls we pay. No, this is not right. The only way the Airport Access Road should be allowed to be widened is if it is converted to be like the Express Lanes and allow HOV-3 to use these lanes for free. This should be made part of the Express Lanes network with HOV-3 able to bypass the main toll plaza. Give commuters more options by expanding express bus services and helping to encourage carpooling as well.	
6/16/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
6/17/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line	Ram V
6/17/2023	Battlefield Park Bypass Project	News/media	Strongly disagree	This will encourage even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities	Ram V
6/17/2023	Sudley Road 3rd Lane, NB	News/media	Strongly disagree	This will increase traffic and cut down residential and wooded areas	Ram V
6/17/2023	Rte. 28 Bypass	News/media	Strongly disagree	increases traffic, better projects in the area to focus on	Ram V

6/17/2023	I-66 Improvements (FABB recommendations)	Advocacy organization	Strongly agree	Would like to see bike lane improvements A package of protected bike lanes as part of a region-wide bike lane and trail network. Shared-use side paths to complete bike network connections where on-road bike lanes cannot be installed. Pedestrian and bicyclist-scale lighting along bike lanes, trails, and shared-use paths. Provisions (personnel, equipment, and funding) for long-term bike lane and trail maintenance, to include snow removal and regular sweeping. Package of intersection treatments (bicycle boxes, stop bars, lead signal indicators) to accompany new protected bike lanes. New and repaved roadways should include paved shoulders where bike lanes are not possible. Near term proposal for I-66 Trail (start immediately): Landscaping to separate trail from roadway and block noise and debris plus tree planting to provide shade. Medium term proposal: Install solar panel trail covers, where practical (I-66 and other trails abutting major highways) to provide power, shade, and rain protection	Matthew Henry
6/18/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Brian Lutenegger
6/18/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit (BRT) project)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Brian Lutenegger
6/19/2023	Long Bridge VA - DC	Advocacy organization (News Media)	Strongly agree	This project will provide an important new pedestrian and bicycle link.	Steven Ward
6/19/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for	Steven Ward

				improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	
6/19/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities	Steven Ward
6/19/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this	Mary Crowe
6/19/2023	Shirley Gate Road Improvements	News/media	Strongly disagree	Just moved to the area and this road handles traffic well- better design than other roads in the area. Have been on it during commute time- it is not at capacity	Mary Crowe
6/19/2023	Fairfax County Parkway Improvements	News/media	Agree		Mary Crowe
6/19/2023	New Guinea Road, Construct	News/media	Strongly disagree	You'll be destroying important natural areas without really alleviating the problem	Mary Crowe
6/19/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	We need safe ways for folks to walk bike and scooter to access the metro	Mary Crowe

Table 6. Virginia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	BRT	

3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher
3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA TRV) - Phase X 5. I-95 Bi-Directional Express Lanes Dale City to Springfield 6. I-95 Bi-Directional Express Lanes Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler
6/14/2023	Yes, WMATA (Metro) or even competing transit systems to bring prices down, reduce traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, dedicated SAFE bike lanes, transit.	
6/14/2023	There should be a package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, bus rapid transit stations, and stops along high-frequency bus lines. There should be more safe, dedicated bike lanes so people can commute easily within their own community!	Andy
6/14/2023	With the extension of the silver line, our transit options and stations should increase. Transit-oriented development will help people move to where they need to easier, faster, safer and reduce their carbon footprint. Make cities made for people, not cars!	
6/14/2023	Build more transit-oriented development projects, where the projects' focus is on providing communities alternatives to driving to get around. Such as metro, VRE, other transit systems such as BRTs. Dedicated and SAFE bike lanes. Widening roads only makes streets less safe for our kids, and separates communities!	
6/14/2023	Yes. Road diets everywhere, please and thank you.	Kripa Patwardhan
6/15/2023	BRT along Rt. 7	John Burke
6/19/2023	In general more funds towards bus, bike and pedestrian facilities	Mary Crowe

Table 6. Multi-jurisdictional Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick
3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng
6/14/2023	More money for bike and ped improvements.	JoAnne Fiebe

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

6/15/2023	Extend I-495 Express Lanes in Virginia into Maryland across the Woodrow Wilson Bridge to support access to National Harbor. Add express transit services across the Woodrow Wilson Bridge so that residents in Prince George's County can have direct transit access to Alexandria and up to Crystal City and the Pentagon.	
6/17/2023	Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines	Ram V
6/19/2023	Hopefully, by 2045 and 2050, the region will be finishing up the transition to more, better, and safer biking and walking infrastructure that will have greatly reduced car trips and encouraged more use of transit. By these decades, there should be a region-wide connected bike lane and trail network that is world class in all respects. Widening and building more roads is not a viable plan for the future of the region or the planet.	Steven Ward

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Sunday, May 7, 2023 11:33 PM
Subject: New toll lane documents obtained by FOIA.....Tuesday, May 9.

After 11 months of stalling, the Federal Highway Administration has responded to the Maryland Transit Opportunities Coalition's request for toll lane documents.

I will present what we've learned from these documents at the Action Committee for Transit's monthly meeting next **Tuesday, May 9**. The meetings is held at the Silver Spring Civic Center, 1 Veterans Plaza, at 7:30 pm.

This talk will be a unique look inside the Hogan administration's procurement of the toll lane P3 -- a key to understanding why this misbegotten project has been so hard to stop.

Please let others who might be interested know about this meeting, and I hope to see you there.

Ben Ross
Chair, [Maryland Transit Opportunities Coalition](#)

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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From: Arlene Montemarano <mikarl@starpower.net>
Sent: Saturday, May 20, 2023 1:06 PM
Subject: Three Public Figures, Prominent in the 5 year battle against Hogan's Troll Lanes, Receive Promotions from the new administration

Korman to chair Environment and Transportation Committee

"**Mark Korman** has been a critic of former Gov. Larry Hogan's (R) administration's handling of the I-495/I-270 project. In this position, Korman will now play a key role in shaping the direction Gov. Wes Moore's (D) administration decides to take when it comes to widening I-495 and I-270 and expanding the American Legion Bridge.....

.....In other appointments, Del. **Jared Solomon** (D-Dist. 18) was made chair of the Personnel Subcommittee of the House Appropriations Committee. Solomon represents parts of Silver Spring, Bethesda and Wheaton. Also getting a promotion is Delegate **David Moon**, who will succeed Korman as house majority leader."

In his new position, Korman will have a key role in shaping legislation to reform the P3 law.

<https://moco360.media/2023/05/17/montgomery-county-dels-korman-moon-move-up-house-leadership-ranks/>

And,

<https://montgomeryperspective.com/2023/05/17/korman-gets-a-big-promotion/>

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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

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Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Monday, May 29, 2023 10:26 PM
Subject: If You Think Adding That Extra Lane Will Reduce Traffic Congestion - You'd Be Wrong

This article masterfully tells what we all know, and have known for some time. But our government leaders, in spite of Transurban's withdrawal, have not yet cancelled Hogan's plan to add private 'troll' lanes to 495 and 270, and until they do, we remain fearful. Fearful that the information presented below has not yet penetrated the consciousness of those in power. Fearful that that destructive and fruitless plan will be back.

Help spread the word to those decision makers if you can. Time now, and finally, to cancel this last absurdity. We can do so much better starting fresh with a new and wiser approach.

(Bolding is Thom's)

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https://hartmannreport.com/p/if-you-think-adding-that-extra-lane-Odd?utm_source=substack&publication_id=302288&post_id=119738810&utm_medium=email&utm_content=share&triggerShare=true&isFreemail=true

If You Think Adding That Extra Lane Will Reduce Traffic Congestion - You'd Be Wrong

It's Memorial Day, and millions of Americans are on the highways.

You'd think that if your freeway is clogged up every rush hour, adding an extra lane would reduce the congestion. You'd be wrong.

And an uprising against Oregon state government plans to widen the I-5 freeway here in Portland may end up changing how cities around the country decide to use the hundreds of billions of dollars in highway funds coming to them from the Infrastructure Investment and Jobs Act.

A recent study of 100 US cities found that — between 1993 and 2017 — billions were spent to expand highway systems' capacities by 42 percent, far faster than the cities were growing population-wise. But instead of reducing congestion, traffic delays actually went up by 144 percent.

The key to understanding this phenomenon is something called "induced demand." Basically, it's the idea that when you offer a population something nice, lots of people show up to use it.

It's sort of like supply-side economics, but in a rational version that actually makes sense.

Aaron Brown of NoMoreFreewaysPDX.com described induced demand on my radio/TV program as being like when Ben & Jerry's offers free ice cream and suddenly a quiet storefront area has a line around the block. When freeways are expanded, more people decide to use them, producing even more congestion.

The Rocky Mountain Institute, along with the NRDC and four other environmental groups has even put online an extraordinarily detailed induced demand calculator with databases for cities all around the country.

Thirty percent of America's greenhouse gas emissions come from vehicles and, for the city of Portland (like many cities), it's 40 percent.

Widening our highways will only draw more cars onto the road and increase our greenhouse gas output, which has become the basis of a lawsuit against the Oregon Department of Transportation (ODOT) by NoMoreFreeways and aligned groups.

Young Portland activists had organized a Youth versus ODOT Instagram site, aligned with the Portland Sunrise movement, and there were weekly protests at ODOT offices by local high school students and others.

And they had an impact. As Bloomberg News noted:

“On Jan 18, the Federal Highway Administration (FHWA) rescinded a key approval of the controversial highway widening that's been a prime target of the young protesters, the Rose Quarter Improvement Project along Portland's Interstate 5. FHWA also requested that the state redo its environmental study.”

Environmental groups and activists concerned with the future livability of their cities are taking notice, and Colorado is also leading the way in now requiring that environmental issues be considered in all transportation infrastructure decisions.

Meanwhile, there's a huge trend of cities around the world taking steps to reduce their own car burdens: from London to Bogota to Beijing, driving lanes are being replaced by bike lanes, parts of city centers are going pedestrian-only, and tolls or fees are being charged for entry into or driving within a city.

Here in America, decisions are being made about how to spend the hundreds of billions coming to states in the new highway legislation, but it's becoming a war: the auto, tire, and fossil fuel industries are large and well financed.

Since five Republicans on the Supreme Court legalized political bribery with Citizens United in 2010, those industries are able to pour unlimited amounts of cash down the throats of state-level politicians all across the nation.

And now that hedge funds and billionaire investors have bought up or killed off so many of America's local newspapers, that highway industry's legal bribery (“lobbying” and “contributions”) probably won't even be reported on in local media.

Meanwhile, the industry of companies that manufacture mass transit vehicles like buses, streetcars, and subway systems is relatively small, specialized, and doesn't have an army of lobbyists or hundreds of millions for now-legalized political bribes.

It's going to be a hell of a fight over the next decade or two, and our local voices could be the factor that decides whether our polluting highways are expanded or, instead, that money goes to bike lanes, public spaces, and mass transit.

Now is the time to pay attention and get active to make your community a more livable place. Tag, you're it!

Thank you for reading The Hartmann Report. This post is public so feel free to share it.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

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Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Friday, June 9, 2023 11:41 PM
Subject: Join us on June 13 to hear Lieutenant-Governor Aruna Miller on "A Bold New Transportation Plan for Maryland."

How wonderful it would be to have a substantial crowd there to actually communicate our thoughts to the governor as to why keeping the toll lane plan would be his worst possible choice. It's time for that destructive scheme to completely die and stay that way.

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

Subject:Join us on June 13 to hear Lieutenant-Governor Aruna Miller on "A Bold New Transportation Plan for Maryland."
Date:Fri, 09 Jun 2023 15:05:14 +0000 (UTC)
From:Action Committee for Transit <admin@actfortransit.org>
To:Arlene Montemarano <mikarl@starpower.net>



Arlene --

Please join us on Tuesday, June 13 at 7:30pm. We will be meeting IN PERSON in the Ellsworth East Room in the Silver Spring Civic Center.

Topic: A Bold New Transportation Plan for Maryland

Speaker: Lieutenant-Governor Aruna Miller

ACT's monthly meetings are held the second Tuesday of each month, at the Silver Spring Civic Center, One Veterans Place. Meetings begin at 7:30pm.

The [Silver Spring Civic Center](#) is located at 1 Veterans Pl, Silver Spring, MD 20910, facing Fenton Street & Ellsworth Drive.

It is an eight-minute walk north from the Silver Spring Metro Station.

Many bus routes can take you to and from the meeting:

- Ride-On #15 and #19 at the corner of Wayne Ave. & Fenton St.
- Metrobus routes Z6 and Z8 and Ride-On routes #9 and #12 stop along Colesville Road
- Ride-On #16, #17, and #20 plus the F4 Metrobus stop pass by on Fenton St.

If coming by car, plentiful evening parking is available at the Wayne Avenue garage and several other garages nearby.

Upcoming Events

- June 12, 5:30 pm: WABA-organized Georgia Ave safety walk in the Burnt Mills area (as of 10 pm June 5, the exact route is still TBD but will "probably start at the parking lot by the Northwest Branch dam, cross the street by one of the shopping center driveways, and head north to Lockwood but probably not beyond.")
- June 14, 9-5 via Zoom: WABA Vision Zero summit at <https://waba.org/2023summit/>

Next ACT Meetings

- July 11 - Speaker to be announced
- August 8 - Speaker to be announced

Join ACT or Renew Your Membership!

Renew your support for 2023 or become a member to help our fight for better transit and commuter rail, safer walking and biking, and communities that don't depend on cars.

To pay your dues for 2023 (or if you want to join ACT):

- **Online:** You can easily pay your dues or make an additional contribution online at <https://actfortransit.nationbuilder.com/join>
- **By mail:** ACT, P.O. Box 7074, Silver Spring, MD 20907

Action Committee for Transit
www.actfortransit.org

Action Committee for Transit · PO Box 7074, Silver Spring, MD 20907, United States
This email was sent to mikarl@starpower.net. To stop receiving emails, [click here](#).

Created with [NationBuilder](#), software for leaders.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

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

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Wednesday, June 14, 2023 11:29 PM
Subject: "A Bold New Transportation Plan for Maryland" (?)

ACT Meeting Notes from Tuesday, June 13, with Aruna Miller

Thanks to Mark Pierzchala for taking notes for those who were unable to attend the meeting in person.

=====

From: Mark Pierzchala <mpierzchala@rockvillemd.gov>
Hello all,

Here is my summary of last night's ACT meeting. I sent this to my elected colleagues.

From: Mark Pierzchala <mpierzchala@rockvillemd.gov> **Subject:** ACT meeting last night

June 14, 2023

Colleagues,

I went to the meeting of the Action Committee for Transit (ACT) yesterday evening with Sally Stolz and Linda Rosendorf of DontWiden270. Jane Lyons-Raeder from CPDS was there too – I cc'd her on this email. Amy Frieder of our Human Rights Commission is president of ACT and she ran the meeting. The speaker was Lieutenant Governor Aruna Miller. The topic of the talk was:

- June 13 - "A Bold New Transportation Plan for Maryland"
Speaker: **Lieutenant Governor Aruna Miller**

The following is my recollection of the meeting.

The talk was misnamed; no new plan was outlined. Miller opened and spoke briefly about the I-495/I-270 P3, then about the Purple Line, then took pre-submitted questions. Some of the pre-submitted questions were about MARC, Vision Zero, and the extended M-83 highway that has yet to be built in Montgomery County – the people at the ACT meeting want it removed from the County's Master Plan.

With respect to the I-495/I-270 P3, Miller, in her too-brief remarks about it, seemed to indicate that the Moore/Miller administration planned to continue with the Record Of Decision (ROD) left behind by the Hogan administration. She indicated there would be outreach to the communities, that a few lawsuits would be settled by this fall. She indicated that the engagement with the communities would start after the litigation is settled. (One lawsuit is from the Sierra Club, there is at least one other.)

A follow-up question from Barbara Coufal from Citizens Against Beltway Expansion (CABE) asked why the State did not want to walk away from the ROD and start over. At

this point, from Miller's answer, it became clearer that the Moore/Miller administration would continue with the P3, though there were open questions about funding and its precise implementation. The 2 big reasons she gave for the State continuing with the P3 were (1) the State didn't want to walk away from the Federal money, and (2) the ROD gives the alignment and other parameters (I take this to include the limits of disturbance) and that they didn't want to start over citing that this might be a decade-long process to do so.

Miller also briefly mentioned the obstacles to having realistic transit from 'suburbia' citing that there wasn't the walkable density needed to support transit as in more urban environments. She also mentioned zoning restrictions that kept density down in our more urban areas. Miller also cited that the traffic along I-270 was "soul crushing", that something needed to be done.

My conclusions from the meeting include (1) we now have an early indication from the Moore/Miller administration where they are going to try to go, and (2) this elected body needs to pay attention to this issue even as our term is ending.

Montgomery County Media was there and it appeared that they taped the entire meeting. We should be able to get the tape. The bits where Miller talked about the P3 was surely only about 5 to 8 minutes total.

Mark Pierzchala

--
Arlene Montemarano, 240-360-8691, Lawndale Drive

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Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, June 20, 2023 8:12 AM
To: TPBcomment; Lyn Erickson; Kanti Srikanth
Cc: collinsr@charlescountymd.gov; Anita Bonds; Takis Karantonis; Sacoby Wilson; Fernandez.Cristina@epa.gov; welch.angus@epa.gov; ejhotline@epa.gov; hotline@oig.dot.gov; FHWA.PressOffice@dot.gov; Ortiz.adam@epa.gov
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 062123 Final Written Comment .pdf; TPB Letter 06212023 Final.pdf; TPB TC and CAC 062123 Request to Comment Final.pdf; TPB Tech Letter on New Data Final 04072023.pdf; TPB CAC Letter on New Issues and Data Final 0412023.pdf; TPB Tech Letter on New Data Final 05172023 for 06022023.pdf; TPB CAC Letter on New Issues and Data Final 05172023 for 061523.pdf

Lyn, Kanti ... Please register me to make virtual public comments during the June 21, 2023 TPB Meeting.

My short written comments are attached. The more detailed letter mentioned in the comments and the letter requesting an opportunity to provide public input to TPB Tech and TPB CAC are also attached.

As always, I would be happy to discuss the issues I am raising.

Tad

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Comments for the June 21, 2023 TPB Meeting

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

My comments build from earlier comments I have submitted and today focus on concerns over federal approval of upcoming actions TPB may take on various transportation plans. I believe TPB's failure to adequately address environmental justice (EJ) and climate change will result in delays and potential disapproval from federal agencies over the next year. I have begun to work with several different federal agencies on these two issues and feel strongly that the federal government, based on President Biden's Executive Orders and other policies, is very supportive of the concerns that I have.

Again, my name is Tad Aburn. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired, doing volunteer work for EJ communities in Prince George's County.

I have communicated with the EPA Air Quality and EJ Offices and USFHWA and USFTA over my concerns. These communications have at times been comprehensive and at other times very preliminary. It is clear that all of the federal agencies are very focused on EJ and climate change.

The upcoming actions that I believe are at risk include TIPs, CLRPs, SIPs, conformity demonstrations and the overall MPO certification process.

Earlier letters and comments provide additional information on the issues and data and analysis that show these issues are significant. If you are interested, you should ask the MWCOG staff for the information that I have submitted for the past nine months.

It is not clear to me why there has been no response from TPB to the issues that I have been raising. Having worked with many elected officials in the MWCOG process, I know the vast majority of members are very concerned about both environmental justice

and climate change and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

I have also submitted a more detailed letter that provides additional information on the issues I am raising. The federal agencies I am communicating with have been copied.

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

June 21, 2023

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

RE: Additional Information for the 06/21/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the June 21, 2023 TPB meeting. This letter is the letter containing the additional information mentioned in my short written public comments for the 06/21/2023 TPB meeting. The letter also includes a letter that provides public comment to the TPB Tech and CAC Committees. For these two TPB Committees there is no direct, or meaningful way for the public to provide comment or to participate in Committee activities.

My letter today builds from earlier comments I have submitted and focuses on concerns over federal approval of upcoming actions TPB may take on various transportation plans. I believe TPB's failure to adequately address environmental justice (EJ) and climate change will result in delays and potential disapproval by federal agencies over the next year. I have begun to work with several different federal agencies on these two issues and feel strongly that the federal government, based on President Biden's Executive Orders and other policies, is very supportive of the concerns that I have.

Again, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired, doing volunteer work for EJ communities in Prince George's County. I received my environmental engineering degree from Brown University.

I have communicated with the EPA Air Quality and EJ Offices and US FHWA and US FTA over my concerns. These communications have at times been detailed and

comprehensive and at other times very preliminary. It is clear that all of the federal agencies are very focused on EJ and climate change.

The upcoming actions that I believe are at risk include TIPs, CLRPs, SIPs, conformity demonstrations and the overall MPO certification process. I have copied the federal agencies I have been communicating with..

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

- MWCOG TPB must address the environmental justice issues being created by out-of-date regional transportation planning that results in air pollution hot-spots around transportation projects. There are numerous transportation projects under development right now that will make air pollution hot-spots in communities of color significantly worse.
- MWCOG TPB must build the upcoming TPB climate change strategy using more scientifically credible and stronger climate change goals. Current MWCOG climate change goals are out of date, weak and not appropriate for a leadership area like MWCOG. Stronger goals would likely drive TPB to adopt a different mix of strategies in its upcoming TPB climate change plan.

Earlier communications have also provided short overviews of policies that could be adopted to address the concerns I have raised.

It is not clear to me why there has been no response from TPB to the issues that I have been raising for the past 9 months. Having worked with many elected officials in the MWCOG process, I know that the vast majority of members are very concerned about both environmental justice and climate change ... and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

In closing, climate change, racial equity and environmental racism will be amongst the most important issues that MWCOG and TPB will need to address over the next 10 years. They are also very critical issues for the federal agencies that approve MWCOG air quality and transportation plans. I urge you to show real leadership and begin to address these difficult issues. These actions are important to ensure the protection of

public health and the environment, critical to moving forward with the region's transportation plans and simply the right thing to do.

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

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Members
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Adam Ortiz, Regional Administrator, USEPA Region 3
Cristina Fernandez, Air Director, USEPA Region 3
Angus Welch, Environmental Justice Coordinator, USEPA Region 3
Mathew Tejada, Deputy Assistant Administrator, USEPA OEJECR
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council

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June 21, 2023

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

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

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

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

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities. I received my environmental engineering degree from Brown University.

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

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

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

Please do not hesitate to contact me.

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
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(443) 829-3652

April 1, 2023

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

RE: Request to Make 3 -Minute Comment at the April 7,2023 Meeting

Chairman Rawlings, members of the TPB Technical Committee:

I am writing to request a short, 3-minute opportunity to provide comment to TPB Tech on several emerging data and technical analyses issues that I believe are being overlooked.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

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

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

I understand that your agenda for the 7th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 7th could tee-up the issue for more detailed discussion at a future TPB Tech meeting. I would be willing to work with COG staff and Committee leadership to bring in experts on the emerging data and analysis.

The new data and analysis are briefly described below:

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

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB Tech briefings) on the 7th. Should a 3-minute comment not be possible, I

would respectfully request that a copy of this letter be distributed to the Committee and that a short synopsis of the letter be provided by TPB Tech staff on April 7th, similar to the process used at TPB meetings. I have attached several letters to TPB that are linked to the technical issues that I believe TPB Tech needs to begin to look at. I believe it is critical for TPB Tech and TPB to begin to address the issues I have raised as protecting public health is a goal shared by all members of MWCOG. That said, it is also critical for TPB and TPB Tech to get ahead of the curve on these issues as the Federal guidance and rules are now changing, and failure to get ahead of the curve could have draconian impacts on future transportation plans, regional economic development and political futures.

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

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

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Fenwick Island, DE 19944
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April 11, 2023

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

RE: Request to Make 3 -Minute Comment at the April 13, 2023 Meeting

Chairman Wallace, members of the TPB CAC:

I am writing to request a short, 3-minute opportunity to provide comment during the 4/13 TPB CAC meeting on several emerging policy, data and technical analyses issues that I believe need to be looked at. These issues are important to the discussion that CAC will have as part of Agenda Items 3 and 4 during your virtual meeting on 4/13.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

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

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

I understand that your agenda for the 13th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 13th could tee-up the issues for more detailed discussion at a future TPB CAC meeting.

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

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB CAC briefings) on the 13th. Should a 3-minute comment not be possible, I would respectfully request that a copy of this letter be distributed to the full Committee and that a short synopsis of the letter be provided by TPB staff on April 13th, similar to the process used at TPB meetings. I have attached several additional letters to that are linked to the key policy issues that I believe are critical to TPB and the regional transportation planning process.

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

George S. Aburn Jr.

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

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May 17, 2023

Marc Rawlings
Chair, MWCOG Transportation Planning Board (TPB) Technical Committee
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Suite 300
Washington, DC 20002

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

Chairman Rawlings, members of the TPB Technical Committee:

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

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

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities and as a concerned citizen.

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

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

The new data and analysis are briefly described below:

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

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

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

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

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May 17, 2023

Richard Wallace
Chair, MWCOG Transportation Planning Board (TPB) Community Advisory Committee (CAC)
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RE: Request to Provide a Short Briefing at the June 15, 2023 CAC Meeting

Chairman Wallace, members of the TPB CAC:

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

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

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

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

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

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

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

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

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