



TRANSPORTATION PLANNING BOARD

Wednesday, May 18, 2022
12:00 P.M. - 2:00 P.M.
Walter A. Scheiber Board Room

Meeting in-person/hybrid for members

SPECIAL WORK SESSION

- **10:15 - 11:45 A.M.** Work Session on Climate Change Mitigation: Determining Goals and Strategies to adopt at this time

AGENDA

- 12:00 P.M.** **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Pamela Sebesky, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, May 17, 2022 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE APRIL 20, 2022 MEETING MINUTES**
Pamela Sebesky, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Matt Arcieri, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT**
Ashley Hutson, CAC Chair
- 12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.** **6. CHAIRMAN'S REMARKS**
Pamela Sebesky, TPB Chair

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

ACTION ITEMS

- 12:50 P.M.** **7. APPROVAL OF THE DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**
Andrew Meese, TPB Program Director, Systems Performance Planning
Michael Farrell, TPB Transportation Planner
- The draft 2022 Bicycle and Pedestrian Plan for the National Capital Region was presented to the TPB in March. The board will be asked to approve the plan, which will succeed the 2015 plan. The plan supports many TPB regional objectives including the National Capital Trail Network, and reflects emerging aspects such as micromobility and evolving pedestrian and bicycle facilities design.
- Action: Adopt Resolution R14-2022 to approve the 2022 Bicycle and Pedestrian Plan for the National Capital Region.**

INFORMATION ITEMS

- 1:00 P.M.** **8. COMMENTS ON THE AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP, AND THE 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP**
Stacy Cook, TPB Transportation Planner
- Staff will brief the TPB on the comments received during the 30-day public comment period from April 1-May 1 2022, for the Air Quality Conformity Analysis of the draft Plan and TIP, the draft plan, and draft TIP.
- 1:25 P.M.** **9. UPDATE ON TPB PLANS TO SET GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES FOR THE TRANSPORTATION SECTOR**
Kanti Srikanth, TPB Staff Director
- Between February 28 and April 1, TPB members completed a survey to gauge the TPB's interest in setting greenhouse gas (GHG) reduction goals and strategies specifically for the transportation sector. The findings from the survey were presented on April 20, at both a TPB work session and the TPB meeting. There appears to be consensus that the TPB should adopt both GHG reduction goals and strategies. TPB will discuss the optimum levels for the goals and the levels of implementation that could be pursued for the strategies.
- 1:50 P.M.** **10. PBPP: CMAQ PROGRAM DRAFT 2022-2025 TARGETS**
Eric Randall, TPB Transportation Engineer
- The board will be briefed on federal performance-based planning and programming (PBPP) requirements for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction for the period 2022 to 2025. A draft set of targets developed by staff in coordination with the state DOTs will be presented. In June, the board will be asked to adopt traffic congestion and emission targets for the region.

2:00 P.M. 11. ADJOURN

The next meeting is scheduled for June 15, 2022.

MEETING VIDEO

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

www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the May 2022 TPB Meeting
DATE: May 18, 2022

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

Between the April 2022 TPB meeting and noon on Tuesday, May 17, 2022, the TPB received six comments. All comments were submitted via email.

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

Note: Comments received as part of the Visualize 2045 public comment period (April 1 to May 1, 2022) were not summarized for this memo. The public comment period comments and responses were provided for your review under Agenda Item 8.

PUBLIC COMMENT

Bill Pugh and Stewart Schwartz, Coalition for Smarter Growth, Comment for May 18 Board Meeting – Email and Letter – May 17, 2022

Pugh and Schwartz sent an email and letter to consider strong climate goals and strategies for inclusion in Visualize 2045.

Jeffrey Rueckgauer, ANC 2B Mobility Committee, Virtual Comment Opportunity – Email – May 17, 2022

Rueckgauer sent an email advocating for safe accommodation requirements for pedestrians, cyclists, and other personal mobility users.

Paula Posas on behalf of Josh Tulkin, Sierra Club Maryland Chapter – Letter – May 17, 2022

Posas sent a letter reinforcing comments received as part of the Visualize 2045 public comment period regarding Maryland I-495 and I-270 Traffic Relief Plan.

Geoff Segal, Virtual Comment Opportunity – Email – May 17, 2022

Segal sent an email supporting approval of the Visualize 2045 Long Range Transportation Plan.

Carl Plumley, Virtual Comment Opportunity – Email – May 17, 2022

Plumley sent an email supporting approval of the Visualize 2045 Long Range Transportation Plan.

David Birtwistle, Virtual Comment Opportunity – Email – May 17, 2022

Birtwistle sent an email supporting approval of the Visualize 2045 Long Range Transportation Plan.

Public Comment

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, May 17, 2022 11:59 AM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Comment for TPB May 18 meeting
Attachments: Visualize 2045 Joint Letter 48 groups May 2022.pdf

Dear TPB board members,

- Almost 50 organizations from across your region sent you the [attached joint letter](#), which calls for much stronger action on the climate crisis, including setting specific, numeric targets for reducing per capita Vehicle Miles Traveled and for adopting Electric Vehicles by 2030.
- In addition, you received hundreds of comments from the public last month, asking you to pursue the full slate of climate strategies from TPB's climate study and to prioritize investments in walkable, bikeable, transit-friendly communities over highway expansion.
- Your Voices of the Region survey found that 84% of the region's residents want elected officials - you - to consider climate change in planning transportation.
- Likewise in the April 2021 public comment period on Visualize 2045, 145 out of 229 comments received by TPB specifically said the draft Visualize 2045 project list didn't do enough to meet the region's climate goals. The two other big comment themes were opposition to highway expansion and requests to prioritize sustainability and equity. Only six comments supported a business-as-usual plan.

We applaud your undertaking the Climate Change Mitigation Study of 2021. When the idea for this study was being discussed in late 2020, TPB members specifically wanted more information on how fast the region would need to transition to EVs and how much the region would need to reduce projected VMT growth. Now you have that information, and we ask you today to make these improvements to Visualize 2045:

1. Adopt a strong on-road transportation greenhouse gas reduction goal for 2030;
2. Set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030; and
3. Commit to pursue the full slate of mode shift and vehicle technology strategies that TPB's climate study shows are necessary, including walkable, bikeable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs. *As TPB's consultant shows (agenda item 9, May workshop memo), picking only the strategies that had apparent consensus in the member survey, will not achieve the levels of emissions reductions the world needs to avoid catastrophic climate change.*

Only by setting these specific goals for our transportation sector, which are based on the findings of TPB's climate change study, will this region be able to meet its COG-endorsed climate goals.

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net

Stewart Schwartz | Executive Director
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
stewart@smartergrowth.net

(UPDATED WITH 13 ADDITIONAL SIGNATORIES FOLLOWING THE MAY 1 TPB DEADLINE FOR A TOTAL OF 48)

Coalition for Smarter Growth | Faith Alliance for Climate Solutions | Audubon Naturalist Society | Sierra Club - Maryland Chapter | Virginia Conservation Network | Washington Area Bicyclist Association | Prince William Conservation Alliance | Active Prince William | Citizens Against Beltway Expansion | Fairfax Alliance for Better Bicycling | Northern Virginia Families for Safe Streets | Piedmont Environmental Council | YIMBYs of Northern Virginia | Green New Deal - Virginia | Sierra Club - Virginia Chapter | Center for Sustainable Communities | Audubon Society of Northern Virginia | Southern Environmental Law Center | Friends of Dyke Marsh | TAME Coalition | Lewinsville Faith in Action | Don'tWiden270.org | Lynnhaven River NOW | RVA Rapid Transit | Sustainable Mobility for Arlington County | Indivisible Howard | Conservancy for Charles County | Alexandria Bicycle and Pedestrian Advisory Committee | Mobilize Frederick | Bike Loudoun | Audubon Society of Central Maryland | Mattawoman Watershed Society | Chapmans Forest Foundation | Livable Alexandria | Greater Washington Clean Cities Coalition | League of Women Voters of the National Capital Area | ward3vision | Chesapeake Climate Action Network | Central Maryland Transportation Alliance | Clean Fairfax | Envision Frederick | Audubon Mid-Atlantic | Greater Greater Washington | Virginia League of Conservation Voters | DC Transportation Equity Network | Action Committee for Transit | Smart Growth Maryland | Maryland League of Conservation Voters

May 1, 2022 (Resubmitted May 4)

TPB Chair, Hon. Pamela Sebesky
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear TPB Chair Sebesky, TPB members, and other elected officials of the National Capital Region:

The following comments are provided by 35 48 organizations spanning the Greater Washington region. At the start of the Visualize 2045 process, in December 2020, the TPB board voted to craft a different plan that would better reflect the region's adopted policy. The solicitation guide for projects stated this clearly:

TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP.

Before finalizing the draft list of projects, TPB members were briefed on the initial results of their [Climate Change Mitigation Study](#). They heard a clear consensus of national research and studies from this region that only by both shifting more travel to transit, biking and walking combined with adopting electric vehicles would they meet their climate targets

Then, a year ago, after looking at the proposed projects, the public overwhelmingly commented to TPB that the draft plan didn't do enough to meet our climate goals and needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Yet the TPB board members made no substantive changes, and the Visualize 2045 plan and its performance on important measures like greenhouse gas emissions and car dependence is largely the same as the last adopted plan from 2018. This is unacceptable.

There are other major developments since the previous plan that we would expect to see reflected in this plan's mix of projects and performance:

- The Council of Governments adopted a new climate plan in November 2020, with multiple transportation recommendations that are relevant to Visualize 2045 – and TPB even endorsed the plan's new 2030 climate target.
- The region's officials made new policy commitments to prioritize planning, development and infrastructure investment around transit stations. Representatives on COG adopted in 2019 the Regional Housing Targets, which seek to focus 75% of new housing near transit, and TPB last Fall voted unanimously to endorse the COG high-capacity transit station planning framework and directed its members to make it a priority.
- TPB board members heard the results of the agency's Voices of the Region scientific survey of 2,400 residents, in which 84% said they wanted their elected officials to consider climate change in planning transportation. The responses to other questions also made clear that residents want to prioritize clean transportation and options to driving and that your investments should reflect that.
- A significant lasting increase in telework is anticipated, reducing the purported need for many road widening projects that are premised on addressing peak-hour vehicle congestion.
- And if those weren't enough, the increasingly dire warnings of scientists on climate change – and effects experienced now in your communities – would be sufficient for decisionmakers to make real changes with some urgency.

However, almost no projects changed since the last plan: one major project had a change, one new major transit project was added, and one major new road project was added – a new arterial cutting through a forest. While this Visualize 2045 adds 100 more pages since the last one and devotes ink to worthwhile policy topics, it's the projects that matter and that are reflected in the performance:

- This Visualize 2045 makes no progress in reducing greenhouse gas emissions since the previous plan. Its forecast emissions levels in 2030 and 2045 are far above the region's targets and are essentially the same as those achieved by the 2018 plan.
- Despite more evidence on the impacts of induced demand, this plan devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- These project priorities and the land use decisions of various TPB jurisdictions leave too many residents stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.¹
- The plan maintains and, in the case of Prince George's County and other areas, even worsens the east-west divide of inequitable job access. At a regional level the almost \$30 billion in road expansion leaves job access barely above current levels. While the transit-oriented land use and transit investments in the plan - albeit modest and below the levels the region needs - provide much more improvement in job access at a regional level, at much less cost. This transit-oriented development, infrastructure and housing strategy, which you endorsed, should be the core focus of the projects you are funding and would result in far better outcomes for access to jobs, equity, climate, and overall performance of the transportation network.
- There are worthwhile projects in this plan that we support. However, the plan also commits to adding nearly 900 new lane miles of highways and other major roads, which will result in billions of miles of additional driving per year - on top of that anticipated from population and job growth – and undermining your transit investments.
- Key findings of the TPB's climate study need to be more clearly articulated in the plan's text: that the region can achieve its climate targets but only by shifting more travel to walking, biking and transit; by reducing trip distances through better land use and more housing options near transit; and by rapid adoption of electric vehicles.

We call on you to make the necessary and feasible changes to this Visualize 2045 plan and set the stage for a more comprehensive overhaul of the plan by 2024:

1. Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these informative goals, which are based on the findings of TPB's

¹ For passenger vehicles, this translates to a 5.6% reduction in per capita VMT; however, TPB's climate study found that the region needs a reduction of 15-20% by 2030, in addition to quickly adopting electric vehicles, to achieve safe levels of greenhouse gas emissions.

climate change study, will this plan be informative to our decisionmakers and hold them accountable.

2. Endorse the full slate of strategies that TPB's own climate study shows are necessary, including walkable, bikeable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
3. Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.
4. Commit to a major regional study to develop actions that reduce the east-west jobs and housing divide, put more homes near transit, and more equitably and sustainably price our transportation system. TPB can begin the work as soon as this summer using the climate funding in its adopted FY23 Unified Planning Work Program.

This is the minimum that you must do now toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

Stewart Schwartz
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stewart@smartergrowth.net

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Antoine M. Thompson
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Additional signatories after May 1, 2022:

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Co-Presidents
League of Women Voters of the National Capital Area
LWVNCAWebmaster@gmail.com

Ron Eichner
Board member, on behalf of
ward3vision
Ron@NewLegacyPartners.com

Zander Pellegrino
Northern Virginia Grassroots Organizer
Chesapeake Climate Action Network
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Brian O'Malley
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Christopher Leyen
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Jim Brown
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Elly Cowan
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Jennifer Cole
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Karen Cannon
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Kim Coble
Executive Director
Maryland League of Conservation Voters
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Public Comment

From: Rueckgauer, Jeffrey (SMD 2B02) <2B02@anc.dc.gov>
Sent: Tuesday, May 17, 2022 11:59 AM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Please accept the below comment and questions for the May 18th TPB Board meeting. I am happy to answer questions or provide further information. Thank you for the opportunity to participate.

Pedestrian & Cyclist safety efforts are routinely undermined, short-circuited, by failure of the transportation agencies, such as DDOT, to require and enforce Safe Accommodation for all planned road work or construction in public space. For decades I have seen firsthand how DDOT and other local agencies routinely fail, even refuse, to require projects they are responsible for to comply with Safe Accommodation requirements. Twitter, other social media, routinely document unsafe conditions in work zones and construction sites, especially by planned transportation agency and utility projects; and the struggle to get their attention much less correction of the conditions.

As chair of ANC 2B's Mobility Committee, it is my responsibility to identify these issues and advocate for improvements to safety and processes in my ANC and to collaborate with other ANCs and the DC Council to effect positive change across the District.

How will the TPB and the COG work to ensure that Safe Accommodation for pedestrians, cyclists, and other personal mobility users of our streets, are universally required as part of the project planning and public comment process, not an afterthought or only considered as a result of safety mishaps?

Will TPB and COG commit to establishing a region-wide compact for mandatory Safe Accommodation requirements for all planned work affecting pedestrian and cyclist travel spaces; that include mandatory hard-stop of work where accommodation is not present until acceptable provision is in place?

--

Jeffrey Rueckgauer (He/Him/His)
Commissioner, Single Member District 2B02
Chair, ANC 2B Mobility Committee
Dupont Circle Advisory Neighborhood Commission 2B
9 Dupont Circle NW
Washington, DC 20036
202.630.1455
Email: 2B02@anc.dc.gov
Newsletter Signup: <https://eepurl.com/hRGTe5>

Public Comment

From: gfsegal@everyactioncustom.com on behalf of Geoff Segal <gfsegal@everyactioncustom.com>
Sent: Tuesday, May 17, 2022 12:19 PM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please support approval of the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please support approval of this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Geoff Segal
23705 Sweetbells Ct Ashburn, VA 20148-1715 gfsegal@gmail.com

Public Comment

From: bubkus1@everyactioncustom.com on behalf of Carl Plumley <bubkus1@everyactioncustom.com>
Sent: Tuesday, May 17, 2022 1:15 PM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please support approval of the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please support approval of this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Carl Plumley
19909 Wild Cherry Ln Germantown, MD 20874-1015 bubkus1@verizon.net



May 17, 2022

Chair Pamela Sebesky
Transportation Planning Board
777 North Capital Street
Suite 300
Washington, DC 20002

RE: May 18, 2022 TPB Meeting, Agenda Item #8

Dear Chair Sebesky and Members of the Transportation Planning Board,

The use of the term “Op Lanes Maryland” in the draft Constrained Long Range Transportation Plan (CLRP) is ambiguous and remains problematic since it denotes toll lane expansion along a more extended footprint than was voted on by the TPB in June or July 2021. Toll lanes have not been approved by the TPB for Maryland I-495 east of the I-270 spur, yet toll lanes on that stretch all the way to the Woodrow Wilson Bridge are part and parcel of Op Lanes Maryland. So, the use of the Op Lanes Maryland terminology in both the main body of the CLRP and in one of the appendices could be interpreted to mean that the entire footprint of Op Lanes Maryland has been approved by the TPB.

Despite the fact that ambiguous language remains in the draft CLRP, we appreciate that the TPB has now clarified that the draft CLRP does not include any money for construction or predevelopment of toll lanes on the Beltway east of I-270 and has promised to make appropriate corrections in the draft plan.

The TPB has received as of today at least 663 petitions requesting that the private toll lanes plan for Maryland be removed from the CLRP. This was not made clear in the powerpoint in the Agenda Item #8 document which combined the responses for and against the toll lanes.

Some of the text from the 663 messages follows:

“Please remove the entire I-495 and I-270 toll lanes project from the region’s long range plan, Visualize 2045.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay

outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan."

As is well known, the Maryland private toll lanes project does not enjoy regional consensus. This was emphasized last year by hundreds of comments as well as [letters](#) signed by 77 Maryland legislators and members of the Maryland U.S. Congressional delegation.

We would like to reiterate that *Visualize 2045* should identify not just an overall greenhouse gas reduction target for transportation but also identify specific numeric targets for electric vehicles and vehicle miles traveled.

We appreciate the leadership of TPB members who are making climate goals a priority, and we continue to encourage removing the Maryland toll lane project from the CLRP.

Sincerely,

Josh Tulkin, Director
Sierra Club Maryland Chapter

Public Comment

From: dbirtwistle@everyactioncustom.com on behalf of David Birtwistle
<dbirtwistle@everyactioncustom.com>
Sent: Tuesday, May 17, 2022 1:34 PM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please support approval of the Visualize 2045 Long Range Transportation Plan without removing any projects.

The entire region continues to work very hard to attract quality employers. We all want this, right? Our infrastructure investment must contribute to the region's ongoing and expected growth or it will not happen. All aspects of our transportation infrastructure must receive the investment needed according to projected needs, not according to some wishful utopian plan.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region

Anything short of approving a complete and all inclusive plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes householdss in our region making \$60,000 or less who are twice as likely to drive than take any other form or transportation to get to work.

Please support approval of this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Birtwistle
8260 Greensboro Dr Mc Lean, VA 22102-4901 dbirtwistle@verizon.net

**TRANSPORTATION PLANNING BOARD
MEETING ATTENDEES**

April 20, 2022

HYBRID MEETING

MEMBERS AND ALTERNATES PRESENT

Pamela Sebesky, Chair - Manassas
Kelly Russell - City of Frederick
Brian Lee - Laurel
Gary Erenrich - Montgomery County Executive
Bridget Newton - Rockville
Kacy Kostiuk - Takoma Park
Takis Karantonis - Arlington County
David Meyer - City of Fairfax
James Walkinshaw - Fairfax County
Robert Brown - Loudoun County
Christen Umstattd - Loudoun County
Ann B. Wheeler - Prince William County
John Lynch - VDOT

MEMBERS AND ALTERNATES ATTENDING VIRTUALLY

Ella Hanson - DC Council
Christina Henderson - DC Council
Heather Edelman - DC Council
Sakina Khan - DC Office of Planning
Mati Bazarro - Bowie
Reuben Collins - Charles County
Denise Mitchell - College Park
David Edmondson - City of Frederick
David Lorenzo-Botello - Montgomery County Legislative
Marc Korman - Maryland House of Delegates
R. Earl Lewis - MDOT
Heather Murphy - MDOT
Canek Aguirre - Alexandria
Dan Malouff - Arlington County
Dave Snyder - Falls Church
Jeanette Rishell - Manassas Park
Victor Angry - Prince William County
Jimmy Rogers - Virginia Senate
Maria Sinner - VDOT
Allison Davis - WMATA
Mark Phillips - WMATA
Sandra Jackson - FHWA
Julia Koster - NCPC
Tammy Stidham - NPS

MWCOG STAFF & OTHERS

Kanti Srikanth
Chuck Bean
Lyn Erickson
Tim Canan
Mark Moran
Andrew Meese
John Swanson
Stacy Cook
Jane Posey
Eric Randall
Leo Pineda
Jeff King
Erin Morrow
Ken Joh
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Joe Limber
Andrew Austin
Bryan Hayes
Tom Gates
Sergio Ritacco
Ashley Hutson - CAC
Jim Ponticello - VDOT
Sree Nampoothiri - NVTA
Matt Arcieri - City of Manassas
Mel Franklin - Prince George's Council

Audio and video of the meeting, and materials referenced in the minutes can be found here:
mwcog.org/events/2022/1/19/transportation-planning-board/

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

Chair Sebesky called the hybrid meeting to order and said that the board will continue the practice of limiting the number of attendees in the board room. She stated that a climate strategies work session was held just prior to the meeting and that Item 9 on the agenda provides a report on the session. She said that Ms. Erickson would identify members participating online and confirm a quorum. Public comments will continue to be received online due to limits on the number of people present in the board room.

Ms. Erickson listed the names of the participants in the room and attending remotely. Attendance for the meeting can be found on the first page of the minutes.

Ms. Erickson said that 11 comments had been submitted. Ms. Posas from the Maryland Sierra Club sent a letter reinforcing comments submitted by the Coalition for Smarter Growth. Mr. Pellegrino from the Chesapeake Climate Action Network stated that communities in Northern Virginia want strong climate action. Ms. McGimsey from the Faith Alliance for Climate Solutions stated that climate change is one of the most urgent moral issues of our time, and the alliance urged the board to consider the outcome on greenhouse gas emissions for every decision made. Mr. Slatt from Sustainable Mobility for

Arlington County urged the board to adopt climate strategies with concrete goals, measures, and specific targets. Mr. Pugh of the Coalition for Smarter Growth sent ideas for board members to consider as the TPB considers adopting climate strategies. Mr. Pietila from the Southern Environmental Law Center commented on proposed greenhouse gas reduction goals and strategies for Visualize 2045, saying that the TPB must not delay making strong commitments until the next long-range plan.

Ms. Rosenberg from the Faith Alliance for Climate Solutions encouraged the TPB to commit to aggressive targets and a meaningful implementation plan with recommended strategies. Ms. Wolinsky sent comments urging the TPB to add specific numeric targets for electric vehicle adoption and education in per capita vehicle miles driven to the Visualize 2045 plan and include the entire slate of necessary strategies from the TPB's own climate study. Mr. Gymes commented that the threat of climate change worldwide is clear, and the need for action now by Metropolitan Washington Council of Governments jurisdictions is clear. Mr. Gymes urged COG to plan for future jobs and housing to be in walkable communities, increase transit capacity, and more.

Ms. Montemarano sent a comment urging the public to write to Congress to ask the federal government to prevent the addition of toll lanes and the widening of I-270 in Maryland. In the final comment received, Mr. Schwartz from the Coalition for Smarter Growth sent comments referencing the findings of the TPB climate change mitigation study. Mr. Schwartz said that region can meet its goals if the region's leaders are committed to addressing climate change's largest source of climate pollution: transportation. Mr. Schwartz's comments compiled background information and recommendations for each of TPB's climate strategies listed in the climate mitigation survey.

2. APPROVAL OF THE MARCH 16, 2022, MEETING MINUTES

Ms. Umstatt made a motion to approve the March meeting minutes. Mr. Karantonis seconded the motion. The minutes were approved.

3. TECHNICAL COMMITTEE REPORT

Mr. Arcieri said that the Technical Committee met on April 1 and reviewed the Transportation Land-Use Connections Program projects, received a briefing on Visualize 2045, the Transportation Improvement Program (TIP) and Air Quality conformity. The Technical Committee also received the Bike to Work Day proclamation, an update on the Bicycle and Pedestrian Plan for the National Capital Region, and a briefing on regional transportation survey research.

More detail can be found on the report for this item.

4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Ms. Hutson said that the Community Advisory Committee (CAC) met on April 14. The first hour of the CAC meeting was dedicated to the TIP Forum which featured TPB DDOT, MDOT, VDOT, and WMATA presentations on agency funding programs. CAC members received a response to an earlier question about how the Visualize 2045 draft plan update relates to the moveDC long-range transportation plan update through the DDOT TIP presentation. The CAC received a briefing on the Visualize 2045 update and Air Quality conformity determination.

Mr. Aguirre said that the Access for All Advisory Committee (AFA) met on April 8. The AFA meeting included an overview of Visualize 2045 and discussion of the impact of projected congestion on quality of life for populations who depend on transit or paratransit and an analysis on trips that are not job related because the AFA wants to consider daily needs of riders in addition to work trips. The committee discussed the extent of information on bicycle and walking trips in the plan. The discussion from the

April AFA meeting will be included in comments to the TPB by the May 1 Visualize 2045 comment deadline. He said that AFA committee members held breakout discussions that focused on unmet needs as part of the 2022 update of the Coordinated Human Service Transportation Plan for the National Capital Region. Discussion themes included availability, awareness, accessibility, and affordability. Mr. Aguirre said that it is anticipated that the coordinated plan will be presented to the TPB in November with approval of the plan anticipated for December 2022.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Chair Sebesky acknowledged that the TPB had received a written summary of the April 1 TPB Steering Committee meeting.

Mr. Srikanth said that at the April 1 TPB Steering Committee meeting that Chair Sebesky signed a proclamation marking May 20, 2022, as Bike to Work Day. He said that each TPB member jurisdiction is encouraged to adopt similar proclamations. He said that the Steering Committee reviewed and approved a joint letter with the Metropolitan Washington Air Quality Committee (MWAQC) and COG's Climate Energy Environment Policy Committee to provide comments to the docket on the proposed rule to change the heavy-duty vehicle emissions control program by including standards and test procedures that would further reduce the emissions and improve air quality. Details are on page 5 of the report.

Mr. Srikanth reported that the TPB has written nine letters of support for member RAISE grant applications. The TPB is accepting applications through the May 16 deadline for federal Transportation Alternative Set Aside Program grants in Maryland. He announced that the TPB is continuing its transportation resiliency webinar series with three more webinars to follow in May, June, and July. In addition, COG is working with the Government Alliance on Race and Equity to provide a free racial equity learning series for elected officials. Details are on page 22 of the report. In Virginia, VDOT is holding a Northern Virginia public meeting on May 4 for their six-year improvement program, and Virginia is organizing a highway safety summit on May 4 and 5. He also announced that the spring 2022 Street Smart campaign kicks off on April 26 in Arlington County.

Mr. Srikanth recognized Bob Brown, alternate member of the TPB from Loudoun County and active member and former chair of the TPB Technical Committee on Mr. Brown's retirement. He also recognized Bryan Hayes, TPB Planner, who is departing the TPB for a position with the City of Alexandria.

6. CHAIR'S REMARKS

Chair Sebesky thanked Mr. Brown and Mr. Hayes for their service to the TPB and thanked TPB colleagues for the staff and local board conversations about the climate change mitigation survey. She stated that important questions and perspectives were shared and that all have been mindful and respectful of various perspectives and challenges that the different members have identified.

ACTION ITEMS

7. APPROVAL OF FY 2023 TLC TECHNICAL ASSISTANCE REPORTS

Ms. Koster made introductory remarks about the Transportation Land-Use Connections (TLC) Program and project selection for FY 2023, stating that the projects represent an intentional commitment of the TPB to advance the priorities that TPB jurisdictions care about including guiding growth to High-Capacity Transit areas and Activity Centers, advancing equity, and supporting a regional trail network.

Mr. Swanson referred to the handout materials and presentation and said that 20 applications were received with 11 projects recommended for funding. The recommended FY 2023 projects include an array of projects in the outer jurisdictions and small cities.

Mr. Swanson highlighted three of the recommended projects. The City of Manassas Park is being funded to establish a bicycle/pedestrian active transportation plan that will identify infrastructure within the municipal boundaries of Manassas Park and make connections within Prince William County and with the City of Manassas. Montgomery County is developing streetlight standards. The project prioritizes safety and advancing the county's Vision Zero initiative and Complete Street design guidelines and will establish standards for corridor and intersection illumination in urban, exurban, and suburban locations in the county. The third highlighted project is a District of Columbia microhub feasibility study to address last-mile freight challenges through sustainable delivery modes include bike, cargo bike, and on-foot deliveries.

Chair Sebesky called for questions or comments. There were no questions or comments.

Ms. Umstatt made a motion to approve TLC technical assistance recipients under the FY 2023 TLC Program. Ms. Newton seconded the motion.

Chair Sebesky called a vote. The board unanimously approved the TLC technical assistance recipients under the FY 2023 TLC program.

8. 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP

Staff provided an overview of the draft update to Visualize 2045 (the region's long-range transportation plan), the FY 2023-2026 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis of the draft Plan and TIP. These materials were made available for a 30-day public comment period starting April 1, 2022.

Chair Sebesky introduced the item, noting that the update process was kicked off in December 2015. She said that last summer, the board voted on the inputs for the constrained element of the plan. She said that staff has completed all of the federally required analyses for the plan update, as well as an analysis of the performance of the plan. She said the board would be receiving briefings on those analyses. She said that in May, the board would be briefed on comments received during the comment period. She said that in June, the board would be asked to approve the plan update.

Ms. Cook provided additional background material on the plan update. She said the material that was begin presented had been released as part of a public comment period that began on April 1 and would end on May 1. She further said that between the May and June meetings, staff would update the plan draft to include any actions the board takes regarding climate at the May meeting.

Referring to the material posted online, Ms. Cook gave an overview of the plan update and TIP, including federal requirements and other analyses. She said the plan has nine chapters, which she described in detail.

Referring to the material posted online, Mr. Randall described the financial plan for Visualize 2045. He said that federal regulations require a financial plan that demonstrates how the adopted long-range transportation plan can be implemented. He said that federal regulations require that forecast year-of-expenditure (YOE) revenues must cover the estimated YOE costs of maintaining, operating, and expanding the highway and transit system that is laid out in the constrained element of the plan. He said the plan demonstrates that the forecast revenues are reasonably expected to be available to

implement Visualize 2045. He described in detail the analysis that underlay these findings.

Referring to the material posted online, Ms. Posey described the air quality conformity analysis in the plan update. She said the plan update meets the federal Air Quality Conformity Requirements. She said that mobile source VOC and NOx emissions associated with the plan/TIP are below EPA-approved motor vehicle emissions budgets. She described the analysis that underlay these findings.

Referring to the material posted online, Mr. Ritacco described the performance analysis for the plan update. He said the TPB measures performance as one way of tracking progress on the goals and priorities presented in the TPB Policy Framework. He described the key measures used and key takeaways. He provided the background for the analysis, including forecast growth and the policy context. He described findings for each performance measure in detail.

Ms. Cook closed the presentation by highlighting progress made in the region's transportation system. She described how the materials that had been presented could be accessed.

Mr. Weissberg said the presentation again called attention to the continuing east-west regional divide. He asked the board to really "dig into" this data, and try to understand why this is happening, and what would it take to change it.

Ms. Cook pointed out that the forecast change in auto access under the no-build scenario would be even worse than the change in access that Mr. Weissberg highlighted.

Mr. Srikanth underscored that the \$233.3 billion that the TPB members have currently agreed upon is going to make a difference in mobility, accessibility, and in most metrics. He said this relative progress is good news, but he also noted that the progress is not sufficient. He said the board voted last year to conduct an interim update in 2024, which would provide the opportunity to make further improvements.

Mr. Weissberg said he hoped the board would seek to make significant changes in the update in two years. He said the board should not only look at the question of getting housing closed to jobs, but also at opportunities to get jobs closer to existing housing.

Ms. Newton said an item of interest could be found on page 95 of the plan draft. She said that last July, when the TPB voted on the toll lanes on the Beltway and I-270, the eastern portion of the project had been taken out. She said this project was now back in the plan. She noted that among other things, the Montgomery County Council's vote to support the project was contingent on the elimination of the eastern portion of the project. She asked for a correction. She also expressed doubts about the state's commitment to build the portion of the project north of I-370.

Mr. Srikanth said the Sierra Club of Maryland had issued an erroneous press release on this subject, which was factually incorrect. He said that page 95 in the draft plan appendix listed the eastern portion of the managed lanes on the Capital Beltway as "study" not "construct." He said it in earlier drafts, it had been previously listed as "construct," but on page 95 in red, "construct" had been stricken out and replaced with "study." He said that the depiction in the draft is what the TPB decided last July and that is what the Maryland Department of Transportation submitted in their project submission.

Mr. Srikanth further noted that the project portions included in the plan update for construction called for both the southern portion (between the American Legion Bridge and I-370) and the northern portion (between I-370 and Frederick) to be constructed and operational by 2030.

Ms. Newton expressed continued skepticism and asked that the plan be clarified.

Chair Sebesky emphasized the importance of transparency and said the planned documents should be understandable to the general public.

Mr. Lee asked how the performance analysis for the plan was affected by the pandemic, including increased telework and decreased transit use. He further asked whether the plan development process had considered the development of intra-corridor (infill) stations on the Metro system.

Mr. Srikanth answered that the forecasts do not make any assumptions for the future based on the recent and current experiences from the pandemic. He said it was too early to make assumptions about the long-term effects on teleworking and transit. He further noted that the TPB's model currently does not forecast telework, although he said a new model currently under development will provide that capacity.

Regarding the question about infill stations on existing Metrorail corridors, Mr. Srikanth said that such projects may be moving through the planning processes at the state and local levels, but they may not have achieved the level of anticipated funding that is federally required for inclusion in the constrained element of Visualize 2045.

Ms. Erickson said a question had been received asking if there is an interactive Zoom version of the map on page 62 available. She said that such a map is not currently available.

9. CLIMATE CHANGE MITIGATION GOALS AND STRATEGIES: SURVEY RESULTS

Mr. Srikanth referred to the meeting materials and explained that there are two sets of documents for the climate change mitigation goals and strategies agenda item. He said that Item 9 includes the results of the TPB's climate change mitigation survey taken during February and March 2022 and a summary memo of on-road sector climate change mitigation elements that TPB staff would like to put forward for inclusion in the Visualize 2045 long-range transportation plan and the long-range transportation planning process based on recommendations from survey findings.

Mr. Srikanth said that the TPB held a work session the morning of April 20 where the survey results were shared. The TPB received approximately 340 comments captured in 10 themes described in the agenda memo and work session slides.

Mr. Srikanth said that the TPB is interested in considering adopting greenhouse gas (GHG) reduction goals specifically for the on-road transportation sector, and the TPB would like to adopt GHG reduction strategies as planning priorities. He said that at the work session that morning, the group discussed whether the TPB should adopt GHG reduction goals for the on-road transportation sector and if so, which strategies should be pursued. He said that of the 14 strategies surveyed, seven received a majority of support or feedback for the TPB to consider adopting as planning priorities. He noted that the seven remaining strategies merit further discussion and investigation in terms of how the strategies can be implemented and what resources would be needed.

Mr. Srikanth stated that following the work session discussions, his sense was that the members agreed that TPB should adopt GHG reduction goals for the on-road sector and that sixty-five percent of survey respondents said that the TPB should do so. He said that the survey findings indicate that there are differing opinions on the levels of goals to be established. There was a sense from the comments that the 2030 goal of 50 percent reduction was not realistic or perhaps non-attainable. Mr. Srikanth said in light of this and other comments, the question of at what level the greenhouse gas reduction goals be adopted is yet to be finalized.

Mr. Srikanth said that during the second part of the work session discussion, TPB members talked about the seven strategies for the survey and indicated majority support for adoption. He said there were differing opinions on the levels of outcomes assumed for some of these strategies. He noted, for example, with electric vehicles (EV), there is a sense among TPB members that the region should adopt transitioning vehicles to clean fuel as a planning priority; yet the survey included a question as to whether the TPB should adopt a goal where 100 percent of new light-duty vehicles sold by 2030 would be clean vehicles. This number is under discussion as to whether it could be lower or whether the priority could be to transition to cleaner vehicles in general without specifying a numeric target.

Mr. Srikanth provided another example by noting that 15 percent of survey respondents thought that it was important to identify a goal for reducing travel time for all bus service. Beyond the seven strategies for which there is majority support for adoption, seven other strategies were determined through the survey as warranting further investigation, and these were not fully discussed during the work session due to time constraints. He said that TPB staff is willing to convene another work session in May where members can discuss the level of GHG reduction goals.

Chair Sebesky thanked Mr. Srikanth and stated that she would support holding a May work session. She asked the membership if there were questions about the survey results.

Mr. Snyder asked whether there are steps that the TPB can take or to what extent the TPB can use its authority to move forward on areas where the TPB had decided what it wants to do. He asked if there are potential tools the TPB might use, such as setting up special funds, to take action. He asked a second question about goal setting and expressed interest in establishing sub-goals for reaching the priorities.

Mr. Srikanth said that one way the TPB could move forward on topics of regional interest is by adopting GHG reduction goals and strategies as planning priorities. He cited a couple of recent similar actions the TPB had taken. He noted that the long-range plan task force had examined different ways that the TPB could change transportation projects and land use policies and scenarios. From that task force's work, the Aspirational Initiatives were established. As another example, the TPB funded a regional roadway safety study that identified 29–32 strategies that would be effective in helping to improve roadway safety. The TPB adopted those planning priorities and now uses TPB planning funds to give small planning grants for members to explore ideas that could improve roadway safety. He said that something along those lines could be considered with climate change mitigation strategies. In 2024, when the TPB does a plan update, TPB staff can ask member jurisdictions which climate GHG strategies are supported or promoted by a particular project.

Mr. Srikanth said that TPB's funding is constrained for establishing a new grant program. However, he noted that the new Infrastructure Investment and Jobs Act (IIJA) provides increased funding, so there is an opportunity to see if there could be technical assistance for member jurisdictions to advance their climate change initiatives. As an example, if a member jurisdiction wants to do an EV charging network study and would need help developing that study, that is a potential example of the type of work the TPB could do.

10. ADJOURN

Chair Sebesky commented that the TPB is scheduled to meet virtually for its May meeting and asked board members and staff whether the meeting should be changed to in-person due to the climate work session scheduled for May. TPB members present in person expressed interest in holding the May meeting in person.

Ms. Rishell said that virtual meetings have worked well in the past, and she does not see a reason why the meeting could not be virtual.

Chair Sebesky, based on further TPB member questions and input, announced that the May 2022 climate work session and TPB meeting will be held in a hybrid format.

No other business was brought before the board. The meeting adjourned at 1:58 P.M.

Meeting Highlights TPB Technical Committee – May 6, 2022

The Technical Committee met on Friday, May 6, 2022. Meeting materials can be found here:
<https://www.mwcog.org/events/2022/5/6/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's May agenda.

TPB AGENDA ITEM 7 – APPROVAL OF THE DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

The draft 2022 Bicycle and Pedestrian Plan for the National Capital Region, which was briefed to the committee and to the TPB in March, is slated to return to the TPB for approval at its May 18 meeting. The committee was briefed on the updated plan.

TPB AGENDA ITEM 8 – COMMENTS ON THE 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP

Staff provided a brief update on the comments received during the 30-day public comment period from April 1-May 1 2022 for the draft plan, TIP and Air Quality Conformity Analysis of the draft Plan and TIP.

TPB AGENDA ITEM 9 – UPDATE ON TPB PLANS TO SET GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES FOR THE TRANSPORTATION SECTOR

Between February 28 and April 1, TPB members completed a survey to gauge the TPB's interest in setting greenhouse gas (GHG) reduction goals and strategies specifically for the transportation sector. The findings from the survey were presented on April 20, at both a TPB work session and the TPB meeting. There appears to be consensus that the TPB could adopt both GHG reduction goals and strategies, and the TPB will discuss the optimum levels for the goals and the levels of implementation that could be pursued for the strategies. Staff provided an update on the process.

TPB AGENDA ITEM 10 – PBPP: CMAQ PROGRAM DRAFT TARGETS

The committee was briefed on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs was presented. In June, the board will be asked to adopt traffic congestion and emission targets for the region.

The following items were presented for information and discussion:

WRAP-UP OF VOICES OF THE REGION PUBLIC ENGAGEMENT FOR VISUALIZE 2045

Staff briefed the committee on the final public engagement activities for Visualize 2045, which included three phases that have been collectively branded "Voices of the Region." The final phase was a public engagement campaign conducted last summer called "Aspiration to Implementation." That campaign solicited input using posters and QR codes. Staff gave the committee a demonstration of a new GIS Story Map that combines and displays public input received through all phases of outreach.

MARC BRUNSWICK LINE STUDY BRIEFING

MTA is currently developing the MARC Brunswick Line Study, including an examination of service to Western Maryland. As part of outreach efforts, MTA staff provided a briefing to update jurisdictions on the study and confirmed understanding of local plans and expectations at existing or potential station areas.

TRANSFORMING RAIL IN VIRGINIA UPDATE BRIEFING

VPRA staff updated regional planners on the latest information regarding actions and schedules for the Transforming Rail in Virginia initiative and specifically the Long Bridge and Northern Virginia track projects.

OTHER BUSINESS

- Resiliency 4-Part Webinars Series: Webinar: May 13, please visit:
<https://www.mwcog.org/events/2022/5/13/get-started-climate-vulnerability-assessments/>
- Street Smart Kickoff Event April 26
- MD TAP Solicitation April 15 - May 16
- Federal grant opportunities
- Staff Update

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

May 18, 2022
Ashley Hutson, CAC Chair

The TPB Community Advisory Committee (CAC) met on Thursday, May 12, for an online-only meeting. The committee discussed regional transportation safety planning and received a briefing on public comments on the update of the Visualize 2045 long-range transportation plan.

Discussion about Regional Safety Planning

Jon Schermann and Janie Nham of the TPB staff provided a comprehensive presentation on safety-related planning activities at the TPB over the past several years. Mr. Schermann described federal requirements for Metropolitan Planning Organizations (MPOs), including the TPB, to analyze safety trends and establish targets through the Performance-Based Planning and Programming (PBPP) requirements. He said analysis shows that roadway fatalities in the region have started to increase in recent years, which is consistent with national trends. He said a regional safety study was conducted a few years ago that highlighted causes for crashes in our region. In response to this analysis, the TPB established a technical assistance program, called the Regional Roadway Safety Program, to support safety improvements at the local level.

The CAC has long been interested in safety and was vocal in promoting more aggressive action on the part of the TPB, including the establishment of the Regional Roadway Safety Program. Mr. Schermann thanked the CAC for elevating safety as a priority topic over the years.

Member questions and comments included the following:

- **Alarm over the increasing number of fatalities.** CAC members expressed concern that people, particularly pedestrians, are dying in larger numbers on our roads. They also observed that communities of color and lower-income communities have been particularly hard hit. They noted that numerous jurisdictions in the region have passed Vision Zero-type policies in recent years, and they wondered if there has been a failure to implement improvements associated with these programs.
- **Are vehicle speeds the main problem?** The group discussed the role of vehicle speeds in causing crashes. One member stressed the role that high speeds play in causing fatalities, noting that too often our roads are designed to maximize vehicle throughput instead of safety. In contrast, another member said that speed was not the only contributing factor. They noted that the rate of incidents in D.C. is also increasing, although high speeds are not particularly high in more urban places.
- **National problem versus regional problem?** Some members noted that the increase in fatalities is occurring nationwide, and in fact this is not necessarily a local or regional problem. One member suggested that because this trend is happening at the national level solutions may be outside the purview of the TPB. Other members maintained, however, that it is important to try to deal with these problems at the local and regional level.
- **We should learn from international examples.** Members suggested that the TPB should learn from international examples and should identify whether longer-term solutions might be

implemented, including land-use and community design changes that would create safer streets and roads.

- ***It's important to understand the psychology of dangerous behavior.*** Members discussed the phenomenon of road rage, which can be linked to variety of factors. One member said that the stresses of daily living, including issues in some communities related to poverty, could be a major contributor to dangerous driving. Ms. Nham of TPB staff agreed that it is important to understand the psychology behind behaviors in order to try to implement behavior change. For example, why don't people wear safety belts? Why do they run red lights?
- ***Technology can offer safety benefits.*** A member noted that despite negative recent stories about autonomous vehicles, she believed that full implementation of driverless cars could ultimately save many lives. She said a variety of technological solutions should be explored because there is no single solution to our roadway safety problems.

Briefing on Visualize 2045 Public Comments

John Swanson of TPB staff provided a review of input received during the final public comment period, which was conducted between April 1 and May 1, for the update of the Visualize 2045 long-range transportation. He said the TPB had received 518 comments. The majority of the messages expressed concern about big-picture issues, including support/opposition to highway expansion, desire for actions to stop climate change, and support for investments in sustainable, walkable communities. A large number of comments were specifically focused on MDOT's "Op Lanes" projects to widen I-270 and the Beltway between the American Legion Bridge and I-270.

CAC comments and questions included the following:

- ***The use of "equity" as a point of concern.*** A member highlighted that the public comments used concerns about equity to justify both pro-road and anti-road perspectives. In addition, she suggested that equitable treatment may be different in outer jurisdictions where driving is more essential than it is in the core.
- ***Importance of interstate coordination.*** A member noted that in order for longer-distance transit services on the Beltway to be reliable and successful, congestion between Maryland and Virginia on either side of the American Legion Bridge must be reduced. He called for greater interstate coordination.

Other Business

- Lyn Erickson of the TPB staff provided an overview of the upcoming TPB agenda.
- John Swanson said that staff would be organizing a joint meeting in the near future between the TPB officers and CAC members.

Attendees

Members

Ashley Hutson, Chair
Nancy Abeles
Ra Amin
Solomon Haile Jeff Jamawat
Jemila Kia James
Audrey Nwaze
Daniel Papiernik
Jeff Parnes
Lorena Rios

Staff

Rachel Beyerle
Lyn Erickson
Janie Nham
Jon Schermann
John Swanson



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: ADDITIONAL Letters Sent/Received
DATE: May 17, 2022

The attached letters were sent/received after the TPB materials were posted on May 12, 2022.



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Grants for Buses and Bus Facilities Program Grant Application by the District of
Colombia for the South Capitol Street Bus Garage Plan

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Grants for Buses and Bus Facilities Program grant for the South Capitol Street DC Circulator Bus Garage Plan.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The South Capitol Street DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The funding of this project will allow the District of Columbia to store and charge 46 electric buses, reducing diesel fumes in several neighborhoods, including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: INFRA Program Grant Application by the District of Columbia for the East Capitol Street Corridor
Mobility and Safety Improvements Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA) grant to fund the implementation of the East Capitol Street Mobility and Safety Improvements Project.

The East Capitol Street Safety and Mobility Project will upgrade intersections and streets to improve safety and access for all users of East Capitol Street. Elements of the project include reconstructing three major road intersections and access to a community recreation center to improve safety; building over four miles of designated bike lanes; adding transit floating bus stops offset from the curb; and adding high-visibility crosswalks, HAWK (High-Intensity Activated crosswalk) beacons, and curb extensions to enhance pedestrian visibility and safety, along with enhanced traffic signal timing.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety improvements and targeted transportation investments that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: INFRA Program Grant Application by the District of Columbia for the South Capitol Street Corridor Project to build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Nationally Significant Multimodal Freight and Highways Projects Grants Program (INFRA) grant to fund the implementation of the South Capitol Street Corridor Phase 2 - Segment III project to build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE.

The new Suitland Parkway and Martin Luther King, Jr. Avenue SE interchange will advance safety and connectivity along the rapidly transforming South Capitol Street corridor, including the ongoing developments occurring at Barry Farm, the Department of Homeland Security's (DHS) consolidated headquarters at St. Elizabeths West Campus, and the redevelopment of St. Elizabeths East Campus in the vicinity of the intersection. Reconstruction of the interchange will enhance accessibility to an equitable transportation system by include safe street design features, improving connectivity between critical roadways, and accommodate multimodal mobility by enhancing pedestrian facilities and connecting bike facilities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported targeted transportation improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Mega Program Grant Application by the District of Columbia for the Claybrick Road Bus Garage Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the planning and design of a new DC Circulator Bus Garage at Claybrick Road.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The Claybrick Road DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The development of this project will enable the replacement of the 44 remaining DC Circulator diesel buses, reducing diesel fumes in several neighborhoods including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Mega Program Grant Application by the District of Columbia for the South Capitol Street
Corridor Phase 2 - Segments III, IV, and V Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the implementation of the South Capitol Street Corridor Phase 2 - Segments III, IV, and V Project.

The ongoing South Capitol Street Corridor project seeks to transform South Capitol Street into a grand urban boulevard that improves safety, accessibility, multimodal transportation and supports economic development. The application seeks to support the implementation of the remaining three segments of Phase 2, which include Segment III – Build a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue SE; Segment IV – Reconstruct South Capitol Street including M Street; and Segment V – Make New Jersey Avenue SE streetscape improvements. The project will advance the transformation of the former industrial and military use into a corridor supporting an equitable and safe transportation system that connects traditionally disadvantaged communities with activity centers, employment centers, public use space, and stimulates economic growth

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported targeted transportation improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Mega Program Grant Application by the District of Columbia for the Southeast Boulevard and Barney Circle Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a National Infrastructure Project Assistance grants program (Mega) grant to fund the implementation of the Southeast Boulevard and Barney Circle Project

The Southeast Boulevard and Barney Circle project seeks to transform former Southeast Freeway to an urban boulevard. The existing facility between the new 11th Street Bridge and Barney Circle retains its freeway design though no longer part of the freeway network, which acts as a barrier to waterfront access. The Southeast Boulevard and Barney Circle project will remove this barrier, reestablish the street grid, create new pedestrian/bicycle connections to the Anacostia River along the boulevard, make four acres of land available for development, and construct an underground bus storage facility.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in safety and pedestrian infrastructure and in the public transportation system to provide a broad range of equitable and affordable transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Low or No Emission (Low-No) Grant Program Grant Application by the District of
Colombia for Electric Bus Procurement

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Low or No Emission (Low-No) Grant Program grant for Electric Bus procurement.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. DDOT is planning an electric bus procurement for 17 vehicles. Fourteen will replace the oldest diesel vehicles in the fleet and 3 additional vehicles will support increasing the spare vehicle ratio. This acquisition will continue DDOT's work to transition the DC Circulator bus system away from fossil fuels and will transition the entire active fleet to electric, hybrid, or clean diesel power.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Grants for Buses and Bus Facilities Program Grant Application by Montgomery County, Maryland for the Equitable Access and Bus Shelter Upgrade Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Grants for Buses and Bus Facilities Program grant for the Equitable Access and Bus Shelter Upgrade Project.

Montgomery County proposes to replace bus shelters and upgrade access at 158 bus stop locations throughout the county. Bus shelters are the single most requested bus stop feature as they provide riders with physical protection and a sense of dignity. The project will replace the County's damaged and destroyed bus shelters with a new, modern design that prioritizes safety, ease of use and rider comfort. Nearly 90 percent of the selected bus stops are in a Metropolitan Washington Council of Governments (MWCOC) designated Equity Emphasis area, meaning this project will have visible benefits for the County's most vulnerable residents. The new shelters will directly benefit the County's bus riders, advance climate action goals by making bus transit more convenient and appealing, and create safer and more walkable communities.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045; improved access to transit is one of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Low or No Emission (Low-No) Grant Program Grant Application by Montgomery County, Maryland for the Hydrogen Buses and Fueling Site Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Low or No Emission (Low-No) Grant Program grant for the Hydrogen Buses and Fueling Site Project.

Montgomery County proposes to acquire 13 new hydrogen fuel cell electric buses (FCEBs) and develop a new green hydrogen production site and dispensing station at the David F. Bone Equipment Maintenance and Transit Operations Center in Gaithersburg, Md. to support the County's bus transit service operations. Montgomery County's project will be the first green hydrogen transit application on the U.S. East Coast, making the County a leading adopter of this clean technology. Hydrogen fuel production at this site will be greener than traditional fossil fuel-based hydrogen production, as the hydrogen fuel will be produced from water using zero-emission electrolysis.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. New buses using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022 Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs Grant
Application by Prince George's County, Maryland for the "Proud to Charge" Electric Bus Project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Bus and Bus Facilities and Low or No Emission (Low-No) Grant Programs grant for the "Proud to Charge" Electric Bus Project.

The "Proud to Charge" project will enable the purchase of 20 new zero or low emission buses to replace diesel and fund the implementation of regenerative energy storage, upgrading of electrical systems, and build partnerships to create and implement training programs that will develop workforce skills to support the execution of the County bus electrification initiative. The "Proud to Charge" project will enhance access to transit, connect residents to good paying jobs, improve sustainable energy programs, reduce air pollution, resulting health disparities in low-income communities, and prepare county residents to enter the high-tech workforce in transportation. Investment in the county's bus system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Floyd E. Holt, Acting Director, Prince George's County Dept of Public Works & Transportation
Ms. Oluseyi Olugbenle, Deputy Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

May 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: MPDG Opportunity Grant Application for Virginia Passenger Rail Authority's Long Bridge Rail Capacity Expansion Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Passenger Rail Authority (VPRA) for a Multimodal Program Discretionary Grant (MPDG) grant for the Long Bridge Rail Capacity Expansion Project. This major public transportation and freight project qualifies for both the Mega and INFRA programs of the MPDG opportunity.

The Long Bridge Rail Capacity Expansion Project will relieve a major national and regional rail network bottleneck by adding a new two-track railroad bridge across the Potomac River between Virginia and the District of Columbia adjacent to the existing two-track CSX owned Long Bridge. By expanding the Long Bridge Corridor to four tracks, the project will enable the separation of freight and passenger rail service. Already at 98 percent usage, the increased rail trackage will have a profound and lasting impact on rail transportation regionally and up-and-down eastern United States, enabling significantly expanded intercity and passenger rail service as well as improved freight rail movement.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation to provide a broad range of transportation choices for the region's population as well as targeted expansion to relieve transportation bottlenecks and improve freight movement.

The TPB requests your favorable consideration of this request by the Virginia Passenger Rail Authority. I anticipate that upon a successful MPDG award the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 12, 2022

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: May 12, 2022

At its meeting on May 6, 2022, the TPB Steering Committee reviewed and adopted TPB Resolution SR15-2022 to approve two additional projects for funding under the FY 2023 Transportation Alternatives Set-Aside Program for Northern Virginia. In February of this year, the TPB approved a slate of projects using this annual sub-allocation for FY 2023. However, the federal Infrastructure, Investment and Jobs Act (IIJA), approved last year, expanded funding for the program and this increase included additional funding for FY 2023 in Virginia. A TPB selection panel has recommended that two projects receive this new funding: Ellicott Street (Occoquan Greenway Connection) in Prince William County for \$1,995,470, and the G Street Sidewalk project in Purcellville for \$701,244.

The Steering Committee adopted four resolutions approving amendments to 19 projects in the FY 2021-2024 Transportation Improvement Program (TIP). The region's three DOTs and WMATA each requested amendments to finalize FY 2022 programming before the end of the federal fiscal year and/or to align FY 2023 programming with revisions submitted for the Draft FY 2023-2026 TIP to include recently announced funding provided under the Infrastructure, Investment and Jobs Act (IIJA) prior to the anticipated approval of the FY 2023-2026 TIP in June. The four adopted resolutions approving the amendments to the TIP are as follows:

- TPB SR16-2022, requested by MDOT to include TIP Action 21-50, adding approximately \$4.8 million for right-of-way acquisition for the MD 97 at Montgomery Hills Highway Reconstruction project. This project was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP.
- TPB SR17-2022, requested by VDOT to include TIP Action 21-51, which added funding for these five projects:
 - Richmond Highway Corridor (Phase 2) project with \$2.1 million
 - I-495 NEXT Transit Investment – Monitoring Funds (a debt service administration program) with \$5.2 million
 - approximately \$9.1 million for the VA Route 7 at VA Route 690 Interchange project
 - \$3.9 million for the Sycolin Road Paving and Widening project
 - \$20 million for the VRE Storage Yards Improvements program.

The three roadway projects were included in the most recently approved air quality conformity analysis. The debt service program and the storage yards improvements are exempt from the conformity requirement.

- TPB SR18-2022, requested by DDOT to include TIP Action 21-52, added funding for five projects:
 - \$3.265 million for the new York Ave. NE Bridge over Anacostia River
 - \$2.35 million for the Southwest Freeway Bridge over South Capitol Street
 - \$8.924 million for capital improvements to the DC Circulator program
 - \$6.652 million for the Circulator Bus Depot project at Claybrick Road

These projects are all exempt from the air quality conformity requirement.

- TPB SR19-2022, requested by WMATA, also under TIP Action 21-52, adding approximately \$151.35 million in FY 2023 to 9 of its 13 transit project groupings. This amendment will allow WMATA to begin applying for FY 2023 grants this month, rather than requiring them to wait which would certainly mean losing out on most grant funding opportunities. All projects included in these groupings are exempt from the air quality conformity requirement.

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

Attachments

- Adopted resolution SR15-2022 to approve projects for additional funding under the Federal Transportation Alternatives Set-Aside Program for Northern Virginia for FY 2023.
- Adopted resolution SR16-2022: to amend the TIP to include TIP Action 21-50 which adds funding for the MD 97 at Montgomery Hills Highway Reconstruction project, as requested by MDOT.
- Adopted resolution SR17-2022: to amend the TIP to include TIP Action 21-51 which adds funding for three roadway projects, two transit projects, and one transit investment-monitoring program, as requested by VDOT.
- Adopted resolution SR18-2022: to amend the TIP to include TIP Action 21-52 which adds funding for two bridge projects and two bus projects, as requested by DDOT.
- Adopted resolution SR19-2022: to amend the TIP to include TIP Action 21-52 which reprograms funding in FY 2023 for nine transit project groupings, as requested by WMATA.

TPB Steering Committee Attendance – May 6, 2022
(only voting members listed)

TPB Chair/ VA rep.:	Pamela Sebesky
DC Rep.:	Christina Henderson Heather Edelman
MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Maria Sinner Amir Shahpar
WMATA:	Mark Phillips
Technical Committee Chair:	Matthew Arcieri

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

**RESOLUTION TO APPROVE ADDITIONAL PROJECTS FOR THE FY 2023 TRANSPORTATION
ALTERNATIVES SET-ASIDE PROGRAM FOR NORTHERN VIRGINIA**

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

WHEREAS, the FAST Act’s Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required “to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State”; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

WHEREAS, the TA Set-Aside is a complementary component of the TPB’s Transportation Land-Use Connections (TLC) Program, which supports planning-related projects of TPB member jurisdictions; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2023 and FY 2024 was conducted by the Virginia Department of Transportation between May 15 and October 1, 2021, with a pre-application deadline of July 1, 2021 and an application deadline of October 1, 2021; and

WHEREAS, the TPB’s TA Set-Aside Selection Panel for Virginia in January 2022 recommended funding for eight applications based on project readiness and eligibility, as well as each the projects’ ability to meet the regional selection criteria; and

WHEREAS, on February 16, 2022, the TPB approved the eight projects recommended for \$7,172,892 in funding for FY 2023-2024 in Virginia; and

WHEREAS, subsequent to the TPB’s approvals, members of the Virginia Commonwealth Transportation Board (both the District and At-Large members) selected six additional projects from our region for funding; and

WHEREAS, the Federal Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Bill (IIJA/BIL) significantly increased funding for the Transportation Alternatives (TA) Set-Aside Program nationwide, and VDOT has informed the TPB that the increase for federal FY 2022 for the TPB region’s share of the program in Virginia will be \$2,696,714; and

WHEREAS, VDOT has asked that allocation of these funds be included in the Commonwealth’s FY 2023 Six-Year Improvement Program (SYIP), which is scheduled for approval in June of 2022; and

WHEREAS, the TPB staff and the Selection Panel were able to draw upon unfunded applications from the most recent round of funding to determine recommendations for the use of the additional funding; and

WHEREAS, based on its previous evaluations as well as input from VDOT, the Selection Panel is recommending two projects to receive the additional funding; and

WHEREAS, the Selection Panel has determined that both projects support TPB goals and priorities, especially the advancement of roadway safety;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Board approves the following two projects, more extensively described on materials provided in advance to the Steering Committee, to receive additional federal funding provided by the IIJA/BIL:

- Ellicott Street (Occoquan Greenway Connection), Prince William County
\$1,995,470
- G Street Sidewalk, Purcellville
\$701,244

Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.



MEMORANDUM

TO: TPB Steering Committee
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Recommendations for using funding from the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Bill (IIJA/BIL) to fund additional projects for the FY 2023 round of the Transportation Alternatives Set-Aside Program (TAP) for Virginia
DATE: April 29, 2022

Last year's federal Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) significantly increased funding for the Transportation Alternatives (TA) Set-Aside Program nationwide. We have recently learned that the increase for federal FY 2022 for our share of the program in Virginia will be \$2,696,714. VDOT staff has asked that these funds be included in the Commonwealth's FY 2023 Six-Year Improvement Program (SYIP), which is scheduled for approval in June of 2022.

At the TPB Steering Committee on May 6, 2022, staff will seek approval of project recommendations for the use of these additional funds.

BACKGROUND ON THE PROGRAM AND PREVIOUS SELECTIONS

The TA Set-Aside Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, community improvements, and environmental mitigation. The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as "Transportation Management Areas") to fund local projects.

In February of this year, TPB staff conducted a review and selection process for the FY 2023-2024 round of the TA Set-Aside Program for Virginia (VDOT operates the program on a two-year cycle). VDOT solicited applications over a period of five months in 2021. They were due on October 1, 2021.

In December of 2021, VDOT staff submitted 24 applications to TPB staff for review. VDOT informed staff that \$7,054,358 would be available for TPB decision-making as part of our region's MPO suballocation of TA Set-Aside funds for FY 2023 and FY 2024.

TPB staff worked with a selection panel in January to review and score the applications. The panel then held two virtual meetings (a total of four hours of discussion) to determine its final recommendations.

The panel recommended eight projects for funding and the TPB approved these recommendations on February 16, 2023. Subsequent to the TPB's decision, members of the Commonwealth Transportation Board (both the District and At-Large members) selected six additional TA projects

from our region for funding. As of April 2022, 14 projects in our region have been selected for a total of \$13,047,618 in funding.

RECOMMENDATIONS FOR FUNDING

In early April, upon learning that \$2,696,714 would be made available in additional Transportation Alternatives funding in Northern Virginia, TPB staff began a re-examination of previously unfunded applications. Given the extensive scrutiny that the selection panel and VDOT provided during the review process in January, TPB staff determined that new recommendations could fairly quickly be developed.

Based on a review of the selection panel's past input, plus evaluations and insights from VDOT, TPB staff identified two projects that would be appropriate to receive the new funding. Staff then sought, and received, concurrence from the Selection Panel members, which is recommending the projects.

The two recommended projects are listed and described below.

- **Ellicott Street (Occoquan Greenway Connection), Prince William County**
\$1,995,470
This project will construct 440 feet of sidewalk on two segments of Ellicott Street in Occoquan. One segment will connect the historic town center to the future Occoquan Greenway, a new regional trail slated to begin construction this fall. The other segment, in the heart of the town, will serve an area with high pedestrian traffic and will add ADA ramps and crossings. The project is in the North Woodbridge Activity Center.
- **G Street Sidewalk, Town of Purcellville**
\$701,244 (*partial funding of a total request of \$2,000,000*)
Filling a key gap in Purcellville's pedestrian infrastructure, this Safe Routes to School project will install a missing section of sidewalk along East G Street. The new sidewalk will not only border Blue Ridge Middle School's rear property, but also connects to existing pathways that lead to the A Street Shared Use Path, which brings pedestrians and bicyclists to the main entrances of the school.

Both of these projects received generally positive comments from the panel members in their written reviews earlier this year as well as during the panel's two meetings. Panel members noted that both projects would directly improve safety, which is a key TPB priority. The Ellicott Street project would provide a separated bike/ped connection on a fast-moving road, which would be tied into a future trail (Occoquan Greenway). The G Street project is a Safe Routes to School project that would construct a sidewalk on a dangerous curve near a school sports field.

NEXT STEPS

The Steering Committee will be asked to approve the two projects described above at its meeting on May 6, 2022. If the approvals are secured, the Steering Committee's decisions will be forwarded to the CTB for final inclusion in the FY 2023 Six-Year Improvement Program, which is scheduled for approval in June 2022. Once all the decisions for FY 2023 have been made, VDOT will proceed with the securing the grant agreements with recipients.

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-50 WHICH ADDS FUNDING
FOR THE MD 97 AT MONTGOMERY HILLS HIGHWAY RECONSTRUCTION PROJECT,
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, MDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-50 which adds \$4,83 million in National Highway Performance Program (NHPP) funds for right-of-way acquisition (ROW) for the MD 97 at Montgomery Hills Highway Reconstruction project (ID T5420) as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) a Project Overview report showing how the project will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the change in total project cost, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from MDOT dated April 20, 2022 requesting the amendment; and

WHEREAS, this project has been updated in the TPB's Project InfoTrak database application under TIP Action 21-50, creating the 50th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for the MD 97 at Montgomery Hills Highway Reconstruction project is included in the Visualize 2045 financial analysis; and

WHEREAS, this project is included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP (CON ID 931); and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-50 which adds \$4,83 million in NHPP funds for ROW for the MD 97 at Montgomery Hills Highway Reconstruction project (ID T5420) as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.

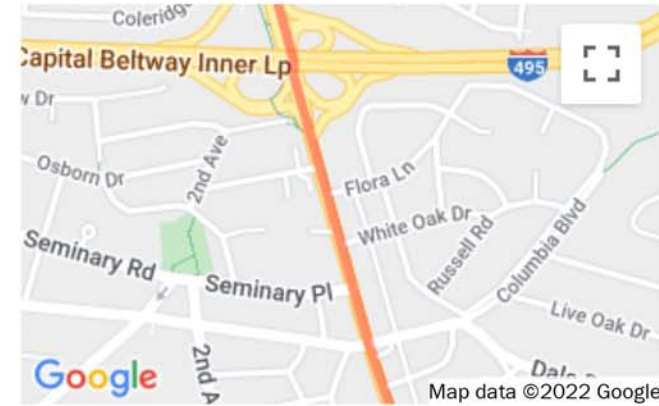


Project Overview Report for TIP Action 21-50: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by Maryland Department of Transportation - State Highway Administration
 Approved by the TPB Steering Committee on Friday, May 6, 2022

TIP ID T5420	Lead Agency Maryland Department of Transportation - State Highway Administration	Project Type Road - Add Capacity/Widening
Project Name MD 97 at Montgomery Hills Highway Reconstruction	County Montgomery	Total Cost \$37,000,000
Project Limits MD 390 to MD 192	Municipality	Completion Date 2025
	Agency Project ID MO2241	

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$428,000	\$1,447,000	\$1,447,000	-	-	\$3,322,000
PE	STATE	\$2,910,000	\$197,000	\$34,000	\$34,000	-	-	\$3,175,000
	Total PE	\$2,910,000	\$625,000	\$1,481,000	\$1,481,000	-	-	\$6,497,000
ROW	NHPP	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
	Total ROW	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	\$3,044,000
	Total PLANNING	\$3,044,000	-	-	-	-	-	\$3,044,000
	Total Programmed	\$5,954,000	\$625,000	\$2,741,000	\$3,266,000	\$1,785,000	-	\$14,371,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-16 Amendment 2021-2024	01/22/2021	N/A	N/A
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A
21-50 Amendment 2021-2024	05/18/2022	Pending	N/A
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$9,541,000 to \$14,371,000

ATTACHMENT B

Administrative Modification Summary Report for TIP Action 21-50: Formal Amendment to the FY 2021-2024 Transportation Improvement Program							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5420	MD 97 at Montgomery Hills Highway Reconstruction	\$9,541,000	\$14,371,000	\$4,830,000	51	Cost change(s), Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> + Increase funds in FFY 22 in ROW from \$0 to \$1,260,000 + Increase funds in FFY 23 in ROW from \$0 to \$1,785,000 <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in ROW for \$1,785,000 <p><i>Total project cost increased from \$9,541,000 to \$14,371,000</i></p>

April 20, 2022

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

Dear Chairman Sebesky:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2021-2024 Transportation Improvement Program (TIP) for one existing State Highway Administration (SHA) project as described below and in the attached memo.

This action reflects MDOT SHA's updated programmed expenditures and project schedule from FY 2021 to FY 2024 for the MD 97 at Montgomery Hills Highway Reconstruction project. In addition, this new funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. As this project is already included for construction in the Air Quality Conformity Determination for Visualize 2045, this additional funding will not affect the determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	\$4,830	Add new right-of-way acquisition funds for this project.

MDOT requests that this amendment be approved by the TPB Steering Committee at its May 6, 2022 meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Pamela Sebesky
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and the last name "Byrne" clearly legible.

Tyson Byrne
Regional Planning Manager
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

MEMORANDUM

TO: DIRECTOR HEATHER MURPHY
OFFICE OF PLANNING AND CAPITAL PROGRAMMING
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

ATTN: REGIONAL PLANNING MANAGER TYSON BYRNE
REGIONAL PLANNER KARI SNYDER

FROM: CHIEF MATT BAKER *MB*
REGIONAL AND INTERMODAL PLANNING DIVISION (RIPD)

SUBJECT: REQUEST TO AMEND THE FY 2021-2024 NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB) TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)

DATE: APRIL 19, 2022
REVISED APRIL 20, 2022

**RESPONSE
REQUESTED BY:** N/A

PURPOSE OF MEMORANDUM

To request the MDOT Office of Planning and Capital Programming approve and forward to TPB for its approval the following TIP amendment.

SUMMARY

The MDOT State Highway Administration (MDOT SHA) hereby requests amendment of the FY 2021-2024 TPB TIP to reflect the following one action.

TIP	PROJECT	PHASE	NEW FUNDING
5420	MD 97 at Montgomery Hills Highway Reconstruction, Silver Spring	RW	\$4,830,000

ANALYSIS

MD 97 at Montgomery Hills Highway Reconstruction (TPB 5420) – This requested amendment reflects the addition of \$4,830,000 to FY 2021-2024 TPB TIP right-of-way acquisition funding for TPB 5420. The MDOT SHA requests this amendment in order that the FY 2021-2024 TPB TIP reflects MDOT SHA’s updated programmed project expenditures and project schedule in FY 2021-2024. Right-of-way acquisition for this project is wholly federally funded as MDOT SHA will use toll credits to convert the State funding component to federal funds. In addition, this funding includes a five-percent additive to federal funds to cover federally funded overhead expenses. Based on ongoing design, this project’s total cost, including funding programmed prior to the FY 2021-2024 TPB TIP and funding yet to be programmed, is decreasing from \$40 million to \$37 million. Design of this project is funded and

Ms. Heather Murphy
Page Two

approximately 65-percent complete. Right-of-way acquisition activities will begin as early as the Summer of 2022. Funding for construction remains to be identified.

The attached Statewide TIP (STIP) report documents MDOT's requested amendment with respect to funding for the above project. This requested action will not impact scheduling or funding availability for other projects in the current STIP, which remains fiscally constrained. The amended funding does not affect the portion of federal funding programmed for transit or allocations of state aid to local jurisdictions in lieu of federal aid.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the FY 2022-2027 Consolidated Transportation Program (<https://mdot.maryland.gov/tso/Pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2021-2024 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Schlie, MDOT SHA Regional Planner, at 410-545-5674 or via email at dschlie@mdot.maryland.gov.

ATTACHMENTS

- FY 2021-2024 TPB TIP project 5420 report
- FY 2022-2025 Maryland STIP project TPB 5420 report

cc: Mr. Darren Bean, Assistant Regional Planner, RIPD, MDOT SHA
Mr. Eric Beckett, Deputy Director, Office of Planning and Preliminary Engineering (OPPE), MDOT SHA
Jeff Davis, P.E., AICP, Assistant Chief, Highway Design Division (HDD), MDOT SHA
Ms. Marie-France Guiteau, Transportation Engineering Manager, HDD, MDOT SHA
Ms. Jill Lemke, Assistant Chief, RIPD, MDOT SHA
C. Scott Pomento, P.E., Director, OPPE, MDOT SHA
Erica Rigby, P.E., District Engineer, District 3, MDOT SHA
Mr. David Rodgers, Regional Planner, RIPD, MDOT SHA
Mr. David Schlie, Regional Planner, RIPD, MDOT SHA

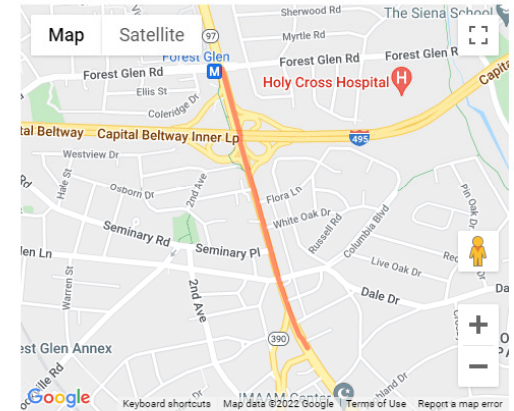
TIP ID T5420
Project Name MD 97 at Montgomery Hills Highway Reconstruction
Project Limits

Lead Agency Maryland Department of Transportation - State Highway Administration
County Montgomery
Municipality
Agency Project ID MO2241

Project Type Road - Add Capacity/Widening
Total Cost \$37,000,000
Completion Date 2025

Description A study to evaluate and design to address MD 97 safety and accessibility improvements between MD 390 and MD 192.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	NHPP	-	\$428,000	\$1,447,000	\$1,447,000	-	-	\$3,322,000
PE	STATE	\$2,910,000	\$197,000	\$34,000	\$34,000	-	-	\$3,175,000
Total PE		\$2,910,000	\$625,000	\$1,481,000	\$1,481,000	-	-	\$6,497,000
ROW	NHPP	-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
Total ROW		-	-	\$1,260,000	\$1,785,000	\$1,785,000	-	\$4,830,000
PLANNING	LOCAL	\$3,044,000	-	-	-	-	-	\$3,044,000
Total PLANNING		\$3,044,000	-	-	-	-	-	\$3,044,000
Total Programmed		\$5,954,000	\$625,000	\$2,741,000	\$3,266,000	\$1,785,000	-	\$14,371,000



Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
21-00	Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-14	Amendment 2021-2024	01/06/2021	N/A	N/A
21-16	Amendment 2021-2024	01/22/2021	N/A	N/A
21-33	Amendment 2021-2024	09/17/2021	N/A	N/A
21-50	Amendment 2021-2024	Pending	Pending	N/A
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$9,541,000 to \$14,371,000

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420

SUMMARY TABLE

Project	Amendment Criteria	Conformity Status	Environmental Status	Current Funding Level (000s)		
				Federal	State/Local	Total
MD 97 at Montgomery Hills Highway Reconstruction (MO2241)	B	TPB 2618	CE 2019	\$ 2,894	\$ 68	\$ 2,962
				Net Funding Change (000s)		
	Administration	Area/MPO	CTP Page	Federal	State/Local	Total
	MDOT SHA	TPB	SHA-M-9 FY 2022	\$ 4,830	\$ -	\$ 4,830

Description A project of make safety and accessibility improvements to MD 97 in Montgomery Hills, between MD 192 and MD 390.

Justification This project will address safety and traffic operations within the study area.

INDIVIDUAL REQUEST FORM

STIP/TIP Amendment Criteria	Current (000s)	Funding		FY 2022	FY 2023	FY 2024	FY 2024	Total
		Total	Federal	State/Local	Total	Federal	State/Local	Total
<input type="checkbox"/> A) Adds new individual projects to the current STIP		Total	\$ 1,481	\$ 1,481	\$ -	\$ -	\$ 2,962	
<input checked="" type="checkbox"/> B) Increase/decrease, scope change, advance, delay, or phase change		Federal	\$ 1,447	\$ 1,447	\$ -	\$ -	\$ 2,894	
<input type="checkbox"/> C) Removes or deletes individual listed project from the STIP		State/Local	\$ 34	\$ 34	\$ -	\$ -	\$ 68	
<input type="checkbox"/> D) Other		Total	\$ 2,741	\$ 3,266	\$ 1,785	\$ -	\$ 7,792	
		Federal	\$ 2,707	\$ 3,232	\$ 1,785	\$ -	\$ 7,724	
		State/Local	\$ 34	\$ 34	\$ -	\$ -	\$ 68	
	Change (000s)	Total	\$ 1,260	\$ 1,785	\$ 1,785	\$ -	\$ 4,830	
		Federal	\$ 1,260	\$ 1,785	\$ 1,785	\$ -	\$ 4,830	
		State/Local	\$ -	\$ -	\$ -	\$ -	\$ -	

PHASE DETAIL

Current		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,447	\$ -	\$ 1,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ -	\$ 2,894
	State	\$ -	\$ 34	\$ -	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ 68
RW	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,447	\$ 34	\$ 1,447	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ 68	\$ 2,962

Proposed		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ 1,447	\$ -	\$ 1,447	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,894	\$ -	\$ 2,894
	State	\$ -	\$ 34	\$ -	\$ 34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 68	\$ 68
RW	NHPP	\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 2,707	\$ 34	\$ 3,232	\$ 34	\$ 1,785	\$ -	\$ -	\$ -	\$ 7,724	\$ 68	\$ 7,792

Change		FY 2022		FY 2023		FY 2024		FY 2025		TOTAL		
Phase	Funding	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Federal	State/Local	Total
PP		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
PE	NHPP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RW	NHPP	\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830
CO		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total		\$ 1,260	\$ -	\$ 1,785	\$ -	\$ 1,785	\$ -	\$ -	\$ -	\$ 4,830	\$ -	\$ 4,830

MARYLAND STATEWIDE TIP FY 2022-2025

MDOT STIP # TPB 5420 (cont'd)

TOTAL PROJECT COST

Prior Cost (≤ FY 2021)		STIP Cost (FY 2022-2025)		Balance to Complete (≥ FY 2026)		Total Project Cost	
Federal	\$ 428	Federal	\$ 7,724	Federal	\$ -	Federal	\$ 8,152
State/Local	\$ 6,151	State/Local	\$ 68	State/Local	\$ -	State/Local	\$ 6,219
Total	\$ 6,579	Total	\$ 7,792	Total	\$ -	Total	\$ 14,371

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-51 WHICH
ADDS TWO NEW PROJECTS: RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS
(PHASE 2) AND I-495 NEXT TRANSIT INVESTMENT - MONITORING FUNDS, AND
ADDS FUNDING TO TWO ROADWAY PROJECTS AND ONE TRANSIT PROGRAM,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which adds two new projects and adds funding to two roadway and one transit program, as described below and in the attached materials:

- Richmond Highway Corridor (Phase 2) (ID T11602): add new project with \$2.1 million in state funding in FY 2022
- I-495 NEXT Transit Investment – Monitoring Funds (ID T11601): add new administrative program with \$5.2 million in state funding in FY 2022
- VA Route 7/VA Route 690 Interchange project (#SMART18) (ID T6318): add \$20,711 in Equity Balance/Minimum Guarantee (EB/MG) funding, \$8.4 million in National Highway Performance Program (NHPP) funding, and \$686,589 in Surface Transportation Block Grant (STBG) program funding, for a net increase of approximately \$9.1 million
- Sycolin Road Paving and Widening (ID T6346): add \$3.9 million in state funding
- VRE Storage Yards Improvements program (ID T4070) add \$20 million in Section 5337 – State of Good Repair (Sect. 5337-SGR) program funding

WHEREAS, the attached materials include: Attachment A) Project Overview reports showing how the projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project costs, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) two letters from VDOT dated April 26, 2022 requesting the amendments; and

WHEREAS, these project have been entered or updated in the TPB's Project InfoTrak database application under TIP Action 21-51, creating the 51st version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for these projects and programs was included in the Visualize 2045 financial analysis; and

WHEREAS, the Richmond Highway Corridor (Phase 2), VA 7/VA 690 Interchange, and Sycolin Road widening projects were included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP, and the I-495 NEXT Transit Monitoring Funds and VRE Storage Yards improvement programs are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendments to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-51 which adds \$2.1 million in state funding for the Richmond Highway Corridor (Phase 2) project (ID T11602); \$5.2 million in state funding for the I-495 NEXT Transit Investment - Monitoring Funds administrative program (ID T11601); \$8.4 million in NHPP, \$686,589 in STBG, and \$20,711 in EB/MG funding for the VA Route 7/VA Route 690 Interchange project (#SMART18) (ID T6318); \$3.9 million in state funding for the Sycolin Road Paving and Widening project (ID T6346); and \$20 million in Section 5337-SGR for the VRE Storage Yards Improvements program (ID T4070), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.



National Capital Region
Transportation Planning Board

Project Overview Report for TIP Action 21-51: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by Virginia Department of Transportation
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T11601	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Debt Service
<i>Project Name</i>	I-4995 Next Transit Investment - Monitoring Funds	<i>County</i>		<i>Total Cost</i>	\$5,200,000
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2026
<i>Description</i>	Monitoring Funds for reimbursing localities for transit costs				
		<i>Agency Project ID</i>	120823		

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$5,200,000	-	-	-	\$5,200,000
	<i>Total CON</i>	-	-	\$5,200,000	-	-	-	\$5,200,000
	<i>Total Programmed</i>	-	-	\$5,200,000	-	-	-	\$5,200,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T11602	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Add Capacity/Widening
<i>Project Name</i>	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	<i>County</i>		<i>Total Cost</i>	\$183,300,000
<i>Project Limits</i>	Frye Road to Sherwood Hall Road	<i>Municipality</i>		<i>Completion Date</i>	2028
		<i>Agency Project ID</i>	120800		

Description Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$2,100,000	-	-	-	\$2,100,000
	<i>Total PE</i>	-	-	\$2,100,000	-	-	-	\$2,100,000
	<i>Total Programmed</i>	-	-	\$2,100,000	-	-	-	\$2,100,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



**National Capital Region
Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T4070	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	VRE Storage Yards Improvements	<i>County</i>		<i>Total Cost</i>	\$20,022,586
<i>Project Limits</i>	Systemwide	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	2045
		<i>Agency Project ID</i>	VRE0007		

Description As additional cars are added to accommodate ridership demand, storage yards and maintenance facilities must be obtained and/or upgraded. Improvements to the yards and maintenance facilities will allow additional maintenance to be performed by VRE contractors and additional vehicles to be stored.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	SECT. 5337-SGR	-	-	\$20,022,586	-	-	-	\$20,022,586
	<i>Total CON</i>	-	-	\$20,022,586	-	-	-	\$20,022,586
	<i>Total Programmed</i>	-	-	\$20,022,586	-	-	-	\$20,022,586

*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-51	Amendment 2021-2024	05/18/2022	Pending	Pending
21-53	Amendment 2021-2024	Pending	N/A	N/A
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$107,600,000 to \$20,022,586



**National Capital Region
Transportation Planning Board**

Project Overview Report for TIP Action 21-51: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by Virginia Department of Transportation
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T6346	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	Syscolin Road Paving and Widening	<i>County</i>	Loudoun	<i>Total Cost</i>	\$42,595,790
<i>Project Limits</i>	RT 659 0.924 mi. E. of Belmont Ridge Rd. to 659 1.802 mi. W. of Belmont Ridge Rd.	<i>Municipality</i>		<i>Completion Date 2028</i>	
		<i>Agency Project ID</i>	58923		

Description Design, R/W acq, utilities relo, & CN to widen approximately 4,200 ft.. Syscolin Rd to a 4-lane, 16 median div road btw Loudoun Ctr Pl. & Crosstrail Blvd, 10 SUP, 12 travel lanes, access mgmt improv, Leesburg Airport, rec facilities. Improves access for cars, peds, and buses to the Leesburg PNR.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	STATE	-	-	\$3,878,437	-	-	-	\$3,878,437
	<i>Total PE</i>	-	-	\$3,878,437	-	-	-	\$3,878,437
	<i>Total Programmed</i>	-	-	\$3,878,437	-	-	-	\$3,878,437

*Map Has Not Been Marked

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
20-01	Amendment	2020-2023	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>
21-51	Amendment	2021-2024	05/18/2022	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$3,878,437



National Capital Region
Transportation Planning Board

Project Overview Report for TIP Action 21-51: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by Virginia Department of Transportation
 Approved by the TPB Steering Committee on Friday, May 6, 2022

TIP ID T6618
 Project Name ROUTE 7/ROUTE 690 INTERCHANGE #SMART18
 Project Limits VA 690 Hillsboro Road

Lead Agency Virginia Department of Transportation
 County Loudoun
 Municipality
 Agency Project ID 111666

Project Type Road - Interchange improvement
 Total Cost \$52,685,000
 Completion Date 2028

Description This new Interchange at RT 7 and RT 690 will include a shared use path and four ramps.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	EB/MG	-	\$20,711	-	-	-	-	\$20,711
PE	NHPP	-	-	\$8,424,167	-	-	-	\$8,424,167
PE	STBG	-	-	\$686,589	-	-	-	\$686,589
Total PE		-	\$20,711	\$9,110,756	-	-	-	\$9,131,467
ROW	STBG	-	\$1,051,104	-	-	-	-	\$1,051,104
ROW	STBG	-	\$565,896	-	-	-	-	\$565,896
ROW	STBG	-	\$565,896	-	-	-	-	\$565,896
ROW	STBG	-	\$-565,896	-	-	-	-	\$-565,896
Total ROW		-	\$1,617,000	-	-	-	-	\$1,617,000
Total Programmed		-	\$1,637,711	\$9,110,756	-	-	-	\$10,748,467



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-51 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - PRIMARY PROJECT TYPE was updated - CSD

Funding Change(s):

Total project cost increased from \$1,617,000 to \$10,748,467

ATTACHMENT B

Summary Report for TIP Action 21-51: Formal Amendment to the FY 2021-2024 Transportation Improvement Program							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T11601	I-495 Next Transit Investment - Monitoring Funds	\$0	\$5,200,000	\$5,200,000		New project	STATE ▶ Add funds in FFY 22 in CON for \$5,200,000 Total project cost \$5,200,000
T11602	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	\$0	\$2,100,000	\$2,100,000		New project	STATE ▶ Add funds in FFY 22 in PE for \$2,100,000 Total project cost \$2,100,000
T6618	ROUTE 7/ROUTE 690 INTERCHANGE #SMART18	\$1,617,000	\$10,748,467	\$9,131,467	565	Programming Update	EB/MG ▶ Add funds in FFY 21 in PE for \$20,711 NHPP ▶ Add funds in FFY 22 in PE for \$8,424,167 STBG ▶ Add funds in FFY 22 in PE for \$686,589 Total project cost increased from \$1,617,000 to \$10,748,467
T6346	Syscolin Road Paving and Widening	\$0	\$3,878,437	\$3,878,437		Cost change(s), Programming Update	STATE ▶ Add funds in FFY 22 in PE for \$3,878,437 Total project cost increased from \$0 to \$3,878,437
T4070	VRE Storage Yards Improvements	\$0	\$20,022,586	\$20,022,586		Programming Update	SECT. 5337-SGR ▶ Add funds in FFY 22 in CON for \$20,022,586 Four-year Program Total increased from \$0 to \$20,022,586



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 26, 2022

The Honorable Pamela Sebesky
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2021-2024 Transportation Improvement Program Amendment for the following projects
Interchange at VA 7 & VA 690 (UPC 111666, TIP 6618)
~~I-495 Express Lanes Northern Extension Phase 1 (UPC 115401, TIP 11577)~~
Sycolin Road Widening (UPC 120774, TIP 6346)
~~Richmond Highway BRT (UPC 115549 [includes 115550], TIP 6680)~~

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to revise the funding for the subject projects.

The interchange at VA 7 & VA 690 includes adding a new interchange that contributes to the safety of travelers and enhances the integration and connectivity of the transportation network system with more access for travelers. This project is included in the air quality conformity analysis and request funding for this project is as follows:

Add \$20,711 (EB/MG) FFY21 PE Phase,
Add \$656,589 (STP/STBG) & \$4,759,808 (NHPP) FFY22 PE Phase and
Add \$3,664,359 (NHPP) FFY22 RW Phase.

~~The I-495 Express Lanes Northern Extension will complete the missing link for connection to the future express lanes on Maryland's side. This project will help with safety and congestion, and above all, help with reducing the air quality impact. This project is included in the air quality conformity analysis and request funding for this project as follows:~~

~~Add \$104,141,366 (PPP, PABs) FFY22 CN Phase,
Add \$10,904,181 (TIFIA) FFY22 CN Phase
Add \$148,516,742 (TIFIA Loan) FFY23 CN Phase,
Add \$47,240,311 (State Funds, VTIB Loan) FFY23 CN Phase,
Add \$39,205,356 (Concession) FFY23 CN Phase and
Add \$124,411,101 (Concession) FFY24CN Phase.~~

Chair Sebesky
April 26, 2022
Page Two

The Sycolin Road widening in Loudoun County will complete the comprehensive plan for this roadway which will then help with both traffic safety and congestion. This project is included in the air quality conformity analysis and request funding for this project as follows:

Add \$3,878,437 (Sate Funds) FFY22 PE Phase

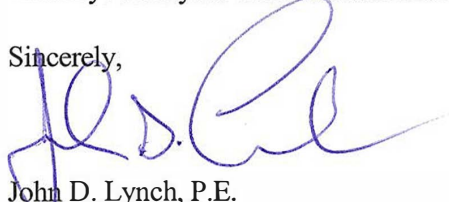
~~Richmond Highway BRT Road Work between Huntington Metrorail Station & Fort Belvoir will contribute to accessibility, traffic safety and traffic congestion. This project is included in the air quality conformity analysis and request funding for this project as follows:~~

~~Add \$1,909,840 (Other: State) FFY22 PE Phase,
Add \$77,684 (Other: State) FFY22 RW Phase,
Add \$18,409,124 (CM) FFY22 CN Phase,
Add \$13,334,323 (RSTP) FFY22 CN Phase,
Add \$88,114,068 (Other: NVTA) FFY22 CN Phase,
Add \$187,458 (Other: Local) FFY22 CN Phase,
Add \$141,403 (Other: State) FFY22 CN Phase,
Add \$19,898,478 (AC-RSTP) FFY22 CN Phase,
Add \$1,692,282 (AC-CM) FFY22 CN Phase,
Add \$40,518,348 (Other: NVTA) CN Phase,
Add \$15,547,743 (Other: State) CN Phase,
Add \$7,080,322 (ACC-RSTP) FFY22 CN Phase,
Add \$1,692,282 (ACC-CM) FFY23 CN Phase,
Add \$60,777,521 (Other: NVTA) FFY24 CN Phase,
Add \$28,687,899 (Other: State) FFY24 CN Phase and
Add \$7,198,199 (ACC-RSTP) FFY24 CN Phase.~~

VDOT requests the approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at its meeting on May 6, 2022 meeting. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,



John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Amir Shahpar, PE., VDOT-NoVA



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

April 26, 2022

The Honorable Pamela Sebesky
Chair, National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2021-2024 Transportation Improvement Program Amendment for the following projects
Richmond Highway Corridor Improvements (Phase 2) - (UPC 120800, TIP 11602)
I-495 Next Transit Investment (monitoring fund) - (UPC 120823, TIP 11601)

Dear Chair Sebesky:

The Virginia Department of Transportation (VDOT) requests an amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding for the subject projects.

The Richmond Highway improvements includes widening from 4 to 6 lanes and adding bike/ped facility between Frye Road & Sherwood Hall Road. This project is part of the corridor-wide improvements on Richmond Highway that will help with traffic congestions and is included in the conformity analysis. Therefore, I am requesting the adding of \$5,200,000 (State funding) for construction phase for FFY 2022 to be added to the TIP.

The I-495 Next Transit Investment is monitoring the fund setup to reimburse the localities for the transit cost. Therefore, I am requesting adding \$2,100,000 of Local funds to be added to the TIP.

VDOT requests approval of this TIP Amendment by the Transportation Planning Board's Steering Committee at their meeting on May 6, 2022. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

A handwritten signature in blue ink, appearing to read "John D. Lynch".

John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Amir Shahpar, P.E., VDOT-NoVA



April 28, 2022

Ms. Maria Sinner
Assistant District Administrator
Planning and Investment Management
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Sinner:

The Potomac & Rappahannock Transportation Commission (PRTC) requests project amendment to the FY 2021-2024 Transportation Improvement Program (TIP) to reflect project funding updates. This project is already accounted for in the current conformity analysis or are conformity-exempt transit projects for the TIP. The changes to be made to the FY2021-2024 TIP are as outlined below:

- **VRE Storage Yards Improvements (VRE0007)**. This project provides for improvements to the yards and maintenance facilities to allow additional maintenance to be performed by VRE contractors or additional vehicles to be stored. This amendment will add \$20,022,586 to the construction phase of FY2022 of Federal Section 5337 funds.

PRTC and VRE request that the Transportation Planning Board's (TPB) 2021-2024 TIP and VDOT's FY 2021-2024 STIP be amended to reflect the change as project funds must be included in an approved TIP and STIP before PRTC/VRE can access these funds through the Federal Transit Administration grant application process.

Should you have any questions, please feel free to contact Cynthia Porter-Johnson at (703) 580-6147 or at cporter-johnson@omniride.com. We greatly appreciate your assistance in facilitating this action.

Sincerely,

DocuSigned by:

A handwritten signature in black ink, appearing to read "R. Schneider", is enclosed in a blue DocuSign signature box. Below the signature, the alphanumeric string "F9217C0F6103428..." is visible.

Robert A. Schneider, PhD
Executive Director

cc: Cynthia Porter-Johnson, PRTC
Christine Hoeffner, VRE
Andrew Austin, MWCOG
Cina Debastini, VDOT
Marie Berry, VDRPT

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 21-52 WHICH ADDS FUNDING TO TWO BRIDGE
PROJECTS, ONE BUS PROJECT, AND ADDS A NEW BUS DEPOT PROJECT, AS
REQUESTED BY THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, DDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which adds \$3.265 million in National Highway Performance Program (NHPP) and District funding for the New York Ave NE Bridge over Anacostia River project (ID T6657); \$2.350 million in NHPP and District funding for the Southwest Freeway Bridge over South Capitol Street project (ID T6490); \$8.924 million in Bus and Bus Facilities Formula Program (Sect. 5339) and District funding for capital improvements to the DC Circulator program (ID T6105); and \$6.652 million in District funding for a new project: Circulator Bus Depot – Claybrick Road (ID T11603), as described in the attached materials; and

WHEREAS, the attached materials include: Attachment A) a Project Overview report showing how the projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in total project costs, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from DDOT dated April 20, 2022 requesting the amendment; and

WHEREAS, these project have been entered or updated in the TPB's Project InfoTrak database application under TIP Action 21-52, creating the 52nd version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for both bridge projects, the DC Circulator capital improvements, and the new Circulator Bus Depot project were included in the Visualize 2045 financial analysis; and

WHEREAS, these projects are all exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, this resolution and amendments to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-52 which adds \$3.265 million in NHPP and District funding for the New York Ave NE Bridge over Anacostia River project (ID T6657); \$2.350 million in NHPP and District funding for the Southwest Freeway Bridge over South Capitol Street project (ID T6490); \$8.924 million in Sect. 5339 and District funding for capital improvements to the DC Circulator program (ID T6105); and \$6.652 million in District funding for a new project: Circulator Bus Depot - Claybrick Road (ID T11603), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.



Project Overview Report for TIP Action 21-52: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by District Department of Transportation
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T11603	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Transit - Capital
<i>Project Name</i>	Circulator Bus Depot - Claybrick Road	<i>County</i>	Washington	<i>Total Cost</i>	\$6,641,733
<i>Project Limits</i>		<i>Municipality</i>		<i>Completion Date</i>	2026
		<i>Agency Project ID</i>			

Description This project funds the design and construction of a new District-owned DC Circulator operations and maintenance facility to house its entire fleet and include space for future growth in the size of the fleet along with battery-electric bus charging capabilities. The facility will replace two existing facilities utilized by DC Circulator. The facility will be planned for a 120-vehicle capacity, 12 maintenance bays, a microgrid system, and associated administrative facilities. This will also house the DMV CDL testing facility.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
PE	LOCAL	-	-	\$6,641,733	-	-	-	\$6,641,733	*Not Location Specific
	<i>Total PE</i>	-	-	\$6,641,733	-	-	-	\$6,641,733	
	<i>Total Programmed</i>	-	-	\$6,641,733	-	-	-	\$6,641,733	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

Project Overview Report for TIP Action 21-52: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by District Department of Transportation
 Approved by the TPB Steering Committee on Friday, May 6, 2022

TIP ID	T6105	Lead Agency	District Department of Transportation	Project Type	Transit - Bus
Project Name	DC Circulator	County	Washington	Total Cost	\$34,261,103
Project Limits		Municipality	District of Columbia	Completion Date	2023
		Agency Project ID			
Description	DC Circulator capital projects. a. DC Circulator On-Board Photo Enforcement b. DC Circulator Planning (TDP Implementation Activities) c. DC Circulator South Capitol Street Facility Improvements d. DC Circulator Sustainability and Zero Emissions Fleet Transition Plan				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	SECT. 5304	-	\$351,343	-	-	-	-	\$351,343
PE	STATE	-	\$87,836	-	-	-	-	\$87,836
	<i>Total PE</i>	-	\$439,179	-	-	-	-	\$439,179
CON	SECT. 5339(B)	-	-	\$5,984,319	-	-	-	\$5,984,319
CON	SECT. 5339	-	-	\$5,999,000	\$1,000,000	-	-	\$6,999,000
CON	STATE	-	-	\$19,503,790	\$250,000	-	-	\$19,753,790
CON	STBG	-	-	\$800,000	-	-	-	\$800,000
	<i>Total CON</i>	-	-	\$32,287,109	\$1,250,000	-	-	\$33,537,109
STUDY	CMAQ	-	-	\$227,851	-	-	-	\$227,851
STUDY	STATE	-	-	\$56,964	-	-	-	\$56,964
	<i>Total STUDY</i>	-	-	\$284,815	-	-	-	\$284,815
	<i>Total Programmed</i>	-	\$439,179	\$32,571,924	\$1,250,000	-	-	\$34,261,103

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-06 Amendment 2021-2024	09/12/2020	4/8/2021	4/8/2021
21-24 Amendment 2021-2024	04/23/2021	N/A	N/A
21-27 Amendment 2021-2024	06/25/2021	N/A	N/A
21-30 Amendment 2021-2024	08/20/2021	N/A	N/A
21-33 Amendment 2021-2024	09/17/2021	N/A	N/A
21-43 Amendment 2021-2024	01/19/2022	Pending	Pending
21-44 Amendment 2021-2024	01/21/2022	N/A	N/A
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$25,337,103 to \$34,261,103



National Capital Region Transportation Planning Board

Project Overview Report for TIP Action 21-52: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by District Department of Transportation
Approved by the TPB Steering Committee on Friday, May 6, 2022

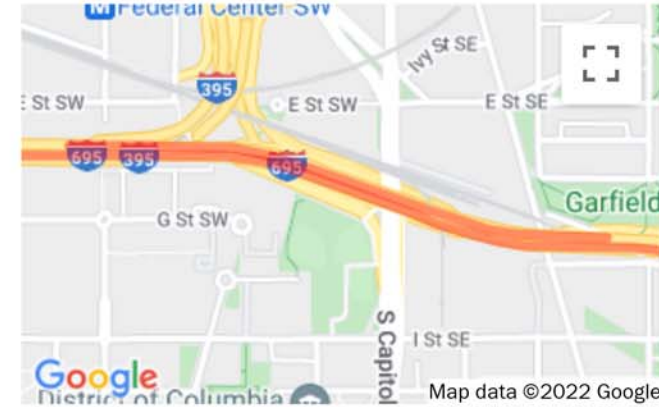
TIP ID T6490
Project Name Southwest Freeway Bridge over South Capitol Street
Project Limits over South Capitol Street

Lead Agency District Department of Transportation
County
Municipality
Agency Project ID

Project Type Bridge - Replace
Total Cost \$10,851,235
Completion Date 2028

Description Bridge 1103 is part of Southwest Freeway over South Capitol Street and Bridge 1109 Ramp G, it is a prestressed concrete superstructure and substructure of the Southwest Freeway over South Capitol Street that is in poor condition based on latest inspection and requires extensive rehabilitation/replacement

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE NHPP	\$4,875,000	\$2,000,000	\$1,880,188	-	-	-	\$8,755,188
PE STATE	\$1,125,000	\$500,000	\$470,047	-	\$1,000	-	\$2,096,047
Total PE	\$6,000,000	\$2,500,000	\$2,350,235	-	\$1,000	-	\$10,851,235
Total Programmed	\$6,000,000	\$2,500,000	\$2,350,235	-	\$1,000	-	\$10,851,235



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-21 Amendment 2021-2024	04/20/2021	N/A	N/A
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Schedule Change(s)

Funding Change(s):

Total project cost increased from \$8,501,000 to \$10,851,235



TIP ID T6657
 Project Name New York Ave NE Bridge over Anacostia River
 Project Limits
 Lead Agency District Department of Transportation
 County Washington
 Municipality
 Agency Project ID

Project Type Bridge - Rehab
 Total Cost \$5,265,294
 Completion Date 2027

Description This project will include inspections and preliminary design work to assess the need for future rehabilitation and preventive maintenance on the bridge.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
PE	LOCAL	-	-	-	\$400,000	-	-	\$400,000
PE	NHPP	-	-	\$2,612,235	\$1,600,000	-	-	\$4,212,235
PE	STATE	-	-	\$653,059	-	-	-	\$653,059
<i>Total PE</i>		-	-	\$3,265,294	\$2,000,000	-	-	\$5,265,294
<i>Total Programmed</i>		-	-	\$3,265,294	\$2,000,000	-	-	\$5,265,294



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-06 Amendment 2021-2024	09/12/2020	4/8/2021	4/8/2021
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Schedule Change(s)

Funding Change(s):

Total project cost increased from \$2,000,000 to \$5,265,294

ATTACHMENT B

**Summary Report for TIP Action 21-52: Formal Amendment
FY 2021-2024 Transportation Improvement Program
Requested by District Department of Transportation**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6657	New York Ave NE Bridge over Anacostia River	\$2,000,000	\$5,265,294	\$3,265,294	163	Cost change(s), Schedule Change(s)	STATE ► Add funds in FFY 22 in PE for \$653,059 NHPP ► Add funds in FFY 22 in PE for \$2,612,235 <i>Total project cost increased from \$2,000,000 to \$5,265,294</i>
T6490	Southwest Freeway Bridge over South Capitol Street	\$8,501,000	\$10,851,235	\$2,350,235	28	Cost change(s), Schedule Change(s)	STATE ► Add funds in FFY 22 in PE for \$470,047 NHPP ► Add funds in FFY 22 in PE for \$1,880,188 <i>Total project cost increased from \$8,501,000 to \$10,851,235</i>
T6105	DC Circulator	\$25,337,103	\$34,261,103	\$8,924,000	35	Cost change(s)	STATE + Increase funds in FFY 22 in CON from \$16,328,790 to \$19,503,790 ► Add funds in FFY 23 in CON for \$250,000 SECT. 5339 + Increase funds in FFY 22 in CON from \$1,500,000 to \$5,999,000 ► Add funds in FFY 23 in CON for \$1,000,000 <i>Total project cost increased from \$25,337,103 to \$34,261,103</i>
T11603	Circulator Bus Depot - Claybrick Road	\$0	\$6,641,733	\$6,641,733	0	New project	LOCAL ► Add funds in FFY 22 in PE for \$6,641,733 <i>Total project cost \$6,641,733</i>

Government of the District of Columbia

Department of Transportation



April 20th, 2022

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

Dear Chair Sebesky,

The District Department of Transportation (DDOT) requests that the FY 2021-2024 Transportation Improvement Program (TIP) be amended for four projects as detailed below.

- 1. DC Circulator South Capitol Street Facility Improvements (TIP ID: T-6105c)**
 - a. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY22 by \$4,499,000
 - b. Increase DCSTATE funding for Construction in FY22 by \$1,125,000
 - c. Increase Sect. 5339 - Bus and Bus Facilities Formula funding for Construction in FY23 by \$1,000,000
 - d. Increase DCSTATE funding for Construction in FY23 by \$250,000
 - e. Increase DCSTATE funding for Construction in FY22 by \$2,050,000
- 2. Circulator Bus Depot - Claybrick Road (TIP ID: T-11603)**
 - a. Add new project
 - b. Increase Local funding for PE by \$6,641,733 in FY22
- 3. New York Avenue NE Bridge over Anacostia River (TIP ID: T-6657)**
 - a. Increase NHPP funding for PE by \$3,265,294.06 in FY22
- 4. Southwest Freeway Bridge over South Capitol Street (TIP ID: T-6490)**
 - a. Increase NHPP funding for PE by \$2,350,235.1 in FY22

The proposed amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its May 6th meeting.

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

Sincerely,

Saesha Carlile
Chief Administrative Officer
District Department of Transportation
Saesha.carlile@dc.gov

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY
REQUIREMENT TO INCLUDE TIP ACTION 21-52 WHICH REPROGRAMS AND ADDS
FUNDING IN FY 2023 FOR NINE TRANSIT PROJECT GROUPINGS, AS REQUESTED BY
THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)**

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

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

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, WMATA has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-52 which reprograms and adds funding on 9 out of 13 transit project groupings, as described in the attached materials, for a net total increase of \$151.35 million from the five sources listed below, based on recently announced funding increases provided under the IIJA:

- State of Good Repair program (Sect. 5337) funding increases by \$76.31 million
- Urban Area Formula program (Sect. 5307) funding increases by \$41.52 million
- Bus and Bus Facilities Formula program (Sect. 5339) funding decreases by \$1.02 million
- Passenger Rail Investment and Improvement Act (PRIIA) increases by \$5 million
- Local funding increases by \$29.55 million; and

WHEREAS, the attached materials include: Attachment A) a Project Overview report showing how the 9 projects will appear in the TIP following approval, Attachment B) an Amendment Summary report showing the changes in four-year program totals, reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and Attachment C) a letter from WMATA dated April 21, 2022 requesting the amendment; and

WHEREAS, these projects have been updated in the TPB's Project InfoTrak database application under TIP Action 21-52, creating the 52nd version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

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

WHEREAS, this resolution and amendments to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-52 which reprograms and adds funding on 9 out of 13 transit project groupings, for a net total increase of \$151.35 million based on recently announced funding increases provided under the IJJA, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 6, 2022.

Project Overview Report for TIP Action 21-52: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by Washington Metropolitan Area Transit Authority
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T5853	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Metrorail/Heavy Rail
<i>Project Name</i>	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	<i>County</i>		<i>Total Cost</i>	\$892,562,752
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Provides funds for: a. Replacement of Rail Cars: replacement of the rail fleet cars. b. Rehabilitation of Rail Cars: mid-life rehabilitation of rail fleet. c. Rail Fleet Expansion: expansion of the rail fleet to meet ridership growth. d. Rail Enhancements: enhancements to the rail fleet that improve safety, reliability, and passenger comfort. e. Preventative Maintenance for railcars

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	
OTHER	LOCAL	-	\$157,245,000	\$173,042,636	\$64,788,116	\$162,366,000	-	\$557,441,752	*Not Location Specific
OTHER	WIP	-	\$10,667,000	\$12,951,000	-	-	-	\$23,618,000	
OTHER	PRIIA	-	\$39,413,000	\$20,900,000	-	\$41,790,000	-	\$102,103,000	
OTHER	SECT. 5337- SGR	-	\$47,200,000	\$47,200,000	\$67,200,000	\$47,200,000	-	\$208,800,000	
OTHER	TID	-	\$600,000	-	-	-	-	\$600,000	
	<i>Total Other</i>	-	\$255,125,000	\$254,093,636	\$131,988,116	\$251,356,000	-	\$892,562,752	
	<i>Total Programmed</i>	-	\$255,125,000	\$254,093,636	\$131,988,116	\$251,356,000	-	\$892,562,752	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-18 Amendment 2021-2024	04/21/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Fund changes

Funding Change(s):

Total project cost decreased from \$911,468,326 to \$892,562,752

<i>TIP ID</i>	T5854	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	<i>County</i>		<i>Total Cost</i>	\$672,166,759
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for Replacement of the bus fleet; Routine Bus Rehabilitation and Life Cycle Overhaul of the bus fleet; Bus enhancements or upgrade or replacement/repair of equipment (security, fare boxes, bike racks, ADA, etc.)				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	CMAQ	-	\$4,324,914	\$4,067,558	-	\$2,960,000	-	\$11,352,472
OTHER	LOCAL	-	\$49,703,547	\$65,693,695	\$109,924,129	\$50,411,000	-	\$275,732,371
OTHER	SECT. 5307	-	\$101,728,037	\$76,055,763	\$63,440,000	\$108,768,872	-	\$349,992,672
OTHER	SECT. 5339 (C)	-	\$4,162,472	-	-	-	-	\$4,162,472
OTHER	SECT. 5339	-	\$10,223,128	-	\$10,480,516	\$10,223,128	-	\$30,926,772
	<i>Total Other</i>	-	\$170,142,098	\$145,817,016	\$183,844,645	\$172,363,000	-	\$672,166,759
	<i>Total Programmed</i>	-	\$170,142,098	\$145,817,016	\$183,844,645	\$172,363,000	-	\$672,166,759

*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14	Amendment 2021-2024	01/06/2021	N/A	N/A
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
21-52	Amendment 2021-2024	05/18/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost decreased from \$705,246,114 to \$672,166,759

<i>TIP ID</i>	T5855	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	MetroAccess and Service Vehicles	<i>County</i>		<i>Total Cost</i>	\$33,500,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Provides funds for a. MetroAccess Vehicles: purchase/ replacement of Metro Access vehicles. b. Replacement of Service Vehicles: purchase/ replacement of vehicles that will be used Authority-wide for service activities.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$6,500,000	\$12,400,000	\$1,620,000	\$6,500,000	-	\$27,020,000
OTHER	SECT. 5307	-	-	-	\$6,480,000	-	-	\$6,480,000
	<i>Total Other</i>	-	\$6,500,000	\$12,400,000	\$8,100,000	\$6,500,000	-	\$33,500,000
	<i>Total Programmed</i>	-	\$6,500,000	\$12,400,000	\$8,100,000	\$6,500,000	-	\$33,500,000

*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$29,000,000 to \$33,500,000



**National Capital Region
Transportation Planning Board**

Project Overview Report for TIP Action 21-52: Formal Amendment to the
FY 2021-2024 Transportation Improvement Program
Requested by Washington Metropolitan Area Transit Authority
Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T5856	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Rail Line Segment Rehabilitation	<i>County</i>		<i>Total Cost</i>	\$1,611,007,851
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			
<i>Description</i>	Funding supports: Rehabilitation and safety of Metrorail system including Platform Rehabilitation; Station Modernization; Replace/Rehab critical structures; Replace/Rehab rail systems; and Preventive Maintenance/Rehabilitation of rail system infrastructure.				

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total	*Not Location Specific
OTHER	LOCAL	-	\$348,622,630	\$524,986,944	\$254,592,750	\$110,675,078	-	\$1,238,877,402	
OTHER	WIP	-	\$1,829,000	\$4,068,000	\$40,185,000	-	-	\$46,082,000	
OTHER	PRIIA	-	\$86,412,000	\$97,270,000	\$102,400,000	\$5,601,500	-	\$291,683,500	
OTHER	SECT. 5307	-	\$3,874,517	-	\$9,600,000	-	-	\$13,474,517	
OTHER	SECT. 5337- SGR	-	-	-	-	\$20,890,432	-	\$20,890,432	
<i>Total Other</i>		-	\$440,738,147	\$626,324,944	\$406,777,750	\$137,167,010	-	\$1,611,007,851	
<i>Total Programmed</i>		-	\$440,738,147	\$626,324,944	\$406,777,750	\$137,167,010	-	\$1,611,007,851	

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$1,599,007,851 to \$1,611,007,851



TIP ID	T5857	Lead Agency	Washington Metropolitan Area Transit Authority	Project Type	Transit - Maintenance
Project Name	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	County		Total Cost	\$414,780,403
Project Limits		Municipality	Region-wide	Completion Date	
		Agency Project ID			

Description Provides funds for: Rehabilitation or replacement, expansion or redesign of bus garages and maintenance facilities to meet storage, maintenance needs, and diversification of fleet. Facility Modernization to update equipment, address safety and adapt to alternative bus fleet types (e.g. CNG, Zero emission/Electric Bus, etc.) (Bladensburg; Northern Bus Garage, Southern Avenue, 4 Mile Run, Royal Street (Cinder Bed Road), Shepard Parkway, etc).

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$4,354,000	\$41,380,001	\$66,478,481	\$132,770,000	-	\$244,982,482
OTHER	SECT. 5307	-	\$17,416,000	\$24,816,025	\$114,033,921	\$2,600,000	-	\$158,865,946
OTHER	SECT. 5339	-	-	\$10,931,975	-	-	-	\$10,931,975
<i>Total Other</i>		-	\$21,770,000	\$77,128,001	\$180,512,402	\$135,370,000	-	\$414,780,403
<i>Total Programmed</i>		-	\$21,770,000	\$77,128,001	\$180,512,402	\$135,370,000	-	\$414,780,403

*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$351,708,355 to \$414,780,403



National Capital Region
Transportation Planning Board

Project Overview Report for TIP Action 21-52: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 Approved by the TPB Steering Committee on Friday, May 6, 2022

<i>TIP ID</i>	T5859	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Track and Structures	<i>County</i>		<i>Total Cost</i>	\$1,075,530,972
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Provides funds for: a. Track Rehabilitation: maintain and rehabilitate track and track infrastructure including aerial structures. b. Station/Tunnel Rehabilitation: repair of water leaks in stations, vent shafts, air ducts, tunnels, tunnel liners, and other areas in the system. c. Preventative Maintenance for track and structures

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$89,659,000	\$293,854,237	\$231,954,867	\$130,859,000	-	\$746,327,104
OTHER	PRIIA	-	-	-	\$13,600,000	-	-	\$13,600,000
OTHER	SECT. 5337- SGR	-	\$75,600,000	\$50,760,000	\$119,271,868	\$69,972,000	-	\$315,603,868
	<i>Total Other</i>	-	\$165,259,000	\$344,614,237	\$364,826,735	\$200,831,000	-	\$1,075,530,972
	<i>Total Programmed</i>	-	\$165,259,000	\$344,614,237	\$364,826,735	\$200,831,000	-	\$1,075,530,972



*Not Location Specific

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update. This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$961,241,137 to \$1,075,530,972



National Capital Region
Transportation Planning Board

Project Overview Report for TIP Action 21-52: Formal Amendment to the
 FY 2021-2024 Transportation Improvement Program
 Requested by Washington Metropolitan Area Transit Authority
 Approved by the TPB Steering Committee on Friday, May 6, 2022

TIP ID	T5860	Lead Agency	Washington Metropolitan Area Transit Authority	Project Type	Transit - Maintenance
Project Name	Passenger Facilities	County		Total Cost	\$859,391,911
Project Limits		Municipality	Region-wide	Completion Date	
		Agency Project ID			

Description Provides funds for a. Elevator/ Escalator Facilities: rehabilitation of elevator and escalators and expansion of elevator capacity. b. Maintenance of Rail Station Facilities: upgrade, rehabilitation, and/or replacement of station area components. c. Bicycle/ Pedestrian Facilities: rehabilitation, replacement and expansion of bicycle and pedestrian facilities. d. Rail Station Capacity/ Enhancements: expand the capacity of rail stations, improve passenger access, and protect exposed assets. e. Bus Priority Corridor Improvements: bus stops, runningway enhancements, street operations management and safety strategies to produce more reliable bus. f. Rail Station Equipment: purchase of equipment to be used in rail stations, including police emergency management equipment and other related. g. Preventative Maintenance for passenger facilities

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$62,844,752	\$82,647,493	\$90,601,184	\$67,754,300	-	\$303,847,729
OTHER	WIP	-	\$77,939,000	\$152,500,000	\$3,109,000	\$41,580,000	-	\$275,128,000
OTHER	PRIIA	-	\$22,675,000	\$30,330,000	\$24,300,000	\$26,858,500	-	\$104,163,500
OTHER	SECT. 5307	-	\$20,269,405	\$18,387,424	\$16,240,000	\$21,147,200	-	\$76,044,029
OTHER	SECT. 5337- SGR	-	\$25,797,600	\$28,652,000	-	\$18,564,000	-	\$73,013,600
Total Other		-	\$209,525,757	\$312,516,917	\$134,250,184	\$175,904,000	-	\$832,196,858
Total Programmed		-	\$209,525,757	\$312,516,917	\$134,250,184	\$175,904,000	-	\$832,196,858



*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-14 Amendment 2021-2024	01/06/2021	N/A	N/A
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update. This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost decreased from \$845,890,675 to \$832,196,858

TIP ID T5863
Project Name Project Management and Support
Project Limits
Lead Agency Washington Metropolitan Area Transit Authority
County
Municipality Region-wide
Agency Project ID

Project Type Transit - Maintenance
Total Cost \$103,329,300
Completion Date

Description Provides funds for Project Planning, Management and Support

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$7,500,000	\$7,102,300	\$77,627,000	\$6,100,000	-	\$98,329,300
OTHER	PRIIA	-	-	-	\$5,000,000	-	-	\$5,000,000
<i>Total Other</i>		-	\$7,500,000	\$7,102,300	\$82,627,000	\$6,100,000	-	\$103,329,300
<i>Total Programmed</i>		-	\$7,500,000	\$7,102,300	\$82,627,000	\$6,100,000	-	\$103,329,300



*Not Location Specific

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
21-00 Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29 Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48 Amendment 2021-2024	03/04/2022	Pending	Pending
21-52 Amendment 2021-2024	05/18/2022	Pending	Pending
23-00 Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$98,329,300 to \$103,329,300



<i>TIP ID</i>	T5866	<i>Lead Agency</i>	Washington Metropolitan Area Transit Authority	<i>Project Type</i>	Transit - Maintenance
<i>Project Name</i>	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	<i>County</i>		<i>Total Cost</i>	\$124,629,000
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description Provides funds for a. Maintenance of Rail Yards: maintenance and/or rehabilitation of rail maintenance yards. b. Rail Maintenance Facilities: construction and/or replacement of rail maintenance facilities.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	-	\$2,700,000	\$2,140,000	\$49,849,000	\$28,500,000	-	\$83,189,000
OTHER	SECT. 5337- SGR	-	-	-	\$41,440,000	-	-	\$41,440,000
	<i>Total Other</i>	-	\$2,700,000	\$2,140,000	\$91,289,000	\$28,500,000	-	\$124,629,000
	<i>Total Programmed</i>	-	\$2,700,000	\$2,140,000	\$91,289,000	\$28,500,000	-	\$124,629,000



*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00	Adoption 2021-2024	03/18/2020	5/27/2020	5/27/2020
21-29	Amendment 2021-2024	07/21/2021	8/29/2021	8/29/2021
21-48	Amendment 2021-2024	03/04/2022	Pending	Pending
21-52	Amendment 2021-2024	05/18/2022	Pending	Pending
23-00	Adoption 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, This amendment reflects the additional federal assistance to support Metro's FY2023 capital program.

Funding Change(s):

Total project cost increased from \$105,079,000 to \$124,629,000

ATTACHMENT B

Summary Report for TIP Action 21-52: Formal Amendment FY 2021-2024 Transportation Improvement Program Requested by Washington Metropolitan Area Transportation Authority							
TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5859	Track and Structures	\$961,241,137	\$1,075,530,972	\$114,289,835	12	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$209,096,900 to \$231,954,867 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$27,840,000 to \$119,271,868 <i>Total project cost increased from \$961,241,137 to \$1,075,530,972</i>
T5854	Buses - Replacement, Rehabilitation, Expansion, & Enhancements	\$705,246,114	\$672,166,759	(\$33,079,355)	-5	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$116,540,000 to \$109,924,129 SECT. 5307 - Decrease funds in FFY 23 in OTHER from \$88,880,000 to \$63,440,000 SECT. 5339 - Decrease funds in FFY 23 in OTHER from \$11,504,000 to \$10,480,516 <i>Total project cost decreased from \$705,246,114 to \$672,166,759</i>
T5856	Rail Line Segment Rehabilitation	\$1,599,007,851	\$1,611,007,851	\$12,000,000	1	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$252,192,750 to \$254,592,750 SECT. 5307 ► Add funds in FFY 23 in OTHER for \$9,600,000 <i>Total project cost increased from \$1,599,007,851 to \$1,611,007,851</i>
T5866	Rail Yards - Systemwide Maintenance, Expansion, Rehabilitation and Replacement	\$105,079,000	\$124,629,000	\$19,550,000	19	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$45,939,000 to \$49,849,000 SECT. 5337-SGR + Increase funds in FFY 23 in OTHER from \$25,800,000 to \$41,440,000 <i>Total project cost increased from \$105,079,000 to \$124,629,000</i>
T5860	Passenger Facilities	\$845,890,675	\$832,196,858	(\$13,693,817)	-2	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$93,339,948 to \$90,601,184 SECT. 5337-SGR ► Delete funds in FFY 23 in SECT. 5307 + Increase funds in FFY 23 in OTHER from \$12,939,053 to \$16,240,000 <i>Total project cost decreased from \$845,890,675 to \$832,196,858</i>
T5857	Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement	\$351,708,355	\$414,780,403	\$63,072,048	18	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$53,864,071 to \$66,478,481 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$63,576,283 to \$114,033,921 <i>Total project cost increased from \$351,708,355 to \$414,780,403</i>
T5855	MetroAccess and Service Vehicles	\$29,000,000	\$33,500,000	\$4,500,000	16	Programming Update	LOCAL + Increase funds in FFY 23 in OTHER from \$720,000 to \$1,620,000 SECT. 5307 + Increase funds in FFY 23 in OTHER from \$2,880,000 to \$6,480,000 <i>Total project cost increased from \$29,000,000 to \$33,500,000</i>

**Summary Report for TIP Action 21-52: Formal Amendment
FY 2021-2024 Transportation Improvement Program
Requested by Washington Metropolitan Area Transportation Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T5863	Project Management and Support	\$98,329,300	\$103,329,300	\$5,000,000	5	Programming Update	PRIIA ▶ Add funds in FFY 23 in OTHER for \$5,000,000 <i>Total project cost increased from \$98,329,300 to \$103,329,300</i>
T5853	Rail Cars - Replacement, Rehabilitation, Expansion, & Enhancements	\$911,468,326	\$892,562,752	(\$18,905,574)	-2	Programming Update	LOCAL - Decrease funds in FFY 23 in OTHER from \$68,569,231 to \$64,788,116 SECT. 5337-SGR - Decrease funds in FFY 23 in OTHER from \$82,324,459 to \$67,200,000 <i>Total project cost decreased from \$911,468,326 to \$892,562,752</i>
T5861	Maintenance Equipment	\$500,000	\$500,000	\$0	0	No change	<i>Total project cost stays the same \$500,000</i>
T5862	Other Support Facilities	\$606,790,490	\$606,790,490	\$0	0	No change	<i>Total project cost stays the same \$606,790,490</i>
T5858	Systems and Technology	\$757,078,973	\$757,078,973	\$0	0	No change	<i>Total project cost stays the same \$757,078,973</i>
T5867	Facilities Maintenance Support Systemwide Support Equipment, Environmental Compl Projects and Adm Support	\$504,936,641	\$504,936,641	\$0	0	No change	<i>Total project cost stays the same \$504,936,641</i>



April 21, 2022

The Honorable Pamela Sebesky
 Chairman, National Capital Region
 Transportation Planning Board
 Metropolitan Washington Council of Governments
 777 North Capitol Street, N.E., Suite 300
 Washington, DC 20002-4201

RE: Amendment Request to the FY2021-2024 TIP for the Washington Metropolitan Area Transit Authority (WMATA)

Dear Chairman Sebesky:

The Washington Metropolitan Area Transit Authority (WMATA) requests the FY 2021-2024 Transportation Improvement Program (TIP) be amended to support WMATA's adopted FY2023 Capital Budget. The WMATA Board, at its March 24, 2022 meeting adopted the FY23 Capital Budget.

On April 6, 2022, the FTA published the full apportionment for federal fiscal year 2022, made available through the Infrastructure Investment and Jobs Act (IIJA). The apportionment resulted in approximately \$141 million additional federal assistance available to the Urbanized Area (UZA). WMATA, MTA and PRTC have since completed the split of federal funding. The IIJA funding increased WMATA's FY23 TIP (federal and match) from \$210 million to \$262 million in Formula funding and State of Good Repair increased from \$187.8 million to \$284.9 million. The increased federal funding does not change the scope of WMATA's FY23 Capital Program but does decrease the amount of funding for the program supported by debt issuance.

As noted in our February 2022 submission, WMATA would submit an amendment once Federal funding was appropriated and apportioned. The program of projects remains consistent with the February 2022 amendment and WMATA's adopted budget.

WMATA's program within the TIP is structured into nine major categories and thirteen separate capital programs (13 individual TIP IDs). The summary by TIP ID below and Attachment A for this amendment include the required local match for Federal funds. The requested amendment addresses the following:

TIP 5853 - Railcars Replacement and Rehabilitations and Enhancements. The amendment reduces the program by approximately \$18

**Washington
 Metropolitan Area
 Transit Authority**

600 Fifth Street, NW
 Washington, D.C. 20001
 202/962-1234

*By Metrorail:
 Judiciary Square-Red Line
 Gallery Place-Chinatown
 Red, Green and
 Yellow Lines*

*A District of Columbia
 Maryland and Virginia
 Transit Partnership*

million in State of Good repair funds resulting in a two percent reduction to this TIP program.

TIP 5854 – Bus Replacement, Rehabilitation, Expansion, & Enhancements. The amendment has a net reduction of approximately \$33 million resulting in a five percent reduction to this TIP program. The amendment includes an adjustment to Section 5339 funds to reflect the actual apportionment for the fiscal year, a reallocation of Formula funds to TIP 5855, and reallocation to critical bus facility rehabilitation projects.

TIP 5855 – Metro Access and Service Vehicles. The amendment correctly aligns funds to the TIP resulting in an increase of approximately \$4.5 million in Formula funding resulting in a 16% percent increase in this TIP program.

TIP 5856 - Rail System Infrastructure Rehabilitation. The amendment allocates approximately \$12 million in Formula funding to support the continuation of existing federally funded project resulting in a one percent increase in this TIP program.

TIP 5857 - Bus Garages - Systemwide Maintenance, Expansion, Rehabilitation, and Replacement. This amendment increases this program by approximately \$63 million in Formula funding resulting in an 18% increase in this TIP program. This allocation supports reconstruction of Bladensburg and Northern Bus Garages.

TIP 5859 – Track and Structures. This amendment increases this program by approximately \$114 million resulting in 12% increase in this TIP program. The additional state of good repair funding will support systemwide tunnel water mitigation and the advancement of the structural track and pedestrian bridges rehabilitation program.

TIP 5860 – Passenger Facilities. The amendment includes a net reduction of \$13.6 million resulting in a two percent reduction in this TIP program. Formula funds in this TIP program were increased to support ongoing federally funded projects, and State of Good repair funds were reallocated to the support track and structures program.

TIP 5863 – Program Management and Support. The amendment increases this program by \$5 million in PRIIA funding resulting in a five percent increase in this TIP program.

TIP 5866 - Rail Yards. The amendment increases this program by approximately \$19.5 million in State of Good Repair funding resulting in a 19%

increase in this TIP program. These funds support for the ongoing construction of the Heavy Rail Overhaul (HRO) facility

This letter also serves to notify the Transportation Planning Board that these adjustments reflecting the full apportionment of IIJA funding must be incorporated into the draft 2023 TIP Update currently out for public comment and interagency review.

The proposed amendment does not add additional capacity for motorized vehicles and does not require air quality conformity analysis. WMATA continues to focus its federal assistance to advance capital investments and represents our commitment to improve safety and reliability of the public transit system for the Nation's Capital.

WMATA hereby requests the Transportation Planning Board Steering Committee consider this amendment for approval at its May 4th, 2022 meeting. Upon final approval of the amendment, WMATA will submit its request for inclusion in the District of Columbia's STIP and 2023 Update. Thank you for your continued support of WMATA.

Sincerely,

Patrick W. Bailey
Director, Funds and Grants Management
Office of Capital and Financial Management
Department of Strategy, Planning and Program Management
Washington Metropolitan Area Transit Authority

Attachments

- 1) Attachment A – Revised WMATA TIP Amendment Request



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 12, 2022

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

April 26, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: MPDG Program Grant Application for Route 123 Corridor Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County for a Multimodal Project Discretionary Grant (MPDG) to improve an adjoining set of three intersections along the Route 123 corridor.

This project will improve Route 123's intersections with Interstate 95, U.S. Route 1, and Old Bridge Road. The three intersections are the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution that will work holistically with the Route 123 intersections at I-95 and Route 1 to improve operations along the corridor. Improvements to these intersections will eliminate dangerous weaving movements and would reduce congestion on Route 123 and at I-95 Exit 160: consistently ranked one of the top bottlenecks in the region. The project includes pedestrian and bicycle facilities on Route 123 and Old Bridge Road and would reconfigure the Old Bridge Commuter Lot to enhance access between the Commuter Lot and the I-95 Express Lanes for transit vehicles. The MPDG grant will provide funding to improve the intersections and to implement the recommended accessibility improvements of the solutions study.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

April 26, 2022

Senators Kaine and Warner
Washington, D.C. 20510

Re: Funding for the City of Manassas Park, Virginia for the Route 28 – Centreville Road Innovative Intersections Project

Dear Senators Kaine and Warner:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by City of Manassas Park for dedicated funding for engineering design to improve intersections along the Route 28 corridor.

The Route 28 – Centreville Road Innovative Intersections project will improve safety and optimize traffic by installing innovative intersections at key locations along this mile-plus long corridor between Manassas Drive and the Bull Run Bridge. Planned improvements include installing innovative intersections at key locations, the addition of a continuous raised median along Route 28 for access management/control and implementing a continuous five to six-foot-wide sidewalk along the east side of Route 28 - Centreville Road from Manassas Drive to Orchard Bridge Drive. This project was the focus of a Virginia DOT Strategically Targeted Affordable Roadway Solutions (STARS) study to develop an innovative, cost effective design solution to improve safety and operations along the corridor. The dedicated funding will enable the completion of engineering design to advance this project towards implementation.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety and targeted congestion spot improvements for our region while maximizing safety and improving accessibility and affordability for everyone. This grant would advance the region's long-term transportation priorities in accordance with the TPB's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the City of Manassas Park. I anticipate that upon successful dedication of the funding, the region's transportation improvement program (TIP) will be amended to include the federal funding for this project.

Sincerely,

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Calvin O'Dell, Director, City of Manassas Park Division of Public Works



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 12, 2022

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Erin Morrow and Dusan Vuksan, TPB Transportation Engineers
SUBJECT: Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks: Final Rule
DATE: May 12, 2022

After reviewing public comments on proposed rulemaking, the National Highway Traffic Safety Administration (NHTSA) published a revised and final rule, entitled “Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks,” in the Federal Register on May 2, 2022.¹ The rule will become effective on July 1, 2022. The final rule increases the stringency of the Corporate Average Fuel Economy (CAFE) standards established in the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule in April 2020. The TPB submitted a joint comment letter with COG’s Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC) in support of NHTSA’s proposed rule on October 18, 2021.²

Table 1 shows the estimated average of CAFE levels (in miles per gallon or mpg) required under the final rule.

Table 1: Estimated Average of CAFE Levels (mpg) Required Under Final Rule³

Fleet	2024	2025	2026	2027	2028	2029
Passenger Cars	49.2	53.4	59.4	59.4	59.3	59.3
Light Trucks	35.1	38.2	42.4	42.4	42.4	42.4
Overall Fleet	40.6	44.2	49.1	49.1	49.2	49.3

¹ Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks, 87 FR 25710, National Highway Traffic Safety Administration, May 2, 2022.

<https://www.govinfo.gov/content/pkg/FR-2022-05-02/pdf/2022-07200.pdf>

² Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Steven Cliff, Acting Administrator, U.S. National Highway Traffic Safety Administration. “Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053.” Letter, October 18, 2021.

³ Table II-4 from Final Rule

NHTSA's final rule increasing the CAFE standards follows rulemaking from the Environmental Protection Agency (EPA) increasing greenhouse gas emissions (GHG) standards for model year (MY) 2023 and later light-duty vehicles, which took effect on February 28, 2022.⁴ According to the "Final Regulatory Impact Analysis (FRIA): Final Rulemaking for Model Years 2024-2026 Light-Duty Vehicle Corporate Average Fuel Economy Standards":

NHTSA is setting amended CAFE standards that increase at 8 percent, 8 percent, and 10 percent per year during MYs 2024, 2025, and 2026, respectively, because that is what NHTSA has concluded is maximum feasible in those model years, under the [Energy Policy and Conversation Act] (EPCA) factors. Although NHTSA and EPA took separate actions in this round of rulemaking for a variety of reasons, NHTSA sought to coordinate its action with EPA's to the greatest extent possible given our statutory and programmatic differences. NHTSA finds that the amended CAFE and GHG standards for MY 2026 represent roughly equivalent levels of stringency and may serve as a coordinated starting point for subsequent standards.⁵

Although the impact of this rule on the GHG forecasts for the region's Long-Range Transportation Plan cannot be estimated until the EPA's MOTO Vehicle Emission Simulator (MOVES) model is updated with the new standards, the region is, nonetheless, expected to benefit from the new standards. In the "Final Supplemental Environmental Impact Statement for Model Year 2024-2026 Corporate Average Fuel Economy Standards,"⁶ NHTSA estimates that total GHG emissions will decrease 8% in 2040 and 10% in 2060 nationally compared to the current SAFE Vehicles rule standards.⁷ The rule will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone National Ambient Air Quality Standards (NAAQS). However, in the long term, strengthening GHG emissions standards is expected to reduce NOx and PM2.5 emissions as shown by NHTSA's forecasts in Figures V-10 and V-12 of the Federal Register notice. As noted in the Metropolitan Washington 2030 Climate and Energy Action Plan, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

⁴ Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards." 86 Fed. Reg., pp. 74434-74526. U.S. Environmental Protection Agency, December 30, 2021. <https://www.federalregister.gov/documents/2021/12/30/2021-27854/revised-2023-and-later-model-year-light-duty-vehicle-greenhouse-gas-emissions-standards>.

⁵ National Highway Traffic Safety Administration, "Final Regulatory Impact Analysis: Final Rulemaking for Model Years 2024-2026 Light-Duty Vehicle Corporate Average Fuel Economy Standards." March 2022.

⁶ National Highway Traffic Safety Administration, "Final Supplemental Environmental Impact Statement for Model Year 2024-2026 Corporate Average Fuel Economy Standards," Docket No. NHTSA-2021-0054, March 2022.

⁷ GHG reductions in 2040 and 2060 were calculated from Table 5.5.1-2 in the "Final Supplemental Environmental Impact Analysis for Model Year 2024-2026 Corporate Average Fuel Economy Standards"



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, and
Leo Pineda, TPB Transportation Planner
SUBJECT: TPB Transportation Resiliency Webinars
DATE: May 12, 2022

BACKGROUND

In 2022, the TPB conducted a Transportation Resiliency Study that produced a memorandum and white paper, now available online on the [Visualize 2045](#) and [COG websites](#). One of the recommendations of the study was to continue building the capacity of technical staff in this planning area. To this end, the TPB is conducting a 4-part webinar series on transportation resiliency.

Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. See details on each event below. Register online at: <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/resiliency/>

Transportation agencies, metropolitan planning organizations (MPOs), and local governments across the country are assessing ways to ensure that transportation infrastructure is resilient in the face of natural disasters and preparing for the effects of climate change. One aspect of that preparation is capacity building and information sharing.

Through its planning priorities, the TPB supports resiliency research, development of data and mapping tools, professional capacity building, and local and regional collaboration to develop an integrated approach to resilience planning. The webinar series will bolster capacity by providing an introductory webinar on how resilience is approached in the region, along with three in-depth webinars focusing on planning for and technical application of climate integration into vulnerability assessments, resilience planning, and project development and design.

Resiliency is
“the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”
[Federal Highway Administration](#)

A resiliency webinar will be held once a month this April, May, June, and July. Planners, engineers, transportation, environmental services, community development, and policy professionals are invited to participate in one or more of the sessions.

Webinar Topics and Schedule

The four webinars will build on one another, covering how climate is changing in the region, how climate change affects the transportation system, and the funding opportunities available for transportation resilience. As listed, all webinars will be held on Fridays at 2:00 – 3:30 P.M.

April 8

2:00 – 3:30 P.M.

Webinar 1: Transportation Resilience in the Region: What Next?

Provides an overview of transportation resilience to set the stage for the rest of the series

Learning objectives:

- Define key terms
- Understand COG and TPB resilience and equity work to date and available resources
- Understand climate impacts in the region
- Understand how traditionally marginalized populations may be particularly vulnerable to climate impacts
- Understand federal resilience requirements and funding opportunities

May 13

2:00 – 3:30 P.M.

Webinar 2: Get Started: Climate Vulnerability Assessments

Increases understanding of approaches to conducting a vulnerability assessment and why these assessments are valuable to decision makers

Learning objectives:

- Understand the benefits and common challenges of a vulnerability assessment
- Understand different approaches to conducting a vulnerability assessment
- Understand your role in conducting or supporting a vulnerability assessment

June 10*

2:00 – 3:30 P.M.

Webinar 3: Break Down Barriers: Integrating Climate Resilience into Planning & Programming

Illustrates the value of and process for integrating resilience into planning and programming

Learning objectives:

- Identify opportunities for integrating resilience into planning and programming
- Increase familiarity with new Federal Highway Administration (FHWA) resources
- Gain knowledge and lessons learned from peer organizations

July 15*

2:00 – 3:30 P.M.

Webinar 4. Break Down Barriers: Integrating Climate Resilience into Project Development & Design

Illustrates the value of and process for integrating resilience into project development and design

Learning objectives:

- Identify opportunities for integrating resilience into project development and design
- Increase familiarity with FHWA [Synthesis of Approaches for Addressing Resilience in Project Development](#)
- Gain knowledge and lessons learned from peer organizations

*Due to speaker availability, the order of the June and July webinars is subject to change.

TPB Climate and Resiliency Resources

In preparation for the webinar series, learn more about TPB resiliency and climate change studies by visiting COG's [Transportation Resilience page](#).

Recent COG and TPB reports:

[2030 Climate and Energy Action Plan](#) (2020)

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: scook@mwkog.org, lpineda@mwkog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: Michael Farrell, TPB Senior Transportation Planner
SUBJECT: Street Smart Spring Press Event
DATE: May 12, 2022

On April 26, local and state officials from the District of Columbia, Maryland, and Virginia launched the spring campaign of the [Street Smart](#) public safety program by the Metropolitan Washington Council of Governments (COG). The campaign educates drivers, pedestrians, and bicyclists on how to better share the road and promotes ways to make sure everyone stays safe. The campaign runs through May 22 and aligns with a four-week window of increased law enforcement efforts targeting drivers who speed and/or fail to stop for pedestrians in a crosswalk.



THE PRESS EVENT

The event took place in Rosslyn, Arlington, Virginia. The following officials and guests spoke:

- Christian Dorsey, Arlington County Board Vice Chair, COG Board Chair;
- Takis Karantonis, Arlington County Board Member;
- Benjamin Gates, Professional Cellist and Crash Survivor;
- Andy Penn, Arlington County Police Department Chief;
- John Saunders, DMV's Virginia Highway Safety Office Director;
- Sharon Kershbaum, District Department of Transportation Deputy Director;
- Dennis Leach, Arlington County Transportation Director



Photos: Sherry Matthews Marketing

The event featured a cello performance by Benjamin Gates. Mr. Gates spoke about his recovery.

Media were invited to cover law enforcement activities nearby, immediately following the press conference, at Fort Myer Drive at Fairfax Drive, and Langston Boulevard at North Moore Street.

Media who attended the event and/or were anticipated to do stories on Street Smart included WJLA-TV (ABC); WTTG-TV (Fox); WDMV; Rudaw Media Network; Telemudo; and Univision.

CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON.



Metropolitan Washington
Council of Governments



ACCEPTING APPLICATIONS APRIL 22 - JUNE 30, 2022

PURPOSE

The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

RECOGNITION

Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

ELIGIBILITY

Three applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in climate mitigation and/or resiliency including greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, or sustainability programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agency** (local, state, regional, quasi-govt, utilities, or authorities)
- **Non-Governmental Organization** (non-profit, citizen, or community-based groups)
- **Educational Institution** (K-12, public, private, or higher education)

HOW TO APPLY

Applications can be submitted at www.mwco.org/climateawards or emailed to lboggs@mwco.org no later than June 30, 2022. **Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below.** Engagement will be weighed more heavily and account for 40% of the total score and the other categories will account for 20% each.

- **Engagement** (engage underserved communities) - 40%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%

Full details on judging criteria, judging process, and application requirements are available in the Procedures and Guidelines on the awards website.

RECOGNIZE

Environmental Achievement

ENCOURAGE

Advancement of Regional Goals

FOSTER

Healthy Competition

LEARN

From Each Other

WWW.MWCOG.ORG/CLIMATEAWARDS

ITEM 7 – Action

May 18, 2022

Approval of the Draft 2022 Update of the Bicycle and Pedestrian Plan for the National Capital Region

Action: Adopt Resolution R14-2022 to approve the 2022 Bicycle and Pedestrian Plan for the National Capital Region.

Background: The draft 2022 Bicycle and Pedestrian Plan for the National Capital Region was presented to the TPB in March. The board will be asked to approve the plan, which will succeed the 2015 plan. The plan supports many TPB regional objectives including the National Capital Trail Network, and reflects emerging aspects such as micromobility and evolving pedestrian and bicycle facilities design.

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

**RESOLUTION APPROVING AN UPDATE TO THE
BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION**

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

WHEREAS, the TPB's policy priorities emphasize the following:

- The Transportation Vision for the 21st Century, adopted in 1998 calls for:
 - Convenient bicycle and pedestrian access
 - Making the region's transportation facilities safer, more accessible and less intimidating for pedestrians, bicyclists, and persons with special needs
 - Improved internal mobility with reduced reliance on the automobile within the regional core and within regional activity centers
 - Increased transit, ridesharing, bicycling and walking mode shares
 - Implementing a regional bicycle/trail/pedestrian plan and including bicycle and pedestrian facilities in new transportation projects and improvements
- The TPB's Regional Transportation Priorities Plan, adopted in 2014, emphasizes walking and bicycling as an achievable, cost-effective strategy to enhance access and make better use of existing transportation infrastructure
- The TPB's Aspirational Initiatives call for Improving Walk and Bike Access to Transit
- The TPB adopted the National Capital Trail Network (TPB Resolution R5-2021) calling for a continuous pedestrian and bicycle network of over 1,400 miles of trails and other low-stress facilities, serving the entire region in an equitable manner
- The TPB adopted Resolution R3-2021 to establish a regional roadway safety policy, and associated roadway safety and equity policy statements to reduce fatalities and serious injuries on the National Capital Region's roadways (with an emphasis on pedestrian and bicyclist safety); and

WHEREAS, the TPB adopted predecessor plans to the 2022 Bicycle and Pedestrian Plan for the National Capital Region in 1991, 1995, 2006, and 2010, as well as most recently adopting the 2015 Bicycle and Pedestrian Plan for the National Capital Region; and

WHEREAS, this update to the bicycle and pedestrian plan identifies the capital improvements, studies, actions, and strategies the region proposes to carry out by 2045 for major bicycle and pedestrian facilities; and

WHEREAS, this update to the bicycle and pedestrian plan includes both funded and unfunded projects, and is advisory to the long-range transportation plan (Visualize 2045) and a resource for planners and interested members of the public; and

WHEREAS, the 2022 Bicycle and Pedestrian Plan utilizes an on-line project database to facilitate keeping the regional project list accurate and up-to-date, as well as facilitating tracking and reporting of progress; and

WHEREAS, the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee has advised the development of the plan update; and

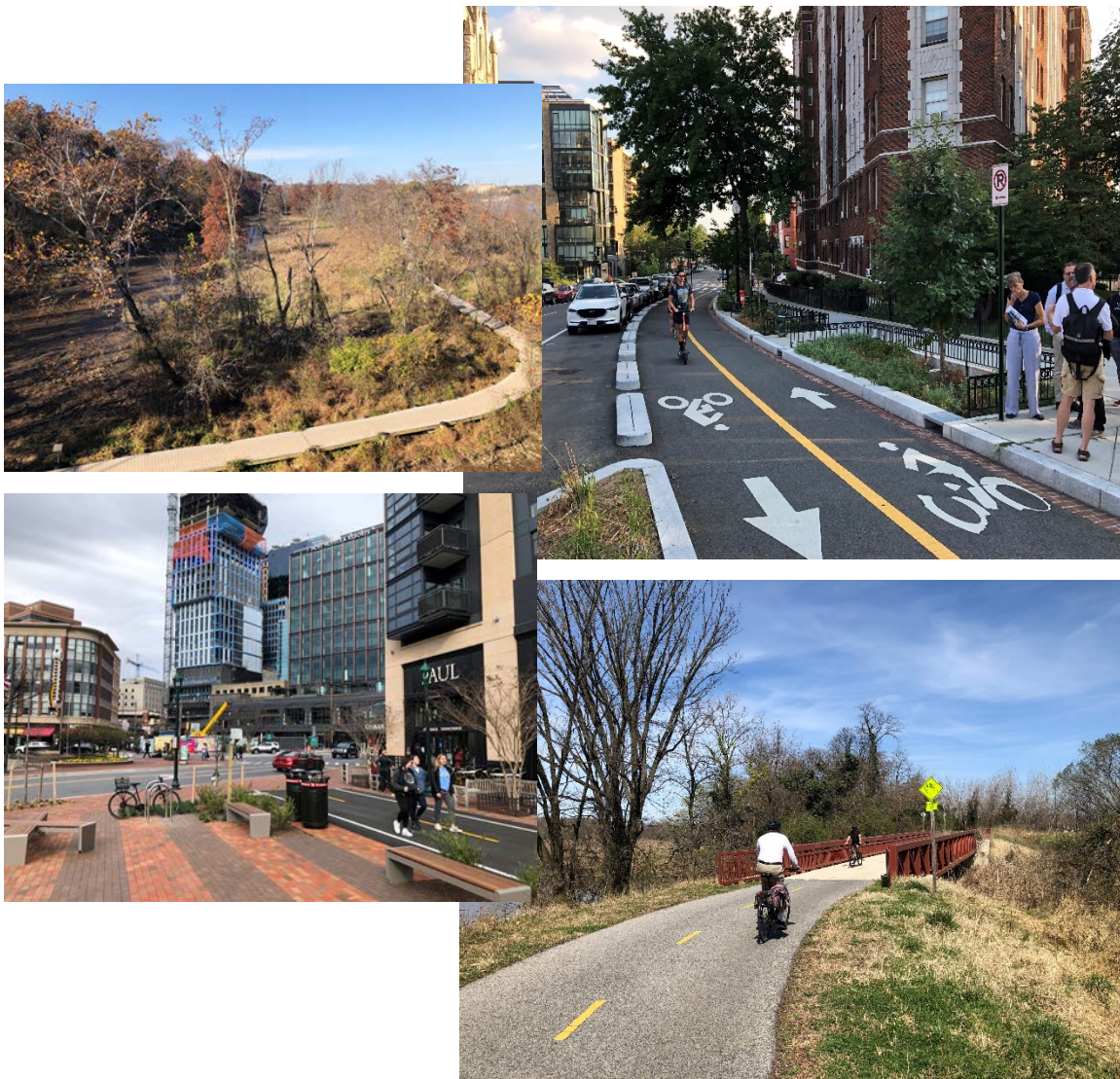
WHEREAS, at the March 16, 2022 meeting, the TPB was briefed on the draft update to the bicycle and pedestrian plan; and

WHEREAS, at the March 4, April 1, and May 6, 2022 meetings, the TPB Technical Committee reviewed and recommended favorable action on the update to the bicycle and pedestrian plan.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the enclosed updated 2022 Bicycle and Pedestrian Plan for the National Capital Region.

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION (DRAFT)

May 4, 2022



**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region
May 4, 2022**

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Prepared by Bicycle and Pedestrian Subcommittee of the TPB Technical Committee
Adopted on Month Date, Year

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

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EXECUTIVE SUMMARY

Purpose

This *Bicycle and Pedestrian Plan for the National Capital Region* identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans, and shows how implementation of these improvements, actions, and strategies will advance the goals of the region's long range transportation plan, *Visualize 2045*. It serves as a resource for planners and the public.

Overview

This plan is an update to the 2015 *Bicycle and Pedestrian Plan for the National Capital Region*.

The National Capital Region Transportation Planning Board (TPB), composed of governments and agencies from around metropolitan Washington, has developed this plan with the support of its Bicycle and Pedestrian Subcommittee. The plan incorporates the goals for walking and bicycling from the *TPB Vision (1998)*, the current *Visualize 2045* long range plan, and other TPB planning documents and policies.

In addition to the *TPB Vision*, *Visualize 2045*, and its predecessor plans, the *Bicycle and Pedestrian Plan for the National Capital Region* draws on and has been shaped by regional, federal, and state guidance on bicycle and pedestrian facilities and a wealth of state and local bicycle, pedestrian, and trail plans from around the region.

In contrast to the fiscally constrained element of the long-range plan, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects. Projects in this plan may not yet have funding identified to support their implementation.

Planning Context

A number of federal, state, and local activities, as noted above, provide the planning context (Chapter 1) for this document. At all levels, the trend is to require or strongly encourage the routine inclusion of pedestrian and bicycle facilities in all transportation, a policy sometimes known as "Complete Streets".

The TPB has also endorsed an initiative to improve walk and bike access to transit and to build a connected, regional long-distance "National Capital Trail Network".

Jurisdictions and agencies around the region maintain active bicycle and pedestrian planning and coordination programs. Within this context, the TPB incorporates bicycle and pedestrian

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considerations into overall regional transportation planning, the bike-to-work components of the Commuter Connections program, and the Transportation-Land Use Connections, Transit Within Reach, and Regional Roadway Safety technical assistance programs. The region's Access for All Advisory Committee advises the TPB on issues relating to minority, low-income, and disability communities, which often relate to pedestrian access and safety.

The TPB and the Metropolitan Washington Council of Governments (COG) support bicycling and walking and their health, community, pollution reduction, and congestion reduction benefits for the region.

Bicycling and Walking in the National Capital Region

The state of bicycling and walking in the Washington region (Chapter 2) includes success stories, challenges, and opportunities for improvement. Data from the 2017/2018 Regional Travel Survey, the U.S. Census, surveys, and other sources provide an understanding of where bicycling and walking are found throughout the region, as well as who is walking and bicycling. These data may point to opportunities for increasing these activities and support the need to consider bicycling and walking in overall roadway and transit planning and engineering.

Safety

Bicycle and pedestrian safety (Chapter 3) is a key challenge for the region. The plan describes the scope of the safety problem, its geographic and demographic distribution across the region, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists.

Unfortunately, bicycle and pedestrian safety issues are found throughout the region. The region and member agencies are actively pursuing a number of engineering, enforcement, and educational strategies to reduce deaths and injuries.

Existing Facilities

The metropolitan Washington region benefits from numerous popular bicycle and pedestrian facilities in place in our communities (Chapter 4). The region's transit agencies have also worked to provide access and accommodation of bicycling and walking to and on their systems. A goal of this plan is to complement and augment the existing system of facilities.

Recommended Best Practices

Convenient and safe bicycle and pedestrian access is a key goal of the TPB's *Vision* and the Council of Governments' *Region Forward 2050* plans. To help achieve this, the Bicycle and Pedestrian Subcommittee developed a set of recommended best practices (Chapter 5) for the design and implementation of bicycle and pedestrian facilities, as well as for the

incorporation of bicycling and walking considerations into overall roadway and transit design. Best practices are based upon national and state laws and guidelines.

Planned Bicycle and Pedestrian Facilities and Improvements

Improvements included on the plan's list of regional bicycle and pedestrian projects (overview in Chapter 6 and the full listing in Appendix A) were identified, submitted, and reviewed by agency staffs of TPB member jurisdictions.

The Bicycle and Pedestrian Plan for the National Capital Region includes 1,650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 363 miles of standard bicycle lanes, and over 1,700 miles of shared-use path. The overall network length will increase by approximately 2,500 miles.

By 2045 the region will have approximately 3,600 miles of bike lanes and shared use paths if it implements the projects in this plan—over three times the current total.

The Washington region is a national leader in design and services. Treatments such as protected bike lanes, protected intersections, High-Intensity Activated CrossWalk (HAWK) signals, and floating bus stops were developed or refined here. The Washington region has also been a national leader in micromobility, including Capital Bikeshare and numerous e-scooter and e-bike rental services.

Costs

Total estimated cost of projects in the draft plan is about \$5 billion (2021 dollars). Total plan cost was imputed based on planned facility mileage and project types. Project-level cost estimates, if provided, should be considered as order-of-magnitude planning estimates and in most cases do not reflect engineering-level estimates.

Project Infotrak

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Project Infotrak will facilitate keeping the regional list accurate and up-to-date, and it eliminates the duplication of records and that formerly existed between the Transportation Improvement Program and bike-ped project databases.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

Outlook

For over 20 years successive regional plans have called for convenient, safe bicycle and pedestrian access, walkability in regional activity centers and the urban core, reduced reliance on the automobile, increased walking and bicycling, inclusion of bicycle and pedestrian facilities in new transportation projects and improvements, and implementation of a regional bicycle and pedestrian plan, developing specific strategies to make it happen. Today the region is well on its way to making that vision a reality. The *Bicycle and Pedestrian Plan for the National Capital Region* provides a blueprint for providing bicycle and pedestrian access to virtually all of the region's developed areas.

INTRODUCTION

This section briefly describes the role of walking and bicycling within the region's transportation system and transportation planning. It also provides a summary of the development and organization of this Bicycle and Pedestrian Plan for the National Capital Region.

Bicycling and Walking in the National Capital Region

The Washington region is nationally known for the quality, beauty, and extent of its bicycle paths. Its walkable core neighborhoods attract residents and visitors alike. The region has a strong foundation of walking and bicycling facilities to build upon.



Figure 1: Green Bike Lane/TPB/Michael Farrell

Taken together, bicycling and walking are a significant and growing mode of transportation in the Washington region. According to the Transportation Planning Board's 2017-2018 Regional Travel Survey walking and bicycling account for 11% of all trips in the Washington region, up from 9% in 2008. Bicycling to Work in the District of Columbia tripled in ten years, from 1.6% in 2008 to 5.3% in 2018.

Recent years have seen progress for bicyclists and pedestrians. Several major new trails and bridges have opened, and most local governments have adopted bicycle, pedestrian, and/or trail plans. Most of the transit agencies in the region have added bike racks to their buses. Bicycle or pedestrian coordinators and trail planners are now found at most levels of government. In accordance with federal guidance and state and local Complete Streets policies, pedestrian and bicycle facilities are routinely provided as part of larger transportation projects. Employers are investing in bike facilities at work sites, and developers are including paths in new construction. Capital Bikeshare, which launched in September 2010, has been a dramatic success, and now features over 5,000 bicycles at over 600 stations.

**Walking and
Bicycling account
for 11% of all trips
in the region**



Figure 2: NOMA/Gallaudet Metro Station and Metropolitan Branch Trail/TPB/Michael Farrell

The NOMA/Gallaudet Metro Station Incorporates a Shared-Use Path and Bicycle Parking

Bicycling and walking could reach a greater potential in the Washington region, however. Many trips currently taken by automobile could be taken by bicycle. The median work trip length for auto commuters in the Washington Metropolitan Statistical Area is nine miles.¹ But for non-work trips, which are more than $\frac{3}{4}$ of all trips, the median distance is only 3.1 miles.

Many people who live far from their jobs, but closer to transit or a carpool location, could walk or bike to transit or the carpool instead of driving.

Destinations such as schools, shopping, and recreational facilities are often close enough to walk or bicycle. Bicycling and walking have considerable potential to displace automobile trips if suitable transportation, design, safety, parking, school siting, and land development policies are followed.

Bicycling, Walking and the Transportation Planning Board

The National Capital Region Transportation Planning Board (TPB) has long recognized the benefits of bicycling and walking in the region's multi-modal transportation system. The Transportation Planning Board's *Transportation Vision for the 21st Century*, adopted in 1998, emphasizes bicycles and pedestrians in its goals, objectives, and strategies.

The Region has a Growing Network of Shared-Use Paths

Since then, the TPB has adopted a regional trails plan, known as the National Capital Trail Network, prioritized pedestrian, and bicycle initiatives in its long range transportation plan, and promoted the adoption of "Complete Streets" policies, which have led to the incorporation of pedestrian and bicycle accommodations in nearly every new transportation project.

¹ 2017-2018 Regional Travel Survey,



Complete Streets in Action: The Woodrow Wilson Bridge Trail opened in 2009

Figure 3: Woodrow Wilson Bridge/TPB/Michael Farrell

COMPLETE STREETS

The National Capital Region Transportation Planning Board adopted a Complete Streets policy in May 2012. The policy defined a complete street as one that safely and adequately accommodates motorized and nonmotorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.

The TPB endorsed the concept of Complete Streets and encouraged its member governments, if they had not already done so, to adopt a Complete Streets policy.

All three States and 91% of the local governments in the Washington region now have Complete Streets policies.

All three States and 91% of local governments have a Complete Streets Policy

Plan Development and Organization

This plan is intended to help fulfill the goals of *Visualize 2045* and the *TPB Vision* for bicyclists and pedestrians. It includes performance measures that will show progress towards regional goals.

This plan has been prepared by the National Capital Region Transportation Planning Board, the federally designated Metropolitan Planning Organization (MPO) for the Washington region. The TPB is composed of representatives from the 24 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of

**DRAFT 2022 Bicycle and Pedestrian Plan for the National Capital Region
May 4, 2022**

Governments (COG), the three state-level transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), the Metropolitan Washington Airports Authority (MWAA), four federal agencies, the General Assemblies of Maryland and Virginia, and private transportation service providers.

This document presents the long-range Bicycle and Pedestrian Plan for the Washington Region through the year 2045. The plan includes a list of regional projects identified by the TPB member jurisdictions, accompanied by recommended best practices and a description of existing facilities and regional trends for bicycling and walking. This plan includes both funded and unfunded projects. It recommends referring to state and national design guidelines for bicycle and pedestrian facilities.

This update of the *Bicycle and Pedestrian Plan for the National Capital Region* seeks to reflect the goals, objectives, and strategies of the 1998 *TPB Vision, Visualize 2045*, and the approved *National Capital Trail Network*, while building on information from previous plans.

Pedestrian access and safety receive enhanced attention in this update, reflecting increased involvement in transportation safety planning by the TPB. Though pedestrian planning takes place primarily at the county, city, and neighborhood level, there is a role for regional pedestrian planning, in safety, public education, and connections to transit and between jurisdictions. This plan documents how the planned projects will serve activity centers, selected high capacity transit stations, and low income and minority areas.

PROJECT INFOTRAK

Development of the *Bicycle and Pedestrian Plan for the National Capital Region* has benefited from a recently developed on-line plan project database, Project Infotrak, a resource separate from the printed document. Agency staff are able to view, enter, and edit their project listings on-line in the database. Projects that can be mapped have associated GIS layers. GIS mapping enables better analysis of how the network of planned projects will serve regional goals.

Project Infotrak will facilitate keeping the regional list accurate and up to date and eliminates the duplication of records that formerly existed between the Transportation Improvement Program (TIP) and bicycle and pedestrian project databases. New TIP projects that include bicycle and pedestrian accommodation are automatically added to the list of bicycle and pedestrian projects.

A public access version of the list of bicycle and pedestrian projects, and an interactive map of those projects, will be made available on the COG web site.

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CHAPTER 1: PLANNING CONTEXT

There are numerous plans, policies, and goals in the region that both affect and are affected by the level of walking and bicycling. This section describes the role of walking and bicycling in regional, federal, state, and local planning and policies.

Regional Planning

THE VISION OF THE TRANSPORTATION PLANNING BOARD

The National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington region. It brings key decision-makers together to coordinate planning and funding for the region's transportation system.

The TPB's official vision statement for the region, the *Transportation Vision for the 21st Century*, adopted in 1998, is meant to guide regional transportation investments. It lays out eight broad goals, with associated objectives and strategies to help the region reach them.

**The Vision of the
TPB calls for more
Walking and
Bicycling**

The *Vision* is supportive of pedestrians and bicyclists. It calls for:

- Convenient, safe bicycle and pedestrian access
- Walkable regional activity centers and urban core
- Reduced reliance on the automobile
- Increased walk and bike mode share
- Including bicycle and pedestrian facilities in new transportation projects and improvements
- Implementation of a regional bicycle and pedestrian plan

Other goals of the *Vision* affect bicyclists and pedestrians, such as: maintaining the existing transportation system, reducing per capita vehicle miles traveled, linking land use and transportation planning, and achieving enhanced funding for transportation priorities.

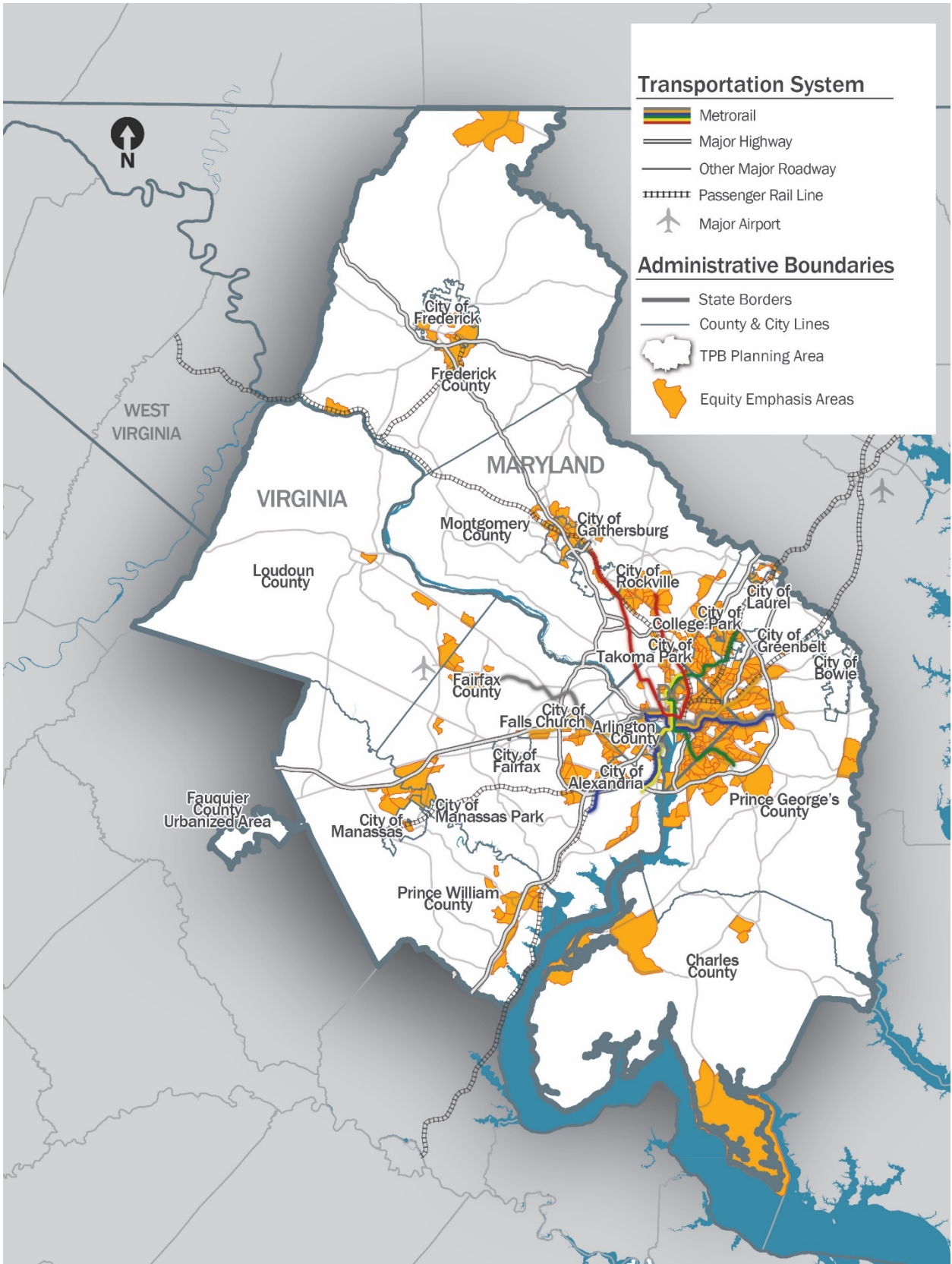


Figure 4: National Capital Region Transportation Planning Board Membership Area

Visualize 2045

Visualize 2045, which was approved by the Transportation Planning Board in October 2018 and amended in 2020, is the current federally mandated, long-range transportation plan for the National Capital Region. An updated version of *Visualize* is slated for public release in mid-2022.

Visualize 2045 contains both projects that the region expects to be able to fund (the constrained element) and unfunded (aspirational) elements.

Financially Constrained Element

Federal regulations require the TPB to develop a long-range transportation plan identifying the projects expected to be funded within a minimum planning horizon of 20 years. The TPB must demonstrate that there is funding available for those projects. The total expenditures cannot exceed the total anticipated funding. The TPB must also analyze the plan for its effect on the region's air quality.

This kind of plan is known as a financially constrained long-range plan. Future population growth, congestion, and travel mode shares are forecast based on the transportation network for which funding is available.

The constrained element predicts 45% growth in walk and bike trips by 2045, much greater than the expected 23% increase in population and 20% increase in vehicle-miles traveled.

Aspirational Element

Visualize 2045 also represents a new kind of long-range planning effort in this region. For the first time, in addition to projects that the region's transportation agencies expect to be able to afford between now and 2045, the plan includes aspirational projects, programs, and policies that go beyond financial constraints.

The latest information on the 2022 update to the plan can be found at the [Visualize 2045 web site](#). In addition, an [interactive companion](#) is available to view *Visualize 2045* projects and initiatives in a story map.

Visualize 2045 proposes seven aspirational initiatives which, if enacted, would have the potential to significantly improve the region's transportation system performance compared

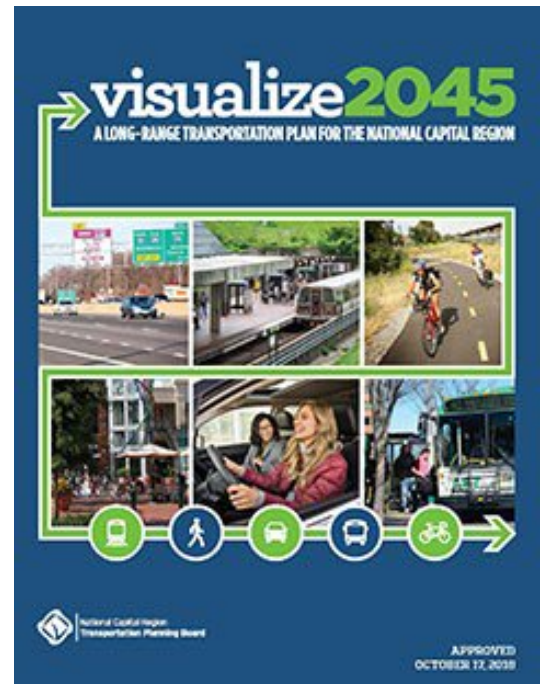


Figure 5: Visualize 2045

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to current plans and programs. *Visualize* goes beyond earlier strategic plans, in that it identifies specific locations in need of improvements.

The seven Aspirational Initiatives are:

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Expand Express Highway Network
- **Improve Walk and Bike Access to Transit**
- Complete the **National Capital Trail Network**

Most of these initiatives imply a greater role for walking and bicycling. Bringing jobs and housing closer together echoes longstanding TPB goals and makes walking and bicycling for transportation more feasible. Increased transit service and improving walk and bike access to transit mean more walking and bicycling. Completing the National Capital Trail Network would provide a continuously connected, high quality regional and long-distance bicycle and pedestrian network.

Projects that will advance the Aspirational Initiatives receive favorable consideration for the competitive grant and technical assistance funds that TPB administers, such as the *Transportation-Land Use Connections* and *Transportation Alternatives* programs. Additionally, *Visualize 2045* identifies specific trails and transit stations to be prioritized for improvements.

EQUITY

In July 2020, the TPB adopted Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB work activity. TPB and its staff has committed that our work together will be anti-racist and will advance equity. Equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents. This will recognize that past actions have been exclusionary or have had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and commits to act to correct such inequities in all our programs and policies.

Also, in July 2020, the TPB adopted Resolution R3-2021, which established the Regional Roadway Safety Program, a competitive technical assistance program directed at improving roadway safety.² The resolution also specified that TPB would promote transportation safety in an equitable, anti-racist manner. At a minimum, this means that TPB's programs are evaluated in part based on their effects on poor and minority populations.

Low income and minority populations in the Washington region are disproportionately killed or injured on the roadways, especially as pedestrians. One explanation is the historic legacy

² <https://www.mwco.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/regional-safety-program/>

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of postwar suburban development and road building, which often gave a low priority to the needs of people on foot or taking transit. As people who earn low incomes move into the suburbs, they too often find themselves in an unsafe environment for walking.

This plan, when implemented, will make the transportation system safer and easier to use for people on foot. It will serve the Equity Emphasis Areas (minority and low-income areas), by providing access to a regional network of high quality walking and bicycling facilities, by making it easier to walk to transit, and by making it safer to walk everywhere.

When the planned network of bicycle and pedestrian facilities is complete, 80% of the Equity Emphasis Areas in the region will have high quality facility, usually a shared-use path, built within their boundaries.

TRANSIT ACCESS FOCUS AREAS

At its July 2020 meeting, the TPB adopted Resolution R4-2021 to approve a regional list of 49 Transit Access Focus Areas (TAFAs). The TAFAs include Metrorail stations, commuter rail, light rail, and selected bus transit centers. The TAFAs are rooted in the region's long-range transportation plan, *Visualize 2045*, and its aspirational initiative to **Improve Walk and Bike Access to Transit**.

TPB was able to identify those stations that had the greatest potential for increasing ridership through improved pedestrian access, based on the stations' effective half-mile walksheds given their existing pedestrian network, and on their density of people and jobs.

The TPB approved 49 TAFAs and also asked member jurisdictions to:

...Prioritize projects, programs, and policies that will implement improvements in the Transit Access Focus Areas. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision.

NATIONAL CAPITAL TRAIL NETWORK

The National Capital Trail Network, which was adopted by the TPB in July 2020, is a trails plan for the National Capital Region. It will be a continuous network of long-distance, mostly off-street facilities, designed for non-motorized use. The network will provide healthy, low-stress access to open space and clean, inexpensive, reliable transportation for people of all ages and abilities. ³

³ The National Capital Trail Network benefited from concurrent trails planning work for the urban core and inner suburbs done by the Capital Trails Coalition, an effort housed at the Washington Area Bicyclist Association and funded by a grant from REI. The Capital Trails Coalition also promotes the completion of the trail network within the urban core and the inner suburbs. The Capital Trail Network plan took nearly three years to develop. National Park Service and TPB staff participated in the plan development. To keep the task of creating a regional trail plan manageable, the footprint of the Capital Trail Network was limited to the urban core and inner suburbs, which is the Washington Area Bicyclist Association service area.

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When complete, the National Capital Trail Network will include over 1400 miles of shared use paths and other low-stress facilities, of which 645 miles already exist, and 780 miles are planned.

Visualize 2045 calls for the completion of the National Capital Trail Network. The network will provide high-quality bicycle and pedestrian access for most of the region's people and jobs. 70% of the region's population lives within a half-mile of the network, and 98% of the jobs are within two miles of the network. 136 of the region's 141 Activity Centers are within a half-mile of the network, as are 308 of the 351 Equity Emphasis Areas.

When the TPB adopted the trail network, it also asked its member jurisdictions to:

“Prioritize projects, programs, and policies that will implement portions of the National Capital Trail Network. All projects, programs, and policies must be implemented in an environmentally sensitive and sustainable manner, consistent with the TPB Vision”.

The network will be used to prioritize funding for the Transportation Alternatives Program and the Transportation – Land Use Connections (TLC) Program.

The network was developed using the following facility types and design criteria:

- Off-Street Paths:
 - 10'+ wide for new construction.
 - 8' minimum for existing facilities
 - Narrower in short segments if necessary
 - Paved or firm surface such as crushed limestone
 - Designed for non-motorized users (<20 mph design speed)
- On-street:
 - Protected from moving traffic (i.e., parked cars, curb, flexposts)
 - Short, unprotected connections where necessary for connectivity
 - Traffic-calmed, low-stress “bicycle boulevards” are also acceptable
- Connectivity
 - Directly connected to the regional network
 - Suitable for both transportation and recreation
 - Existing or planned facilities are acceptable
 - Planned facilities must be in an approved plan

To develop this network TPB staff gathered information from the Capital Trails Coalition and from jurisdictions which the Capital Trails Coalition plan did not include, including Charles, Frederick, Loudoun, and Prince William Counties. The network will be updated regularly to reflect the adoption of new agency bicycle and pedestrian plans.

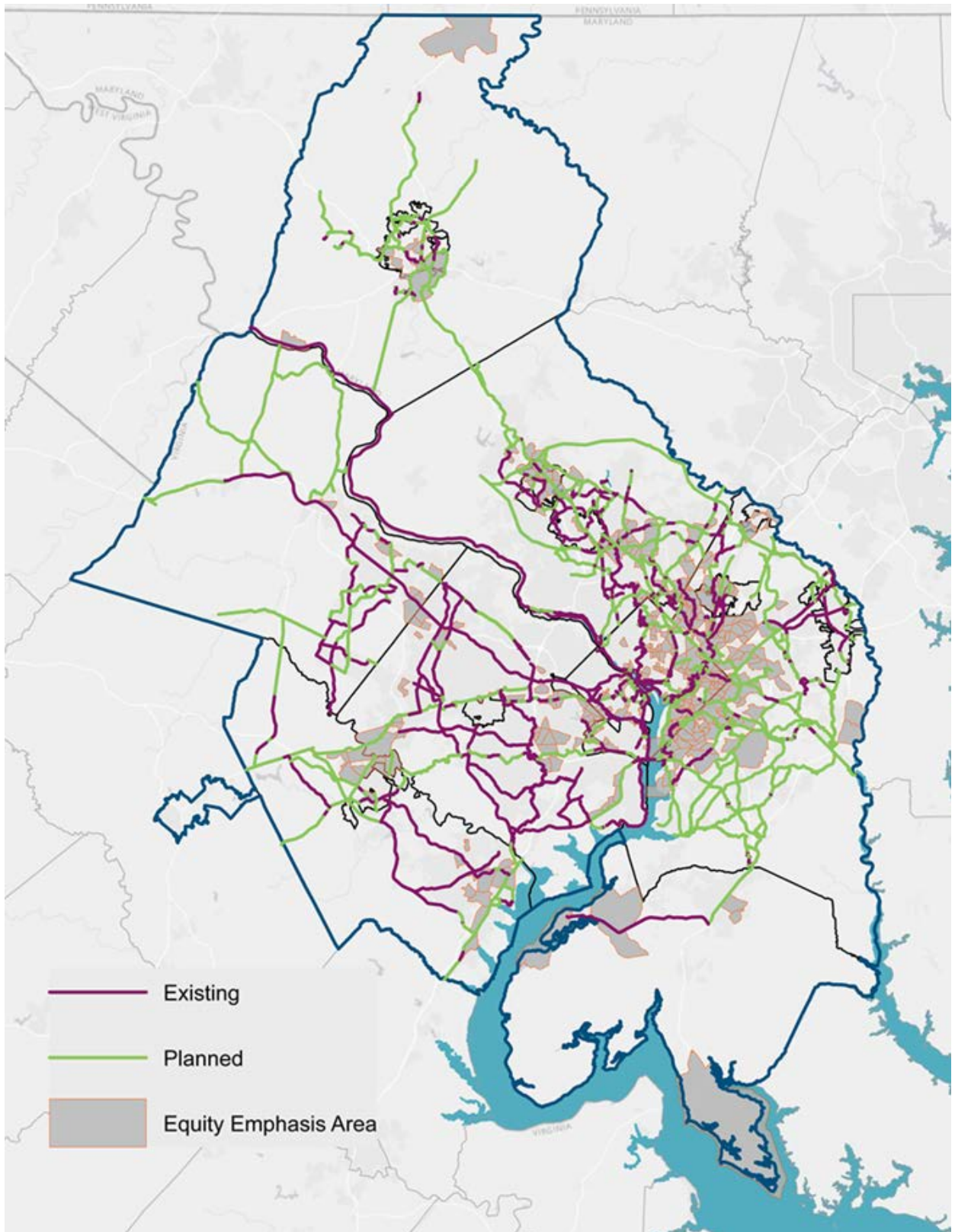


Figure 6: National Capital Trail Network (Source COG/TPB 2022)

REGIONAL TRANSPORTATION PRIORITIES PLAN

In January 2014, the TPB approved, the *Regional Transportation Priorities Plan* (RTPP). The RTPP built on the *Vision* goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies were intended to be complementary, to make better use of existing infrastructure, and to be "within reach" both financially and politically. The RTPP is a precursor to *Visualize 2045*.

Bicycle and pedestrian modes are prominent in the RTPP. It calls for:

- **Improved access to transit stops and stations**, connecting them to nearby neighborhoods and commercial areas with sidewalks, crosswalks, and bridges.
- **Incentives to use commute alternatives** such as transit, carpool, vanpool, bicycling, walking, telework, and living closer to work.
- **Expanded pedestrian and bicycle infrastructure**, including
 - Sidewalks, crossings, traffic calming
 - Bicycle lanes/paths, bicycle parking, bikeshare
 - Workplace amenities for bicyclists.
- Growth concentrated in **Walkable, Bikeable Activity Centers**
- **Improved circulation** within activity centers through enhanced
 - Pedestrian and bicycle infrastructure
 - Local bus service
 - Street connectivity

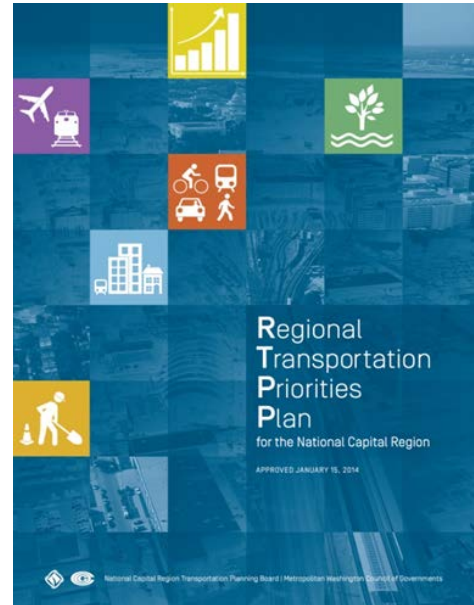


Figure 7: Regional Transportation Priorities Plan

COMPLETE STREETS

In May 2012 the TPB approved a *Complete Streets Policy for the National Capital Region*. The policy defines a Complete Street as a “facility that safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility”. The TPB endorsed the concept of Complete Streets, provided a sample policy template, and urged its members who had not already adopted such a policy to do so.

The significance of Complete Streets is that future pedestrian and bicycle projects are likely to be built as part of larger transportation projects. Therefore, far more such projects are likely to be built. Moreover, designing and building with pedestrians and bicyclists in mind from the start is far more cost-effective than retrofitting after the fact.

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As of 2021 all three state departments of transportation and 91% of local jurisdictions (including DC) had adopted a Complete Streets policy. Complete Streets is now standard practice.

Under Complete Streets, accommodation for pedestrians and bicyclists are now typically provided as part of larger transportation projects. Prior to the adoption of Complete Streets and precursor policies, these may have been seen as optional amenities.

GREEN STREETS

In February 2012 the TPB adopted a voluntary regional Green Streets Policy. The policy defines a Green Street as an “alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events”. A Green Street

DC’s Urban Forestry Program Helps Keep DC Cool and Green

uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.⁴

Green Streets benefit pedestrians and bicyclists by cooling and beautifying the street, making it a more pleasant place to walk or bike. Green Streets treatments may compete with pedestrians and bicyclists for space but can often be placed in traffic calming features such as bulb-outs and landscaped islands. Road diets and traffic calming projects can free up space for Green Streets treatments.⁵

A warming climate means that reducing urban temperatures will be even more important for maintaining the walkability and bikeability of urban areas.

Green Streets are mostly an urban phenomenon. Greening the streets and sidewalks is an effective mitigation for urban challenges such as the heat island effect, stormwater runoff, and combined sewage



Figure 8: Green Streets/Montgomery County Department of Environmental Protection

⁴ <https://ddot-urban-forestry-dcgis.hub.arcgis.com/>

⁵ <https://ddot.dc.gov/GreenInfrastructure>

overflow.⁶ Inner suburban places such as Arlington, Hyattsville, and Wheaton that face similar issues have also been working to green their streets.⁷

As of 2020, half the local governments had adopted a Green Streets policy, particularly the more urbanized jurisdictions. Less dense suburban and rural areas already benefit from significant green space and are less likely to pursue Green Streets policies.

AIR QUALITY AND BICYCLING

Walking and bicycling are near zero emission modes of transportation. At the same time, cleaner air helps pedestrians and bicyclists, who are more vulnerable than motorists to smog and particulate pollution. During “code red” air quality days people are typically urged to avoid outdoor exercise.

Poor air quality discourages Walking and Bicycling

Fortunately, the metropolitan Washington region has made tremendous progress in its air quality thanks to decades of actions at the federal, state, and local government levels⁸. The number of bad air days (code orange or worse) fell by 97% between 1997 and 2020.⁹ The region had zero code red days in 2021, and only eight code orange days.¹⁰ The number of bad days for fine particulates has fallen to zero. These declines have come even as population and vehicle miles traveled have grown.

Fortunately, air quality in the region is much improved

Within transportation, reductions in emissions of NOx and VOCs have resulted mostly from federal requirements for cleaner, more fuel-efficient vehicles and for cleaner-burning fuels. Efforts to reduce roadway congestion and to encourage less driving have also contributed.

Bicycling and Greenhouse Gases

Progress on greenhouse gas emissions, while significant, has been much less than for NOx, Volatile Organic Compounds, and particulates.¹¹ Transportation and mobile sources account for a large share of greenhouse emissions.¹²

Bicycling is the most energy-efficient form of transport

⁶ <https://www.montgomerycountymd.gov/DEP/Resources/Files/brochures/GreenStreetsHandout.pdf>

⁷ <https://potomac.org/blog/2020/3/1/dc-green-streets>

⁸ <https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/>

¹⁰ <https://www.mwcog.org/environment/data-and-tools/air-quality-progress-dashboard/>

¹¹ <https://www.mwcog.org/documents/2017/09/23/air-quality-trends-air-quality-air-quality-data-featured-publications/>

¹² <https://www.mwcog.org/documents/2018/02/08/metropolitan-washington-community-wide-greenhouse-gas-emissions-inventory-summary-featured-publications-greenhouse-gas/>

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Walk and bike trips do not contribute significantly to greenhouse gas emissions. Increased walking and bicycling could help reduce the region's greenhouse gas emissions.

Bicycling is the most energy-efficient mode of transportation. Accounting for the life-cycle carbon emissions of the vehicle, a bicycle emits 1/30 the greenhouse gases of a fossil fuel vehicle, and 1/10 the emissions of an electric vehicle.¹³

To the extent that the region can divert motorized trips to walking and bicycling, it can help reduce these emissions. Active transport is part of the regional strategy to reduce greenhouse gas emissions.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a federal obligation document which describes the planned schedule in the next four years for distributing federal, state, and local funds for state and local transportation projects. The TIP represents the intent of transportation agencies to construct or implement specific projects in the short term and identifies the anticipated flow of federal funds and matching state or local contributions. It is a multimodal list of projects that includes highway projects, rail, bus and streetcar projects, and bicycle and pedestrian improvements. It also includes roadway and transit maintenance projects, operational programs, and many other transportation-related activities.

The Transportation Improvement Program includes \$1.475 billion for pedestrian and bicycle projects.

¹³ <https://theconversation.com/cycling-is-ten-times-more-important-than-electric-cars-for-reaching-net-zero-cities-157163>

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The TPB's FY 2021–2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. The TIP is a dynamic budget document and is amended and modified on a weekly/monthly basis.

The TIP includes \$1.475 billion for pedestrian and bicycle projects, or roughly 10% of total funding.

Funding for bicycle and pedestrian projects in the TIP has increased sharply. For example, the six-year Fiscal Year 2013-2018 TIP included \$313 million for bicycle and pedestrian projects. Annual bike/ped project funding in the current TIP is seven times what it was in the FY 2013-2018 TIP.

The TIP does not provide a complete picture of the region's planned investments in bicycle and pedestrian infrastructure, however, because projects not utilizing federal surface transportation funding often are not required under federal law to be reflected in the TIP. Every submitting agency reported that their jurisdiction has a Complete Streets policy, which implies pedestrian and bicycle accommodation, the cost of which is not always calculated or reported.

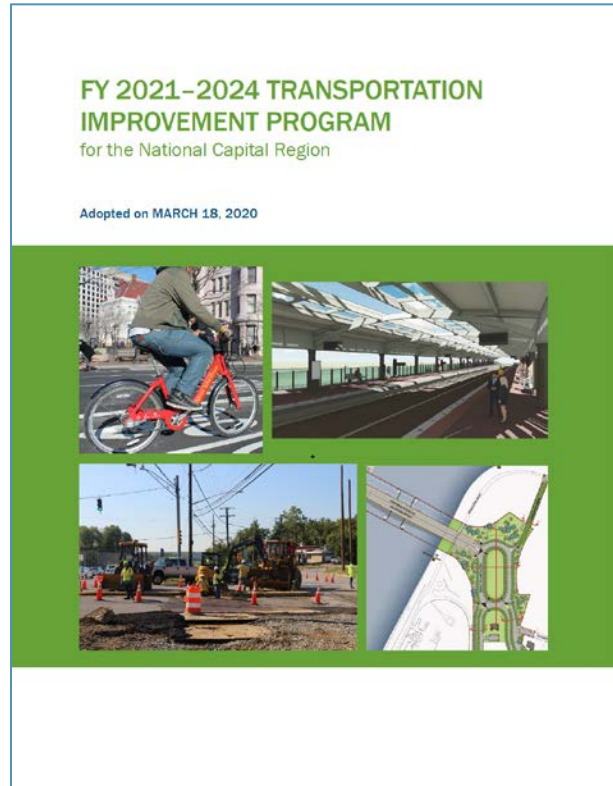


Figure 9: FY 2021-2024 TIP

BICYCLE AND PEDESTRIAN SUBCOMMITTEE

The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee advises the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning. It meets six times per year.

One of the subcommittee's most important functions is information exchange, both at its regular meetings and at sponsored training events. Training events are held at least twice per year. They address issues of interest to the TPB member agencies, including emerging topics such as shared micromobility (e-scooters) and ongoing challenges such as bicycle and pedestrian counts, street design for all users, trail signage, and emergency services. Recent training and coordination events have included a Vision Zero Arterial Design webinar and a series of workshops on shared micromobility.

The subcommittee also coordinates TPB bicycle and pedestrian planning efforts which require inter-jurisdictional coordination. It developed a vision for a regional circumferential bicycle route, or "bicycle beltway," which ultimately became the National Capital Trail Network, and advised the development of the regional Bicycle and Pedestrian Plan.

Street Smart Pedestrian and Bicycle Safety Campaign

Since 2002, the Metropolitan Washington Council of Governments' Street Smart program has worked to protect vulnerable road users by raising awareness about pedestrian and bicycle safety. The region-wide public safety campaign educates drivers, pedestrians, and bicyclists on about safe use of roadways in the District of Columbia, suburban Maryland, and Northern Virginia.

The campaign integrates several components, including broadcast and outdoor advertising, media relations, digital media, and outreach events. It is meant to complement, not replace, the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, bicyclists, and pedestrians. The campaign is advised by an advisory group comprising participating TPB member jurisdictions and agencies.



Figure 10: Street Smart Ad

ACCESS FOR ALL ADVISORY COMMITTEE

TPB and its member jurisdictions have committed, through their Complete Streets policies, to creating a transportation system that will serve users of all ages and abilities. To help achieve that goal, the Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies, and services important to traditionally underserved communities, including low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults. The committee identifies issues of concern to traditionally underserved populations in order to determine whether and how these issues might be addressed within the TPB process.

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The Access for All Advisory Committee has provided input on practices related to shared micromobility and e-scooters, such as sidewalk riding and parking, which can have an adverse effect on pedestrians with disabilities. The committee has also provided input on innovative bicycle facility designs such as protected bike lanes, floating bus stops, and other features that affect curbside access and crosswalks.

The jurisdictions and e-scooter firms have altered practices, regulations, and designs in response to input from the disability community, but more work needs to be done. This is an ongoing and iterative process, as new facility designs and vehicle types are fielded and designs are adjusted to reflect experience and user feedback.

BICYCLING, WALKING, AND THE REGIONAL TRAVEL DEMAND MODEL

Data relevant to walking and bicycling are gathered as part of the regional household travel survey, and are incorporated into regional transportation modeling and forecasting.

TPB uses a “four-step” travel demand model. Trip generation of both motorized person trips (person-trips in cars, buses, and trains) and non-motorized person trips (walk and bike). Only motorized person trips continue through the model to trip distribution, mode choice, and trip assignment.

Motorized transport planning and modeling focusses on facility capacity relative to forecast traffic volumes, with capacity constraints and congestion limiting system performance and effective access to destinations.

In contrast, in pedestrian and bicycle planning, the main constraint on access is not pedestrian or bicycle congestion, but whether a destination can be reached safely by nonmotorized means, i.e., connectivity. With some exceptions, such as dense activity centers or heavily used transit stations, a standard sidewalk, bike lane, or trail width is usually sufficient to serve anticipated volumes.

This plan focuses on access. It uses a GIS buffer analysis to determine the share of population, jobs, activity centers, transit access focus areas, and equity emphasis areas, that will be served by a planned bicycle and pedestrian facility that is safe for people of all ages and abilities.

Regional Encouragement and Funding Programs

To help reduce automobile traffic, congestion and air pollution, COG and TPB have developed several programs to encourage bicycling and walking in the Washington region. TPB offers technical assistance and funding for construction to its member governments, while the regional Commuter Connections program offers incentives to commuters to encourage them to use transit, carpooling, and walk/bike to get to work.

COMMUTER CONNECTIONS

As part of the Commuter Connections program, every year on the third Friday in May the TPB sponsors a regional Bike to Work Day. This event has grown into one of the largest of its kind in the country, attracting thousands of riders at dozens of “pit stops” or rallying points around the region. The event is meant to encourage first-time riders to try bicycling to work.

The Commuter Connections program also supports publication of *Biking to Work in the Washington Area: A Guide for Employers and A Guide for Employees*, which provides tips for employees and employers. For employees, there are tips on safe cycling, laws, equipment and clothing, and transit connections. For employers, the guide explains the benefits of bicycling to the employer, the types of bicycle parking, and the ways an employer can encourage an employee to bike to work.

Commuter Connections produces a regional Bike Route map, plus an on-line bike routing application. Google Maps offers both pedestrian and bicycle routing. Other tools and resources for bicycle commuters are listed on the bicycling resources section of the Commuter Connections web site.

People sometimes drive to work because they need to be able to get home quickly in an emergency. To meet that need and help get more people out of their cars, the Commuter Connections program offers a free taxi ride home in an emergency for commuters who regularly (twice a week) carpool, vanpool, bike, walk or take transit to work. Commuters who sign up for the Guaranteed Ride Home program may use it up to four times per year.

TRANSPORTATION-LAND USE CONNECTIONS PROGRAM

The Transportation Land Use Connections (TLC) Program provides short-term consultant services to local jurisdictions for small planning projects that promote mixed-use, walkable communities and support a variety of transportation alternatives. The program provides consultant assistance of \$30,000 to \$60,000 for planning projects, and up to \$80,000 for design or preliminary engineering projects.

Since 2007 dozens of pedestrian and transit access planning projects have been funded through the TLC program. The program has proven popular with local jurisdictions.

In addition to providing technical assistance, the TLC Program includes a Peer Exchange Network and provides support for the TPB's project selection role under the federal Transportation Alternatives Set Aside Program (TA Set-Aside Program).

TRANSPORTATION ALTERNATIVES

The TA Set-Aside Program provides federal funds for small-scale projects such as pedestrian and bicycle facilities, trails, Safe Routes to School (SRTS) projects, community improvements, and environmental mitigation. These kinds of projects are considered "alternatives" to traditional highway construction.

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Under federal law, the TPB is responsible for selecting projects using sub-allocations of each state's TA Set-Aside funding.

The TPB encourages applications that support regional transportation priorities, including projects focused on Activity Centers, access to transit, regional trails, access for disadvantaged communities, and Americans with Disabilities Act (ADA) improvements.

Past recipients of TLC assistance for design often go on to apply for TA funding for construction.

TRANSIT WITHIN REACH

To encourage more projects that will provide pedestrian and bicycle access to high capacity transit, TPB launched the Transit Within Reach technical assistance program in Spring 2021.

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements— such as sidewalks, trails, crosswalks— that will make it safer and easier to walk or bike to those train stations and bus stops.

The program complements the TLC Program, which also funds technical assistance for local governments throughout the region. The TLC Program promotes access to transit, but its projects address other topics as well.

REGIONAL ROADWAY SAFETY PROGRAM

TPB Resolution R3-2021 adopted in July of 2020 established and funded the Regional Roadway Safety Program. It is similar in structure to the TLC program, and funds projects to reduce fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

Studies, planning, and design projects are eligible. The program provides consultant assistance of up to \$60,000 for studies or planning projects, and up to \$80,000 for design or preliminary engineering projects.

Federal Policies

ROUTINE ACCOMMODATION OF WALKING AND BICYCLING

U.S. Department of Transportation guidance issued in 2000 calls for bicycling and walking facilities to be incorporated into all transportation projects unless exceptional circumstances exist. Further guidance issued in March 2010 urged agencies to go beyond the minimum

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standards to provide safe and convenient facilities for pedestrians and bicyclists, set mode share targets, and collect data on walk and bike trips. Bicycling and walking are to have equal importance to other transportation modes. Transportation projects using federal funds may not sever an existing bicycle or pedestrian route unless an alternate route exists or is provided.

The U.S. DOT headquarters in Washington sets an example for other employers by encouraging employee bicycling.

Federal and state policies have evolved over the last few decades, from not requiring (or in some cases prohibiting) the use of transportation funds for pedestrian or bicycle facilities, towards requiring the provision of such facilities. These federal and state guidelines and policies have led to an increase in the number of pedestrian and bicycle facilities provided, with many facilities provided as part of larger transportation projects rather than as stand-alone projects.

Federal and state policies are also evolving away from encouraging single-use cul-de-sac development patterns typical of the last half of the 20th century, to encouraging mixed use development and a connected street grid that is far more accessible to pedestrians and bicyclists.¹⁴

AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act (ADA) is a federal civil rights statute that prohibits discrimination against people who have disabilities. Under the ADA, designing and constructing facilities that are not usable by people with disabilities constitutes discrimination. Public rights of way, including pedestrian facilities, are required by federal law to be accessible to people with disabilities.

**The ADA Requires that
all New and Altered
Pedestrian Facilities be
made Accessible**

Both new and altered pedestrian facilities must be made accessible to persons with disabilities, including those who are blind or visually impaired. The courts have held that if a street is to be altered to make it more usable by the public, it must also be made more usable for those with disabilities.

Government facilities which were in existence prior to the effective dates of the ADA and which have not been altered are not required to be in full compliance with facility standards developed for new construction and alterations. However, they must achieve 'program access.' That is, the program must, when viewed in its entirety, not deny people with disabilities access to government programs and services. For example, curb ramps may not be required at every existing walkway if a basic level of access to the pedestrian network can be achieved by other means (e.g., the use of a slightly longer route). Municipalities should

¹⁴ Southworth, Michael and Eran Ben-Joseph, *Street Standards and the Shaping of Suburbia*, Journal of the American Planning Association, Volume 61, Number One, Winter 1995.

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develop plans for the installation of curb ramps and accessible signals such that pedestrian routes are, when viewed in their entirety, accessible to people who are blind or visually impaired within reasonable travel time limits.¹⁵

Design standards for individuals with disabilities, such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for pedestrians without disabilities. Good design for persons with disabilities is good design for all.

More information on the Americans with Disabilities Act is available from the U.S. Access Board.

UNIVERSAL DESIGN

. People with disabilities and individuals with low incomes are more likely to use transit and walk or use mobility devices on sidewalks than the general population. Narrower streets, shorter crossing distances, traffic calming, lower traffic speeds, wider, ADA-accessible sidewalks, street trees, and amenities such as benches, are all good for older pedestrians and people with disabilities.. Compact urban design and a connected street and pedestrian grid reduces pedestrian travel distances is helpful for all pedestrians but is especially important to older adults and people with disabilities. These individuals may lack the physical agility and stamina needed to navigate substandard facilities, dodge traffic, and walk long distances.¹⁶ Older adults, people with disabilities, and people with low incomes also suffer from disproportionately high pedestrian fatality rates.

¹⁵ American Council for the Blind, *Pedestrian Safety Handbook: A Handbook for Advocates*. www.acb.org

¹⁶ <https://ggwash.org/view/83714/zero-vision-in-dc-vision-zero-is-a-disability-rights-issue>

MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The *Manual on Uniform Traffic Control Devices for Streets and Highways*, or MUTCD, defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel.

The MUTCD includes standard pedestrian and bicycle signs and signals. These standard designs are widely used by departments of transportation in the Washington region.¹⁷

Parks departments may have their own signing standards or practices, which for facilities not located on a public roadway may be different from the MUTCD. The National Park Service adheres to the MUTCD for bike signs located on roadways.¹⁸

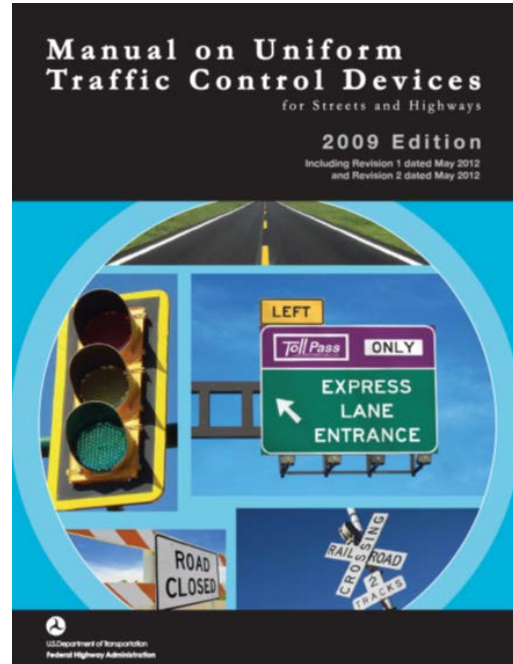


Figure 11: MUTCD

The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F. It can be found at <http://mutcd.fhwa.dot.gov/>.

THE FAST ACT

Under the Fixing America's Surface Transportation Act (FAST Act) the federal transportation legislation signed in December 2015, bicycle and pedestrian projects remained broadly eligible for nearly all funding categories, either for projects incorporated into something larger, or for stand-alone bicycle and pedestrian projects.

The FAST Act built on the Moving Ahead for Progress in the 21st Century Act (MAP-21), which was enacted in 2012, to strengthen the role of Metropolitan Planning Organizations in regional planning. MPOs now have an enhanced role in transportation safety planning and goal setting, and more control over Transportation Alternatives (TA) funds, which are often used for walking and bicycling projects.

**Most Federal
Transportation Funds
may be used for
Bicycle and Pedestrian
Projects**

¹⁷ <https://mutcd.fhwa.dot.gov/hm/2003/part9/part9b.htm>

¹⁸ https://www.nps.gov/subjects/transportation/upload/UPDATED_NPS_Guidebook_July2018_Final_UpdateSept2018-High-Res_WEB-2.pdf

Transportation Alternatives

The FAST Act established a set-aside of Surface Transportation Block Grant (STBG) funding for Transportation Alternatives. These set-aside funds include projects and activities such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The FAST Act required FHWA to distribute 50 percent of TATA funds to areas based on population (suballocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people are required to conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs.

Under federal transportation legislation, large MPOs, including the Transportation Planning Board, play an enhanced role in project selection for a portion of program funds sub-allocated to large metropolitan regions. For the National Capital Region, this program offers an opportunity to fund regional priorities and complement regional planning activities.

In the National Capital Region, the TA Program is framed as a complementary program to the TPB's Transportation Land-Use Connections (TLC) Program, which provides technical assistance for small planning studies to TPB member jurisdictions, and a potential implementation tool for the bicycle and pedestrian components of the Visualize 2045 plan.

INFRASTRUCTURE INVESTMENT & JOBS ACT OF 2021

The current federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA), was signed in November 2021. The IIJA increases funding for trails, walking, and bicycling, while emphasizing the importance of connectivity, equitable access, and safety.

Active Transport Programs¹⁹

The Transportation Alternatives Program is the biggest dedicated source of funds for pedestrian, bike, and trails. IIJA increases funding and restricts transfers of TA funding to other purposes. It also increases Recreational Trails funding.

IIJA authorizes a number of new funding programs relevant to walking and bicycling, including:²⁰

- ***Healthy Streets Program.*** A competitive grant program that funds grants to states, local governments, and tribes to deploy cool pavements and porous pavements and to expand tree cover.

¹⁹ Rails to Trails Conservancy presentation, December 9, 2021

²⁰ <https://www.mondaq.com/unitedstates/government-contracts-procurement-ppp/1110054/infrastructure-investment-and-jobs-act-summary-of-key-programs-and-provisions>

- **Reconnecting Communities Pilot Program.** This program funds projects that remove, retrofit, or mitigate previously constructed barriers to mobility, access, or economic development to restore community connectivity. State and local governments are eligible applicants.
- **Active Transportation Infrastructure Investment Program.** A competitive grant program for infrastructure improvements that create safe and connected active transportation facilities, including adding sidewalks, bikeways, and pedestrian trails. Eligible entities include government entities.
- **Safe Streets and Roads for All Competitive Grant Program.** A competitive grant program for local governments to implement "Vision Zero" plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Carbon Reduction Formula Program.** States may use the funds for projects that reduce transportation emissions, including **trails and paths for bicyclists and pedestrians**. States must develop carbon reduction plans and coordinate and consult with urbanized and rural areas.

Bicycle and pedestrian projects remain broadly eligible for most federal transportation funding, including Surface Transportation Block Grants, Congestion Mitigation and Air Quality, and the Highway Safety Improvement Program.

State Planning

DISTRICT OF COLUMBIA

As the center of the Washington region, a major employment center, and one of its most walkable and bikeable jurisdictions, the District of Columbia's policies have a significance larger than its population would suggest.

Reflecting its urban character, the District of Columbia is doing much to encourage walking and bicycling. The District of Columbia Department of Transportation intends to create a "walk-centric, bike-centric" city. DDOT's 2010 "Action Agenda" called for safety, sustainability, and increasing livability and prosperity by creating great spaces that are the "living room" of the city.

The District of Columbia is to become a "walk-centric, bike-centric" city.

Streetscaping projects and traffic calming projects are a high priority. By providing pedestrians with plenty of well-designed, safe, and comfortable space, the city hopes to increase retail sales and property values. Business Improvement Districts have considerable input into transportation projects.

Due to the built-up character of the District of Columbia, DDOT aims to shift travel from less space-efficient modes, such as single occupant vehicles, to more space efficient modes, such as walking, bicycling, and public transportation.

DDOT's strategy for shifting auto trips to transit, walk, and bike trips encompasses both transportation and land development elements. The District of Columbia encourages mixed use development projects that promote and support non-auto mobility. Reduced auto parking, increased bike parking, on-site car and bike sharing, and transportation demand management plans will reduce auto trips generated by new development.

On a citywide basis there will be car sharing, bike sharing, new transit service, streetcars, reduced off-street parking requirements, required off-street bike parking, and rapid construction of new pedestrian and bicyclist infrastructure. The Bicycle Master Plan (2005) and Pedestrian Plan have been succeeded by the pedestrian and bicycle elements of the city's latest transportation plan, MoveDC.

An average District resident can reach 32,269 jobs and 117 destinations such as grocery stores, hospitals, and schools, in a 20-minute walk.

MoveDC Update

In December 2021 DDOT released the most recent version of the District's Transportation Plan, MoveDC. MoveDC continues in the same direction as previous planning documents, but in greater detail, and with more ambitious goals and methods. MoveDC is a 25-year plan. It proposes to (among other things):

Improve safety for all, especially vulnerable road users, by

- Implementing road diets to make streets safer
- Making intersections safer for pedestrians
- Using Complete Streets principles to make streets and sidewalks safer for all users
- Designing public space to be people-focused
- Installing more car-free streets and plazas
- Expanding street tree coverage
- Making more efficient use of curb space
- Expanding the bicycle network

DDOT's Bicycle Lane Program has built 95 miles of bicycle lanes in the District since 2001

EXPANDING THE MULTIMODAL NETWORK

MoveDC identifies a bicycle priority network within the city, as well as pedestrian, transit, freight, and auto priority networks. DC recognizes that while every street should serve all permitted users, not every street can serve all users equally well.

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MoveDC proposed adding twenty miles of protected bike lanes per year for three years, **building more trails in the (National) Capital Trail Network**, as well as adding more public and private bike parking, expanded access to bike sharing and micromobility, and signed neighborhood bike routes.

MoveDC will fill major gaps in the regional bicycle network, and improve connections between the District, Maryland, and Virginia. MoveDC proposes a new bicycle and pedestrian crossing of the Potomac River at the Long Bridge, and three new crossings of the Anacostia. Other bridges that currently have outmoded bicycle and pedestrian facilities will be upgraded.

MARYLAND

Maryland adopted its first Bicycle and Pedestrian Access Plan in 2002. Under that plan the State made numerous advances in promoting bicycling and walking. MDOT invested more than \$283 million in non-motorized transportation projects to improve bicycling and walking conditions over the last decade. The proportion of total highway expenditures dedicated to bicycle or pedestrian programs increased from 2% to 4% over the last decade.

“Maryland will be a great place for biking and walking that safely connects people of all ages and abilities to life’s opportunities.”

The State also created a number of grant programs, including the **Maryland Bikeways Program**, which provides \$3 million per year in technical assistance to a wide range of bicycle network improvements, and the **Maryland Bikeshare Program** provides grants to communities interested in adding a bikeshare system.

Maryland State Highway Administration adopted Complete Streets policy in 2012.

The current Maryland Twenty-Year Bicycle and Pedestrian Master Plan (2019) calls for a Complete Streets approach. Complete Streets in Maryland means that the state transportation network will address the needs of all users, regardless of travel mode. It does not, however, mean that all users will have equal priority on all roadways. Design is to be appropriate for the land use and context, including Urban Centers, Towns and Suburban Centers, Rural and Agricultural Areas, and Natural Areas.



Figure 12: 2040 Maryland Bicycle and Pedestrian Master Plan 2019 Update

The initial focus will be to support biking and walking in urban centers and main streets. MDOT will pilot a Bicycle and Pedestrian Prioritization Area (BPPA) program to foster collaboration with local jurisdictions and support

the development of connected bicycle and pedestrian networks in high need locations.

Maryland has also published *Accessibility Policy and Design Guidelines for Pedestrian Facilities along State Highways* (2010), *Bicycle Policy and Design Guidelines* (2015), the *Maryland Context-Driven Design Guide* (2020), a *Strategic Trails Implementation Plan* (2009), a bicyclist education video, and other materials designed to share information on best practices with respect to the engineering, education, and enforcement aspects of walking and bicycling.

A Bicycle and Pedestrian Advisory Committee advises state government agencies on issues directly related to bicycling and pedestrian activity including funding, public awareness, safety, and education.

VIRGINIA

In 2004, the Virginia Department of Transportation released its policy for bicycle and pedestrian accommodation, which commits VDOT to routinely accommodating pedestrians and bicyclists as part of all new construction and reconstruction projects, unless exceptional circumstances exist.²¹

“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking.”

Since 2004 VDOT has developed a process to ensure that bicycle and pedestrian accommodations are provided in accordance with the policy. The Bicycle and Pedestrian Accommodations Decision Process gives designers a step by step process to determine if bicycle/pedestrian accommodations are appropriate for the characteristics of a particular roadway, and a Bicycle and Pedestrian Accommodations list and a design guide provides project managers with a menu of possible accommodations. A series of implementation guidance documents for localities have also been developed to improve communication between agencies regarding planning and accommodation of pedestrians and cyclists under terms of the 2004 policy.

VDOT maintains all roads in Virginia outside of urban areas, including thousands of miles of residential streets originally built by developers. In view of the importance of secondary streets for vehicular, pedestrian, and bicycle movement, VDOT has revised its Secondary Street Acceptance Requirements (SSAR) to mandate higher levels of street connectivity in urban areas, as well as adequate pedestrian accommodation. New streets and developments are required to connect to the surrounding streets and future developments in a way that adds to the capacity of the transportation network.

Virginia requires new developments to connect with the surrounding streets

²¹ www.virginiadot.org

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The policy divides Virginia into “compact”, suburban, and rural areas, with graduated connectivity requirements for each. Narrower streets, traffic calming, and “context-sensitive” design are encouraged where appropriate.

New development proposals initially submitted to counties and VDOT after June 30, 2009, must comply with the requirements of the SSAR. Cul-de-sac development patterns have long been an obstacle to walking or bicycling in suburban areas. More direct, traffic-calmed secondary streets will allow more people to walk or bike to local destinations.

Virginia has adopted a fairly stringent set of requirements mandating accommodation of pedestrians and bicyclists on both public roads and private developments which are accepted by the State for maintenance, which in Virginia means almost all development. Since these requirements have gone into effect, many additional bicycle and pedestrian facilities have been built.

Virginia State Bicycle Policy Plan

VDOT completed a State Bicycle Policy Plan in September 2011, which incorporates the policies discussed above. The plan calls for increased bicycling for all trip purposes, and a transportation system that “accommodates and encourages” bicycling by providing facilities for bicyclists of all ages and abilities. It also calls for better data gathering and benchmarking of bicycling, coordination with various stakeholders, and recommends a number of strategies to improve implementation of VDOT’s 2004 policy for bicycle and pedestrian accommodation.

The plan provides some guidance on bicycle facilities to be used. Bicycle lanes and paved shoulders are recommended over other bicycle facilities. Restriping travel lanes, or “road diets” are recommended as a way to provide bicycle lanes within the current right of way. Actuated traffic signals that detect bicycles, and bicycle compatible drain grates should be used on all roads where bicycles are permitted. A signed bike route should have at least a bicycle level of service “C”.

Virginia State Pedestrian Policy Plan

VDOT completed the Pedestrian Policy Plan. Released in September 2014, this document is a complement to the Bicycle Policy Plan.

The plan establishes a vision for the future of walking in Virginia and advances the walking element of the Commonwealth Transportation Board’s Policy for Integrating Bicycle and

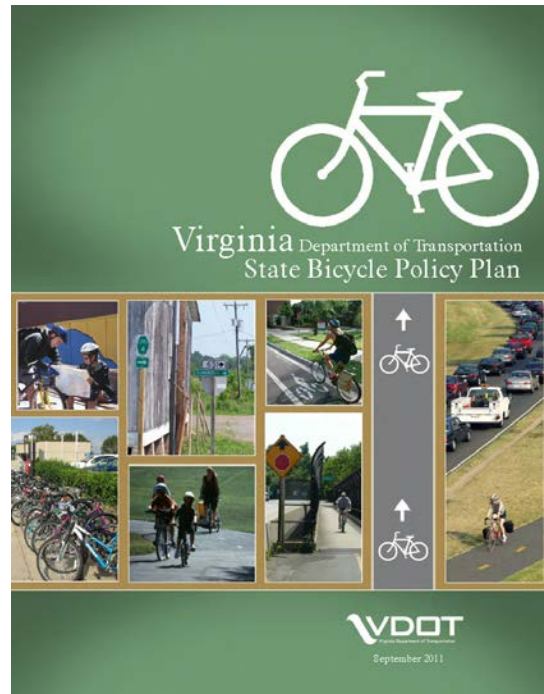


Figure 13: Virginia State Bicycle Policy Plan

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Pedestrian Accommodations consistently, appropriately and cost-effectively. The plan addresses implementation of both the Bicycle and the Pedestrian Policy Plans.

Northern Virginia Bikeway Study

This study and network map, which were completed in 2004 and updated in 2015, used latent demand analysis to determine the most promising portions of a network of regionally significant bicycle routes in Northern Virginia. As of 2015, 108 miles of the 544-mile network had been built.

Local Bicycle and Pedestrian Planning

The metropolitan Washington region is fortunate to host a community of agencies and consultants that are advancing the national practice of bicycle and pedestrian planning.

Planning for Active Transportation has become mainstream in the Washington region. Nearly every jurisdiction has completed a bicycle or pedestrian plan, and nearly all of them have bicycle, pedestrian, or trail planners. Larger agencies with ambitious programs, such as DDOT, have many people working full time on active transportation.

Table 1 shows local and state plans and studies and the year published. Jurisdictions and agencies drew projects from these individual plans and submitted them for incorporation into the Regional Bicycle and Pedestrian Plan. Local plans may include unfunded projects.

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Table 1: Bicycle and Pedestrian Plans in the National Capital Region

Jurisdiction/Agency	Plans/Studies	Year(s)
Arlington County	Arlington Master Plan -Pedestrian Element, Bicycle Element	2011, 2019
City of Alexandria	Transportation Master Plan – Pedestrian and Bicycle Chapter	2016
District of Columbia	District of Columbia Bicycle Master Plan, District of Columbia Pedestrian Master Plan, MoveDC	2005, 2009, 2014, 2021
Charles County	Charles County Bicycle and Pedestrian Master Plan	2012
City of Fairfax	Bike Fairfax City Plan	2021
City of Falls Church	Bicycle Master Plan	2015
Fairfax County	Fairfax County Bicycle Master Plan	2014
Frederick County	Frederick County Bikeways and Trails Plan	2018
City of Gaithersburg	Transportation Plan, Bikeways and Pedestrian Plan	2010
Greenbelt	Greenbelt Bicycle and Pedestrian Master Plan	2013
Town of Herndon	Bicycle Network Master Plan	2019
City of Laurel	Bikeway Master Plan	2009
Loudoun County	Loudoun County Bicycle and Pedestrian Master Plan	2003
City of Manassas	City of Manassas Transportation Master Plan	2019
Maryland Department of Transportation	Maryland Twenty Year Bicycle and Pedestrian Master Plan SHA Complete Streets Policy	2019, 2014, 2012, 2008
M-NCPPC – Prince George's County	County Master Plan of Transportation – Bikeways and Trails	2009
Montgomery County	Montgomery County Bicycle Master Plan	2018
National Capital Planning Commission	Comprehensive Plan for the National Capital - Transportation	2020
National Capital Region Transportation Planning Board	Bicycle and Pedestrian Plan for the National Capital Region	2006, 2010, 2014, 2021
National Park Service	Paved Trails Plan Active Transportation Guidebook	2016 2018
Prince William County	Transportation Plan – Nonmotorized	2016
City of Rockville	Bikeway Master Plan	2017
Virginia Department of Transportation	Virginia Pedestrian and Bicycle Policy Plans	2014, 2011
Virginia Department of Transportation, Northern Virginia Office	Northern Virginia Regional Bikeway and Trail Network Study	2015
WMATA	Metrorail Bicycle & Pedestrian Access Improvements Study Station Area Planning Guide Bust Stop Amenity Reference Guide	2010 2017 2019

PLANNING FOR A “LOW STRESS” NETWORK

Montgomery County will increase the share of bike trips that can be accomplished entirely on low stress streets from 16% to 50%.

Most bicycle and pedestrian plans involve designating a bicycle and pedestrian network and then determining the appropriate facility type and priority for implementation. Some agencies, however, are starting to take a slightly different approach, by first analyzing the “level of stress” for bicyclists or pedestrians on their existing street network, and then using the results to prioritize those improvements.

For example, the Montgomery County has adopted the goal of a “low-stress” bicycle network, accessible to people of all ages and abilities. While about 75 percent of the roads in the county are already low stress, they are often surrounded by high speed and high volume roads or difficult intersections, effectively creating islands of bikeability and walkability, cut off from most useful destinations.

The goal is to connect these islands of bikeability and increase the share of bicycle trips that can be accomplished entirely on low-stress facilities from 16% to 50%. The County will also sharply increase the percentage of residences within two miles of a High-Capacity Transit Station that have low-stress bike access to that station, as well as the percentage of schools and other public facilities that are easily accessible by bike.



Figure 14: Montgomery County Bicycle Plan

METRORAIL SILVER LINE ACCESS

Since 2010 one of the most significant changes in the region has been the extension of the Metrorail to Tysons Corner in Fairfax County towards Dulles Airport and beyond. This Metrorail extension is generating new, walkable development.

Tysons, already the second-largest commercial center in the region, is undergoing a dramatic transformation from an auto-oriented commercial “edge city” to a mixed-use urban downtown. The four new Metrorail stations in Tysons provide the foundation for this shift. Pedestrian and bicycle access is critical to making a redeveloped Tysons work.

Other Silver Line stations along the Dulles Tollway serve park and ride commuters, but also incorporate

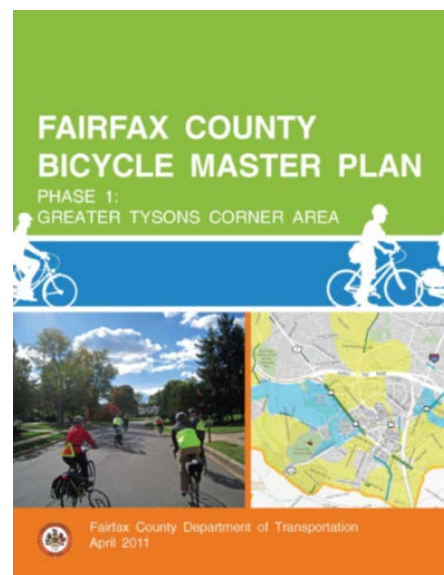


Figure 15: Tysons Area Plan

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some development and pedestrian and bicycle access, in an area which has been overwhelmingly oriented towards driving. A future phase of the Silver Line will extend into Loudoun County, which is preparing station-area pedestrian and bicycle access plans.

Safe Routes to School

Safe Routes to School is a national movement that encourages students to travel to and from school by walking or bicycling. Safe Routes to School efforts are supported by parents, schools, community leaders, Safe Routes to School coordinators and local, state, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. The Safe Routes to School movement in the United States grew rapidly with a federal funding program starting in 2005. In 2012, Safe Routes to School was incorporated into the Transportation Alternatives program, but Safe Routes to School programs continue to grow.

**DC Schools Teach
Students How to
Ride Bikes**

In the Washington region, Safe Routes to School programs have flourished. The majority of school systems in the region have access to a Safe Routes to School coordinator either within the school district or in the department of transportation.

WMATA BICYCLE AND PEDESTRIAN ACCESS PLANNING

In recent years WMATA has become a regional leader in pedestrian and bicycle access and safety, both on and off WMATA property. WMATA’s priorities include signage and crosswalk striping on and around stations, designated and improved bicycle access routes into stations, resurfacing deteriorated sidewalks, lighting, and high security bicycle parking.

METRORAIL ACCESS NEEDS

Improving pedestrian and bike access at and around stations is often a more cost-effective way to boost ridership than to add car parking or connecting bus service. Approximately 45% of Metrorail customers live within walking or bicycling distance from a station (up to 3 miles).

TRANSIT ORIENTED AND JOINT DEVELOPMENT

Walkable and bikeable station areas will have a positive and mutually reinforcing impact on Metro’s Joint Development programs and local government’s encouragement of Transit Oriented Development (TOD). Bringing more people out into the streetscape will increase visibility and safety of those on foot and bike, while also demonstrating the viability of similar future developments.

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In its 2010 *Metrorail Bicycle and Pedestrian Access*

Improvements Study WMATA identified pedestrian and bicycle access problems at its Metrorail stations. A number of the projects identified as part of that process, totaling \$25 million, have been funded in WMATA's Capital Improvement program. A few examples of completed projects are shown in Figure 15.

WMATA also identified "hot spots" of short distance auto access, i.e., places where people live close enough to walk to Metro, but do not, and studied those areas to find out what was missing.

WMATA's 2017 *Station Area Planning Guide* provides concise, clear design guidance for station site and access planning at Metrorail stations. The guide is meant to enhance user access and promote transit-oriented development around the station.

Access hierarchies are provided for different station types. Intended users include WMATA, jurisdictional planners, related government agencies, and WMATA's real estate partners.

MEDICAL CENTER BEFORE AND AFTER, REPLACING OLD RACKS



VIENNA STATION BEFORE AND AFTER, NEW ACCESS POINT



FRANCONIA – SPRINGFIELD BEFORE AND AFTER, NEW SIDEWALK TO IMPROVE SAFETY



Figure 16: Access to Metrorail/WMATA

METROBUS ACCESS

Bus stops are often located in areas that lack safe crossings or sidewalks. There have been efforts over the years to inventory and improve conditions. WMATA published a Bus Stop Amenity Reference Guide in 2019, which together with previous bus stop siting and design guidelines will continue to improve access and conditions for bus riders.

Outlook

Policies in the Washington region have become more favorable to walking and bicycling over the last three decades, and the change has only accelerated since 2015. Bicycling and walking have become an integral part of transportation planning at all levels. The Federal, State, and local policy context has changed in ways that make it more likely that the goals of these plans will be met. Pedestrian and bicycle accommodation is no longer an optional "amenity"; it is built into nearly every project and new development. The effects of the policy changes have become evident in the way people live, work, and travel in our region.

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Implementation of walk and bike friendly policies is likely to accelerate. As the cleanest, most energy efficient modes of transportation, walking and bicycling play a significant role in addressing the challenge of climate change, while continuing to address the issues of congestion, health, air quality, safety, access, and economic development.

CHAPTER 2: BICYCLING AND WALKING IN THE WASHINGTON REGION

Introduction

This chapter discusses bicycling and walking trip mode shares in the Washington region. It draws on a number of sources, including the TPB's Regional Travel Survey, the U.S. Census Bureau's American Community Survey, the National Household Travel Survey, the Commuter Connections State of the Commute survey, WMATA's Passenger Rail Survey, and various bicycle and pedestrian counting programs. It compares walking and bicycling in the Washington region with national trends, as well as trends in other major metropolitan areas.

Data Sources

The data sources each have their own strengths and weaknesses, and the samples and information tracked are different. The U.S. Census Bureau's American Community Survey has the largest sample size, but it does not track non-work trips. The TPB's Regional Travel Survey is the best source for non-work trips, but it is conducted only once every ten years. The Commuter Connections *State of the Commute* survey, which is conducted every three years, surveys employed adult residents, and asks questions about demographics and attitudes towards the commute not found in other sources, though the sample size limits geographic specificity at sub-regional levels.

OVERVIEW

Residents of the Washington region walk and bicycle slightly more than in the nation as a whole. Bicycling has grown faster in the Washington region than in other large metropolitan areas.

Nationally, 12% of all trips are made on foot or by bike

The walk and bike modes are more common than the census commute mode numbers would lead one to believe. Work trips account for about one quarter of all trips and walking and biking are more common for other purposes. According to the National Household Travel Survey 12% of all trips taken in the U.S. are on foot or by bike.²²

Geography/urban design, age, race, ethnicity, gender, and car ownership can affect the decision to walk or bicycle.

People living in households without cars are more likely to walk or bicycle than those that have one, and those living in households with only one car are more likely to walk or bicycle than those owning two. Whites are more likely to bicycle than African Americans or Hispanics.

²² https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf

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Men are more than twice as likely to bike to work as women, 0.7% to 0.3%. ²³

Regionally, bicycling and walking are concentrated in the urbanized areas of the Washington region, especially areas near downtown D.C. and certain Metro stations, as well as college campuses and military bases.

In the past decade walk mode share for all trips in the Washington region has stabilized, while bike mode share has grown, especially in the urban core.

There is potential to convert short auto trips to walk or bike. Transit and walking are interdependent, with 80% of bus and 60% of Metrorail access trips on foot. Pedestrian access to Metrorail has grown over the last decade, while motor vehicle access has fallen. Bicycling to transit is less common than walking and varies greatly by Metro station, with the highest rates of bicycle access found west of the Anacostia River.

Trips in the Urban Core are Mostly Short Enough to Walk or Bike

US CENSUS BUREAU INFORMATION

The U.S. Census Bureau’s American Community Survey data is the best source of information on work trips. The five-year rolling averages are reasonably accurate down to the census tract level. At a national level, in 2019 2.7% of Americans walked to work, and 0.5% bicycled to work. In the Washington region 3.3% of workers walked to work, while 0.9% bicycled to work.

Bicycling is growing faster in the Washington region than in other large Metro Areas

	Pedestrian Commuting in the Ten Largest Metropolitan Areas ²⁴	% Walk to Work 2000 Census	% Walk to Work 2006-2008	% Walk to Work 2008-2012	% Walk to Work 2015-2019
1	New York	5.55%	6.2%	6.2%	5.9%
2	Boston	4.12%	4.8%	5.3%	5.4%
3	San Francisco	3.25%	4.2%	4.3%	4.7%
4	Philadelphia	3.88%	3.7%	3.7%	3.6%
5	Washington	3.10%	3.0%	3.2%	3.3%
6	Chicago	3.13%	2.9%	3.1%	3%
7	Houston	1.62%	1.5%	1.4%	3%
8	Los Angeles	2.56%	2.6%	2.7%	2.5%
9	Detroit	1.83%	1.5%	1.4%	1.4%
10	Dallas-Fort Worth	1.48%	1.3%	1.2%	1.2%
	United States	2.93%	2.8%	2.8%	2.7%

Table 2: Pedestrian Commuting in Large Metropolitan Areas

²³https://data.census.gov/cedsci/table?q=coummute%20mode%20united%20states&text=S0801&g=01000000US_05000000US51179&tid=ACST1Y2019.S0801

²⁴ 2000 US Census, 2006-2008, 2008-2012 American Community Survey, 2015-2019 American Community Survey

	Bicycle Commuting in the Ten Largest Metropolitan Areas	% Bike to Work 2000	% Bike to Work 2006-2008	% Bike to Work 2008-2012	% Bike to Work 2015-2019
1	San Francisco	1.12%	1.4%	1.7%	1.9%
2	Boston	0.38%	0.7%	0.9%	1.1%
3	Washington	0.30%	0.5%	0.6%	0.9%
4	Los Angeles	0.63%	0.7%	0.9%	0.7%
5	Chicago	0.31%	0.5%	0.6%	0.7%
6	New York	0.30%	0.4%	0.5%	0.7%
7	Houston	0.30%	0.3%	0.3%	0.7%
8	Philadelphia	0.33%	0.5%	0.6%	0.6%
9	Detroit	0.18%	0.2%	0.2%	0.2%
10	Dallas--Fort Worth	0.14%	0.2%	0.2%	0.1%
	United States	0.38%	0.5%	0.6%	0.5%

Table 3: Bicycle Commuting in Large Metropolitan Areas

Long Run Trends

Throughout the second half of the 20th century, driving increased, while walking bicycling, and public transportation declined. In 2000 2.93% of Americans walked to work, and 0.38% bicycled. By comparison, in 1960 9.9% of workers walked to work.²⁵ The number of people driving alone rose from 73.2% in 1990 to 75.7% in 2000, while use of public transportation fell by 0.5%.

In the 21st century, solo driving, transit, walking and bicycling mode shares have stabilized. 76.3% of workers drove alone in 2019, which is essentially the same as in 2000, and public transportation grew from 4.7% to 5%.

The 20th century trend towards less walking and bicycling also applied to the Washington Metropolitan Statistical Area (MSA). From 1990 to 2000, the walk to work mode share fell from 3.9% to 3.1%. In the first two decades of the 21st century walk mode share rose slightly, to 3.3%, while bike mode share tripled, to 0.9%.

²⁵ 1960 Census of Population, Characteristics of Population, United States Summary

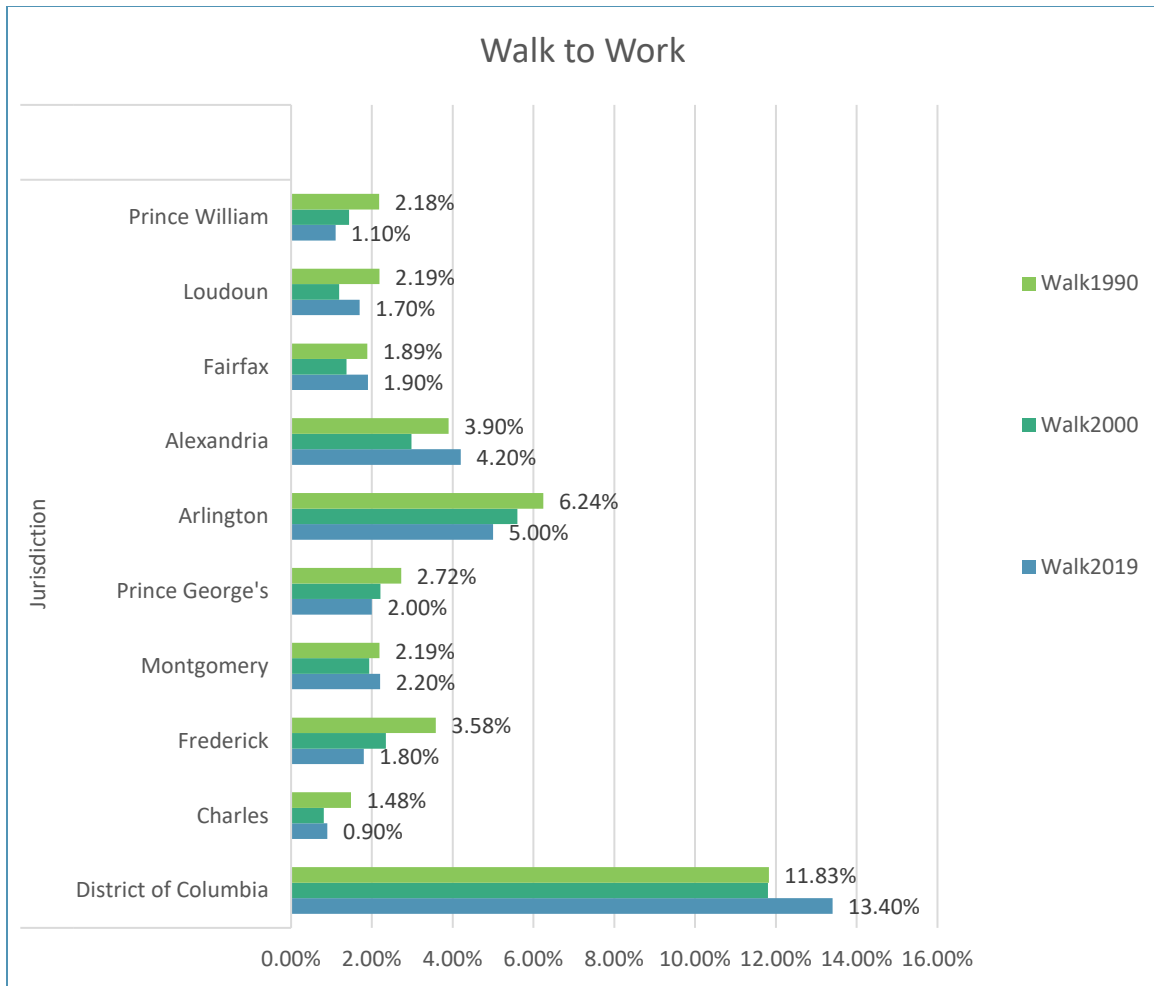


Figure 17: Walk to Work Washington MSA/US Census Bureau

The urban core of the Washington region, consisting of the District of Columbia, Arlington, and Alexandria saw major gains in bicycling between 1990 and 2019. The District of Columbia increased its bicycle commute mode share by a factor of six, and Arlington and Alexandria tripled theirs.

Montgomery County also tripled its bike commute mode share, to 0.6%.

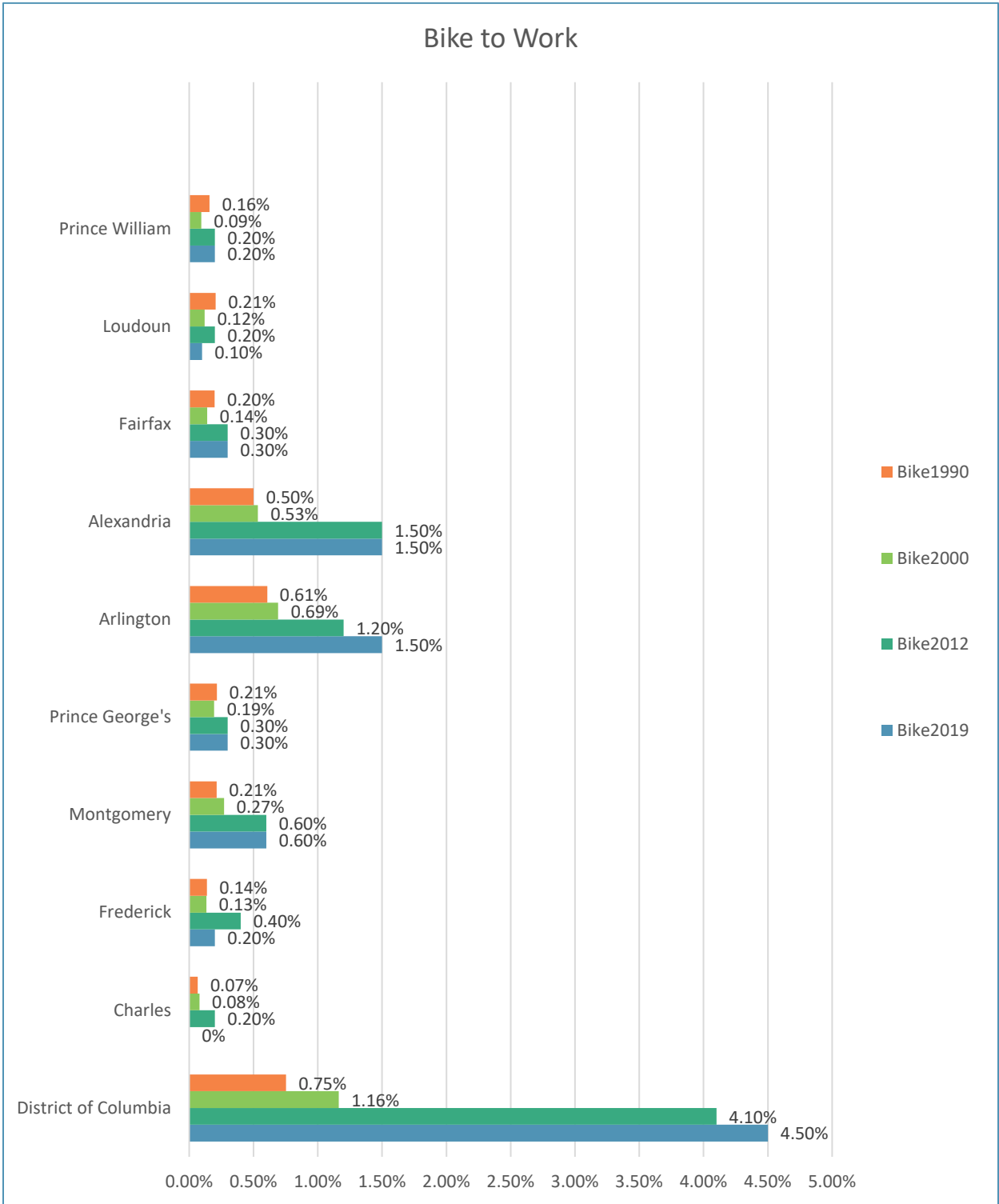


Figure 18: Bike to Work Washington MSA/U.S. Census Bureau

Mode Share by Census Tract

The Census Bureau provides an application that shows American Community Survey five-year data at the census tract level, including walk commuting numbers.²⁶

Walking and bicycling are hyper-local, with big differences between census tracts even within the same city or county.

In the Washington region, bicycling and walking are concentrated in the neighborhoods surrounding downtown D.C., Capitol Hill, and North Arlington. Downtown DC and the surrounding neighborhoods show the highest walk mode shares, as much as 52%, while those a little further out have the highest bike mode shares. Outside DC, North Arlington, Old Town Alexandria, downtown Bethesda, and the City of Frederick have the highest (non-campus) walk mode shares.

College campuses and military bases such as University of Maryland, Ft. Myers, the National Institute of Health, George Mason, Howard, Georgetown, and Gallaudet all have high walk and bike mode share.

Census tracts abutting major facilities such as the W&OD, the C&O, and the Mt. Vernon Trails tend to show higher levels of bicycling than the surrounding suburban tracts. However, the highest bike mode share by far is in the ring of neighborhoods within easy biking distance of downtown DC, on where bike commute mode share is on the order of 10-15%. A dense network of on-street bicycle facilities, and proximity between housing and employment, seems to be more predictive of bicycling than an isolated trail.

NATIONAL HOUSEHOLD TRAVEL SURVEY

The Federal Highway Administration's Household Travel Survey is the best national source for non-work trips. It includes trips made by all modes of travel, and for all purposes.

9% of weekday walk/bike trips in the U.S. are trips to work

According to the 2017 National Household Travel Survey (NHTS), Americans ages 5+ reported more than 42.5 billion trips by walking or biking. These trips averaged 1 mile in length and 16 minutes in duration and comprised almost 12% of all trips annually (across all modes and purposes).²⁷

Only 9% of weekday non-motorized trips were commute trips. Another 2% were work-related. Weekend work trips were only 4% of the total. 37% of weekday trips were social/recreational, as were 49% of weekend trips.

²⁶ <https://data.census.gov/cedsci/>. A training video is also available at <https://www.census.gov/data/academy/data-gems/2020/how-to-access-data-for-your-neighborhood.html>.

²⁷ https://nhts.ornl.gov/assets/FHWA_NHTS_Brief_Bike%20Ped%20Travel_041520.pdf

2017/2018 REGIONAL TRAVEL SURVEY

The TPB's once-in-a-decade Regional Travel Survey (RTS) helps paint a detailed picture of the daily travel patterns of people who call this region home. The survey, which has been conducted approximately every ten years since 1968, collects demographic and travel information from a randomly-selected representative sample of households in the region and adjacent areas. It is the primary source of observed data used to estimate, calibrate, and validate the regional travel demand model, which is used for the travel forecasting and air quality conformity analysis of the region's



Figure 19: Core, Inner Suburbs, Outer Suburbs/TPB Regional Travel Survey Presentation

long-range transportation plan. The survey data are also used to analyze travel trends and for other key program activities. Over 16,000 households responded to the 2017/2018 survey.

The initial results of the 2017/2018 RTS were made available in a series of presentations.²⁸ TPB staff have prepared tabulations that provide insights on travel patterns in the region.²⁹

The Regional Transportation Data Clearinghouse (RTDC) RTS Tabulations are an online resource for the RTS data to be used by practitioners, researchers, and other stakeholders.

Mode Shares in 2017/2018

The RTS shows that commute trips are only about a quarter of the total trips in the region. Drive alone is less significant for all trips than it is for commuter trips, and walk is more significant.

²⁸ <https://www.mwcog.org/documents/2020/01/21/regional-travel-survey-presentations-regional-travel-survey-tpb-travel-surveys/>

²⁹ <https://www.mwcog.org/documents/2021/02/11/regional-travel-survey-tabulations-regional-travel-survey/>

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Table 4: All Trips/RTS

Travel Mode	TPB Region	
	N	%
Drive Alone	40784	39.9
Drive Others	13141	15.8
Auto Passenger	15429	21.5
Rail Transit	5895	5.0
Bus Transit	2080	2.0
Walk	10555	9.6
Bike	1292	1.4
Ride-Hail/Taxi	1200	1.0
School Bus	2022	3.4
Other	461	0.4

Table 5: Commute Trips/RTS

Travel Mode	TPB Region	
	N	%
Drive Alone	10046	62.2
Drive Others	507	3.4
Auto Passenger	627	4.1
Rail Transit	3541	17.6
Bus Transit	861	4.6
Walk	766	3.8
Bike	480	2.6
Ride-Hail/Taxi	255	1.3
School Bus	9	0.1
Other	54	0.2

Median Trip Distances

People will travel farther for work. For non-commute purposes, the median distances that people walk or bicycle are short.

Table 6: Trip Distances in Miles/RTS

Travel Mode	All	Commute	Non-commute
Drive Alone	4.3	9.3	3.1
Rail Transit	8.6	9.3	6.9
Bus Transit	3.3	4.5	2.9
Walk	0.3	0.7	0.3
Bike	1.6	3.0	1.0
Ride-Hail/Taxi	3.6	4.6	3.3

Changes Since the 2007/2008 Survey

- Bike mode share increased from 0.6% to 1.4% for all trips in the region.
- Walk mode share increased slightly, from 9.1% to 9.3%
- Dramatic increase in bicycle trips in the urban core
- Rail transit declined, and bus transit was stable.
- The differences between the urban core and the outer suburbs are becoming sharper. Walk/bike/ride hail increased in the urban core, while drive alone increased in the outer suburbs.

Bike mode share in DC increased from 1.6% to 5.3%

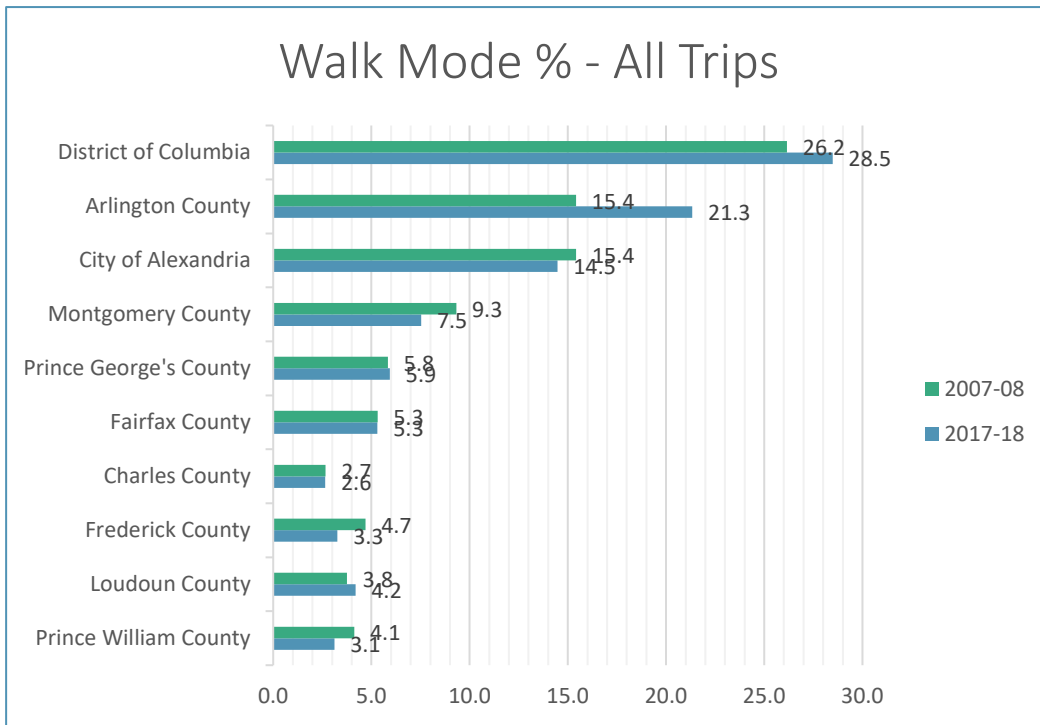


Figure 20: Walk Mode/RTS

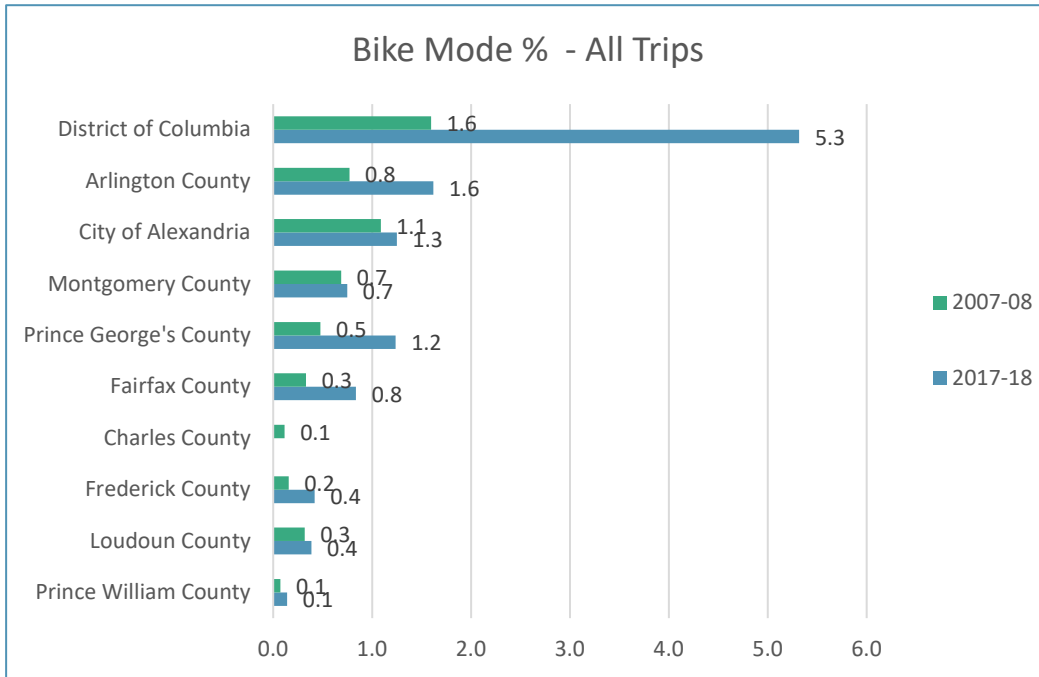


Figure 21: Bike Mode/RTS

BICYCLE/PEDESTRIAN COUNTS

Historically agencies have relied on manual counts of pedestrians and bicyclists, often carried out by volunteers. Manual counts have a number of disadvantages, notably cost, an inherently limited time window, unrepresentative counts due to weather events, and a lack of data on cyclists’ and pedestrians’ off-peak presence. As a result, there has been a move towards the use of automated bicycle and pedestrian counters. The number of automated counters in the region is still fairly limited.

Arlington County has by far the largest automated counting program in the region. Arlington’s first two automated bike and pedestrian counters were installed in the fall and spring of 2009-10 on the Custis and Four Mile Run Trails. They use a combination of in-ground inductive loops and passive infrared detectors to collect data on trail volumes and travel direction. The loops detect metal, which distinguishes a bicyclist from a pedestrian.

The County has 37 permanent installations, and six portable counters to gauge and monitor usage and demand. Mobile counters are used to estimate facility needs and guide negotiations with developers.

The data show that people continue to ride in bad weather, but are deterred by snow and ice on the trails which may not be plowed. Weekday bike traffic peaks during the morning and evening rush hours, while week-end traffic peaks mid-day.

BikeArlington Dashboard

Arlington automated counter data can be found on the BikeArlington dashboard, along with automated count data from Alexandria, DC, Montgomery County, and Prince George's County. The dashboard can be queried for pedestrians and/or bicyclists by time period, day of the week, direction, and a number of other variables.³⁰

DDOT Counters & Dashboard

The District Department of Transportation (DDOT) maintains a system of automated counters to measure the number of people walking and biking. DDOT began installing these counters in 2014, and currently has 18 in operation. Counters have been installed in both bicycle lanes and trails. One location counts only pedestrians; 10 locations count only bikes; and 7 locations count people biking and walking.

DDOT monitors the continuous data stream to analyze trends in walking and biking, assess the value of its facility investments, and apply this data to plan for new bike lanes and trails. DDOT has created a dashboard where the public can view the counts at each counter.³¹

Regional Transportation Data Clearinghouse

Other bicycle and pedestrian counts from around the region, including both manual and automated counts, are posted on COG's Regional Transportation Data Clearinghouse.³²

³⁰ <https://www.bikearlington.com/counter-data/>

³¹ <https://ddot.dc.gov/page/dc-automated-bicycle-and-pedestrian-counters>

³² <https://gis.mwcog.org/webmaps/rtdc/>

COMMUTER CONNECTIONS STATE OF THE COMMUTE SURVEY

Demographics and car ownership affect the decision to walk or bicycle to work. The best recent source of this demographic information on pedestrian and bicycle commuters in the Washington region is the 2019 Commuter Connections *State of the Commute Survey*.

The State of the Commute Survey is conducted every three years and documents regional trends in commuting patterns, such as commute mode shares and distance traveled, and prevalent attitudes about transportation services. The resulting data is used to estimate the impacts of several Commuter Connections program services, such as carpooling incentives. Several new modes, such as ride-hail and scooters/bikeshare, were added to the 2019 survey.

The survey had 8,246 respondents. It included Calvert County, in addition to the TPB member jurisdictions.

The *State of the Commute Survey*, like the U.S. Census, measures work trips only.

All data in the following tables comes from the 2019 *State of the Commute Survey* unless otherwise noted. Walking and bicycling were not calculated separately in the *State of the Commute Survey* for the subcategories of race, ethnicity, income, age, and state of residence due to sample size issues. All mode shares are for primary commute mode, 3+ days per week. Walk/bike mode share varies by state of residence, number of vehicles in the household, ethnicity, and age.

Walk/Bike Mode Share

Walk mode in 2019 was 1.7%, and bike/scooter was 1.6%. Weekly commute trips made by biking/scooter/walking were evenly divided between the two modes. Scooters accounted for only 0.1% of total commute trips.



Figure 22: State of the Commute Survey Report

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Nearly one in four bike commuters used a rented bike, either a Capital Bikeshare bicycle (16%) or a dockless bike (7%) on some days.

Trip Satisfaction

92% of bike/walk commuters reported being satisfied with their commutes, the highest of any commuter mode. Drive alone commuters were the least happy. Only 45% of drive alone commuters reported being satisfied with their commutes, a steep decline from 57% in 2013. Drivers and carpoolers were also more likely to report that their commutes were getting worse. Bike/walk commuters typically have shorter commutes and are able to avoid traffic congestion.

**Bicyclists and
Pedestrians are
the happiest
Commuters**

Of commuters who had recently moved, 3% reported that the availability of protected bike lanes was a factor. Three percent also reported that access to a bikeshare station was important. Access to Metrorail ranked far higher at 44%.

People who walked or biked listed the major benefits as “get exercise” (80%), “avoid stress” (32%), and “save money” (23%).

Bike/Walk by Demographics

Five percent of bike/walk commuters were under the age of 35. Two percent were 55 or older. Younger people are also more likely to use bike share and e-scooter services.

Sex and income had little effect on bike/walk.

Bike/walk use was highest among white respondents, at 6%. Hispanics reported a 2% bike/walk mode share, and African-Americans 1%. Drive alone shares were similar for all three groups.

Motor Vehicles per Household

Vehicles per household is a strong predictor of mode share – the more cars per adult, the more driving. Non-work trips also shift sharply away from walking in households that have at least one car per adult.

**16% of People
Without a Car
Walk or Bike to
Work**

Not having a car is also associated with more use of bike share, scooting, transit, and ride-hailing apps. 23% of people living in households with no car had used bike share, and 13% had used an e-scooter service. Having less than one car per adult in the household also had a positive effect on the use of these modes. Having a least one car per adult is predictive of more driving.

Geography

17% of DC residents biked or walked to work, versus 1% for Maryland residents, and 2% for Virginia residents. 13% of residents of the urban core jurisdictions biked or walked to work, and only 37% drove alone.

Distance and Time

Average commute distance was 17.1 miles. About one-third (34%) of respondents commuted fewer than 10 miles one-way, and 16% commuted less than five miles.

**16% of
Commutes in the
Region are less
than 5 miles**

Bicyclists reported an average commute distance of 4.2 miles, and pedestrians reported an average distance of one mile. Trip times were 24 and 15 minutes respectively. Average commute time for the region for all modes was 43 minutes.

Travel distances to alternative meeting points, such as transit stations and park and rides, are short, typically less than three miles.

WALKING AND BICYCLING TO TRANSIT

Mode of Access

Walking is the dominant mode of access to transit. Census Bureau-reported walk to work mode share does not include walk trips to transit, since a walk trip to transit is counted as a transit trip rather than as a walk trip. In areas with high transit ridership the Census walk to work numbers significantly undercount the amount of walking to or from work.

In 2016 WMATA surveyed passengers at all 91 of its Metrorail stations. The primary purpose of the survey was to estimate the percentage of total ridership residing in each jurisdiction. Passengers *entering* each Metro station were queried throughout the entire day, so the “mode of access” number for any given Metro station includes both people on their way to work or some other destination, and those on their way home. “Mode of access” is the mode people use to get to the station, not to leave it.

In 2016 62% of all Metrorail passengers walked to the station and 0.6% arrived by bicycle, essentially the same as in 2012.

However, the A.M. peak results, which as of 2016 are the best measure of how people access the system (as opposed to any particular station), show higher auto mode and bus mode of access. Pedestrian mode of access for the A.M. peak was 40%, up from 37% in 2012, and 33.3% in 2007. Bike access was 1%, the same as in 2012. Drive mode fell from 25.6% in 2012 to 21.5% in 2016.

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As of 2016, WMATA was making significant progress increasing walk mode and decreasing drive mode of access to the system.

Distribution

Mode of Access varies greatly by station, from Arlington Cemetery and Mt.Vernon Square 7th St-Convention Center stations, with 97%+ access by foot, to New Carrollton station, with 6% access by foot. The thirty-six stations with the greatest share of pedestrian access (as a percentage of total passengers accessing that station) are all located in the District of Columbia, Arlington, or Alexandria.³³

**Mixed Use
Development
near stations has
increased
Pedestrian Access
to Metrorail**

Stations with a very high share of pedestrians tend to be major employment centers, with people walking from work to the station, rather than from home to the station. However more than half the top twenty Metro stations for pedestrian access are mixed-use areas with significant residential, retail, or entertainment, which in many cases didn't exist twenty years ago.



Figure 23: NOMA Station Area/TPB/Michael Farrell

³³ Appendix E: Origin Station Sorted by All Day Walk Mode of Access.

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The bicycle mode of access to Metrorail ranges from 4% at Medical Center, McLean, East Falls Church, Braddock Road, and West Hyattsville to zero at 48 stations.³⁴ Stations with more bicycling tended to be located in the western portion of the region, have access to a major shared-use path, be near a major University, and/or be located in an area with a bicycle-friendly street grid. Stations with no bicycling are either in dense urban employment centers with no bicycle parking, or are located in the southeastern portion of the region.

OUTLOOK

Walking and bicycling taken together are significant travel modes in the Washington region, especially for non-work trips, and for trips to transit. Walking is the larger mode, and is growing slowly. Cycling is less common, but is growing rapidly.

Rapid Growth in the Urban Core and Regional Activity Centers favors Walking and Bicycling

Exurban and outer suburban areas have developed in ways that often make utilitarian walking and bicycling difficult and dangerous, with long distances, lack of direct routes, heavy and fast automobile traffic, and incomplete facilities for walking or bicycling. They typically have low levels of walking and bicycling.

The story in urban areas is different. In the District of Columbia, Arlington, Alexandria, and portions of Montgomery, Prince George's, and Frederick Counties, walking and bicycling are growing.

Since 2010 the urban core jurisdictions have captured a larger share of the region's growth, and have expanded their share of the region's population, a trend which if it continues will help increase walking and bicycling.

It is likely that urban core and inner suburban communities will develop over the next thirty years in ways that will be conducive to walking and bicycling. Many inner suburban activity centers have already reached critical levels of traffic congestion, and regional projections call for rapid employment growth in these same areas.

³⁴ 2016 WMATA Rail Passenger Survey.

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From 2015 to 2045, 76 percent of job growth and 64 percent of household growth is expected to occur in Activity Centers.³⁵ Under “Complete Streets” policies most of this new development will be walkable and bikeable.

A prominent example is the ongoing transformation of Tysons Corner, a classic auto-oriented commercial center, into a walkable downtown built around Metrorail.

If growth occurs in ways that are consistent with the TPB’s regional plans and forecasts, creating activity centers that mix jobs, housing and services in a walkable environment, we can expect growth in walking and bicycling in the inner suburbs as well as in the core.

ROUND 9.1 GROWTH TRENDS TO 2045

Cooperative Forecasting in Metropolitan Washington

October 2018



Figure 24: Growth Trends to 2045

³⁵ <https://www.mwcog.org/documents/2018/10/17/growth-trends-cooperative-forecasting-in-metropolitan-washington-cooperative-forecast-growth-development/>

CHAPTER 3: PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle fatalities and injuries are a serious problem in the Washington region. More than one quarter of all traffic fatalities in the region are pedestrians or bicyclists. Every jurisdiction has a significant pedestrian safety problem. Pedestrian and bicyclist fatalities account for at least 7% of total traffic fatalities in every major jurisdiction.

While all areas and demographic groups are affected, some groups are more affected than others. Urban areas and inner suburban areas are more heavily affected than the outer suburbs, Hispanics and African Americans more than Whites and Asians.

Adjusted for their high walk and bike mode shares, the urban core jurisdictions are the safest places to walk or bicycle.

This section will describe the scope of the pedestrian and bicycle safety problem, its distribution across the region by jurisdiction, a look at the factors associated with pedestrian crashes, and the legal rights and responsibilities of drivers, pedestrians, and bicyclists. It will also discuss the region's efforts to deal with the problem through the "Street Smart" pedestrian and bicycle safety campaign, and the Regional Roadway Safety Program.

Pedestrian Fatalities in the United States

Pedestrian safety is a major problem nationally as well as in the metropolitan Washington region. Of the 36,408 traffic fatalities in the United States in 2019, 6,301, or 17%, were pedestrians.³⁶

Pedestrian fatalities are up 46% nationally since 2010. All other traffic fatalities are up 5%. This is a reversal of a decades-long trend towards reduced traffic and pedestrian fatalities. The last time pedestrians accounted for 17% of traffic deaths was in 1982.

**Pedestrian
Fatalities are up
46% nationally
since 2010**

The United States is an outlier in this respect. From 2010 to 2018 per-capita fatality rates in the U.S. rose by 19% for pedestrians and 11% for cyclists. Northern European countries either saw no increase or continued to see reductions in pedestrian fatalities during this period.³⁷ Walking and bicycling is much more dangerous in the United States than in its peer industrialized countries, and the gap is only getting wider.

Within the United States pedestrian fatalities vary widely by state and region, with Sunbelt cities rated the most dangerous for pedestrians, and Florida as the most dangerous state.

³⁶ <https://www.ghsa.org/resources/Pedestrians21>

³⁷ "The Growing Gap in Pedestrian and Cyclist Fatality rates between the United States and the United Kingdom, Germany, Denmark, and the Netherlands, 1990-2018". Ralph Buehler and John Pucher, *Transport Reviews*, Volume 41, 2021.

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Smart Growth America ranks Maryland the 18th most dangerous state for pedestrians Virginia the 26th most dangerous, and the District of Columbia the 48th.³⁸

2020: Covid Impacts

2020 was an unusual year. Despite fewer cars on the road in the first half of 2020, the number of pedestrian fatalities stayed flat. Nationally, from January through June 2020 there were 2,957 pedestrian deaths, while in 2019, there were 2,951 for the same time period.³⁹

Pedestrian Fatalities by Age and Race in the United States

American Indians, African Americans, and people over the age of 65 are over-represented among pedestrian fatalities relative to their share of the population.⁴⁰ Asians are under-represented. Risk varies significantly by State, so jurisdictions should not rely solely on national numbers when planning safety programs.

Pedestrians over age 75 are at high risk of dying if involved in a crash

People over the age of 75 are at high risk; with 6% of the U.S. population, but more than 12% of pedestrian fatalities.

Adjusted for exposure, pedestrians over the age of 65 have a very high risk of dying if involved in a crash, over six times as high as children under age 16.⁴¹ For pedestrians over age 75 the risk is even higher, about eight times the risk for children.

American Indians are also over-represented among bicyclist fatalities. Blacks, Hispanics and Whites have roughly comparable per capita bicycle fatality rates.

Asians have the second-lowest per capita bicyclist fatality rate, after native Hawaiians. Asians have the lowest fatality rates for most other crash types.

PEDESTRIAN AND BICYCLIST FATALITIES IN THE WASHINGTON MSA

Washington is one of the safer Metro areas for pedestrians. The Washington Metropolitan Area was rated 81st out of the 100 largest metro areas for pedestrian danger by Smart Growth America.

Pedestrians and Bicyclists account for 30% of the region's Traffic Fatalities

Despite a decrease in traffic on our region's roadways in 2020, pedestrian fatalities held steady relative to 2019, reflecting national

³⁸ *Dangerous by Design 2021 Update*, Smart Growth America, page 23. <https://smartgrowthamerica.org/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf>

³⁹ Governors Highway Safety Association, *Pedestrian Traffic Fatalities by State: 2020 Preliminary Data*, published March 2021

⁴⁰ *An Analysis of Traffic Fatalities by Race and Ethnicity*, Governor's Highway Traffic Safety Association, June 2021. <https://www.ghsa.org/resources/Analysis-of-Traffic-Fatalities-by-Race-and-Ethnicity21>

⁴¹ *Dangerous by Design 2014*, Smart Growth America, p. 13.

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trends. In 2020 there were 91 pedestrian and five bicyclist fatalities, compared to 89 pedestrian and seven bicycle fatalities in 2019.⁴²

In 2018 there were 91 pedestrian fatalities, and six bicyclist fatalities.

2020	Alexandria City	Arlington Co.	City of Fairfax	Fairfax Co.	City of Falls Church	Loudoun Co.	City of Manassas	City of Manassas Park	Prince William Co.	Charles Co.	Frederick Co.	Montgomery Co.	Prince George's Co.	District of Columbia	TOTAL
FATALITIES															
Pedestrian	2	2	0	15	0	1	0	0	5	4	2	15	35	10	91
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5
All traffic	7	4	1	37	0	12	1	0	18	26	23	46	110	36	321
CRASHES															
Pedestrian	51	77	5	130	6	41	12	3	50	30	30	329	374	626	1764
Bicyclist	9	33	4	52	6	27	9	0	14	12	14	145	90	360	775

Table 7: Pedestrian and Bicyclist Fatalities & Crashes/Street Smart

The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

While District of Columbia and Virginia pedestrian fatality rates have been roughly stable, in the Maryland counties, especially Prince George's, fatalities are up. The four Maryland counties in the region had 31 pedestrian fatalities in 2016, but 56 in 2020.

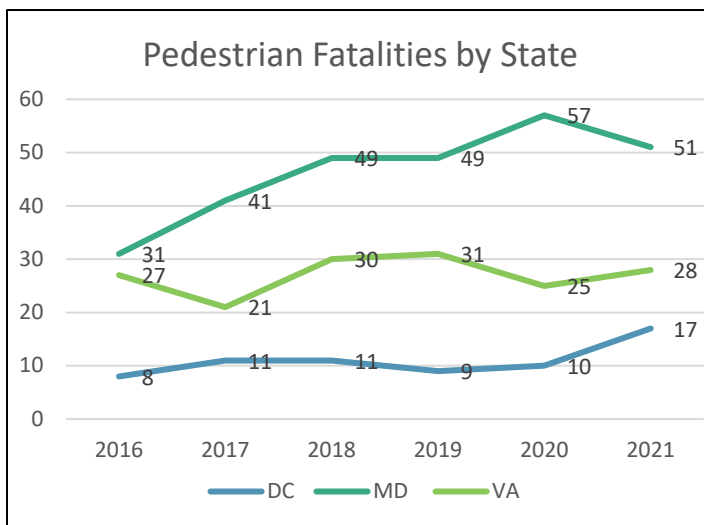


Figure 25: Pedestrian Fatalities by State, 2016-2021, Washington Region

⁴² Data compiled from DDOT, MHSO, and VHSO TREDS

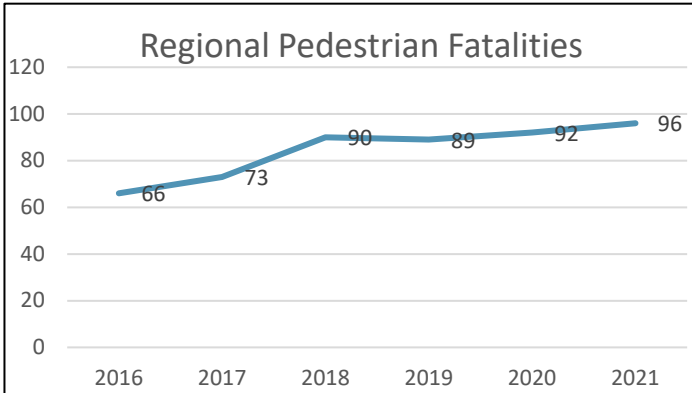


Figure 26: Regional Pedestrian Fatalities, 2016-2021

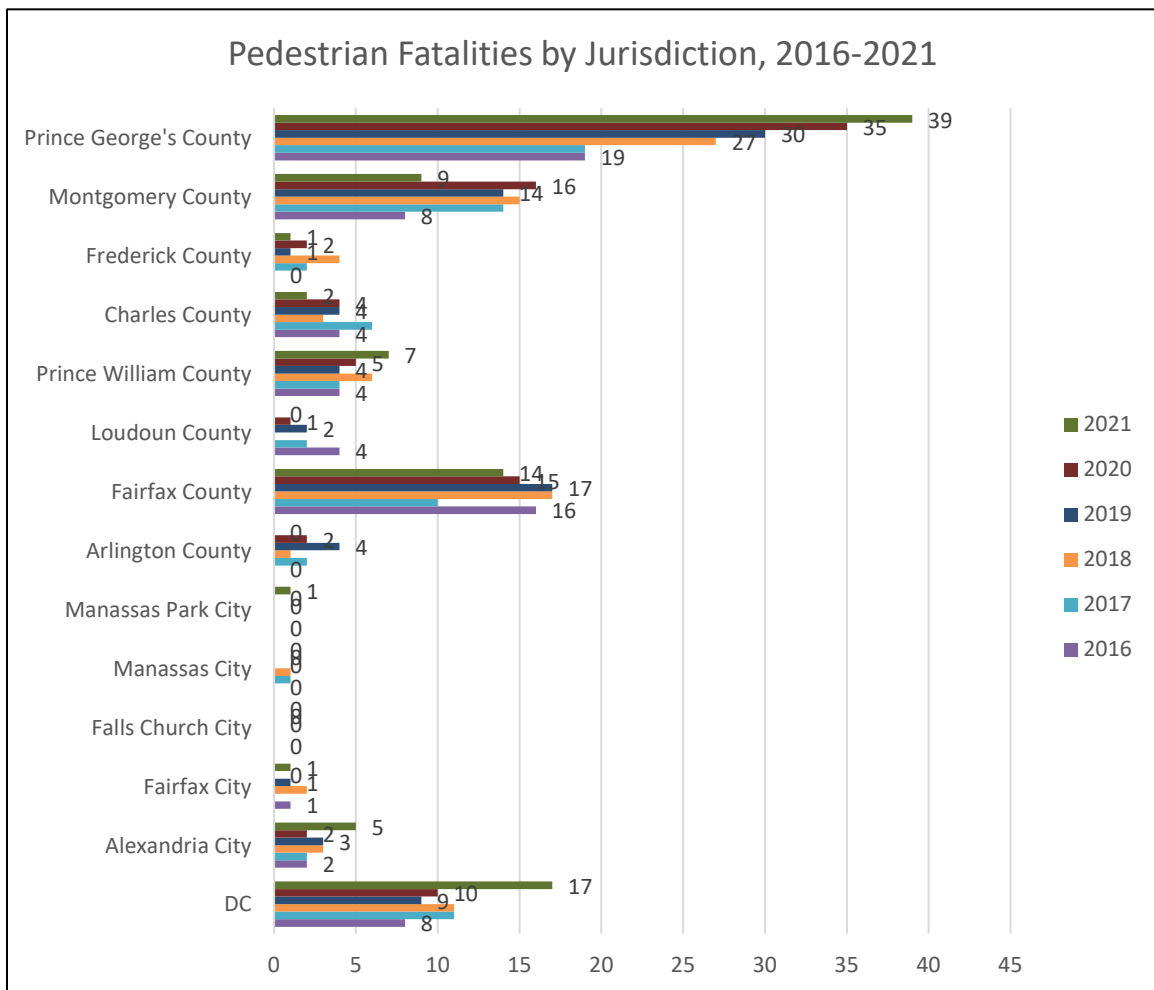


Figure 27: Pedestrian Fatalities by Jurisdiction, 2016-2021

“Deep Dive” into Pedestrian Crashes in the Washington Region

As part of its Regional Roadway Safety Program, TPB commissioned a study of traffic safety in the Washington region in 2019. The study included detailed information on pedestrian crashes by time of day, month of the year, age, location, lighting conditions, severity, etc.⁴³

Information from the safety study regarding pedestrian and bicyclist crashes can be found in Appendix B.

Safety in Numbers

In the Washington region the jurisdictions that have the highest number of pedestrians are the safest places to walk. The urban core has good pedestrian facilities and low traffic speeds, and drivers expect to see pedestrians and bicyclists. The pedestrian crash rate tends to fall as the number of pedestrians at a location increases. Doubling the number of pedestrians at an intersection already crowded with pedestrians will usually result in little, if any, increase in pedestrian crashes.⁴⁴ Similar effects have been noted for cyclists, with cities having the highest rates of bicycling also having the lowest crash rate per bicycle trip.⁴⁵ High levels of walking and bicycling are associated, in advanced industrialized nations, with very low auto-involved crash rates.⁴⁶ The Netherlands has half the overall traffic fatality rate of the United States, despite a very high walk and bike mode share.

Pedestrians find Safety in Numbers

Experience of other nations shows that it is possible to reduce pedestrian and bicycle fatalities while increasing walking and bicycling. On the other hand, it is not possible to eliminate pedestrian fatalities by eliminating pedestrian facilities and discouraging walking; even in our least pedestrian-oriented jurisdictions, pedestrian fatalities account for at least 7% of total traffic fatalities. For the foreseeable future there will be people without cars, and there will always be some trips that will be made on foot.

Numbers alone do not guarantee safety, however. The region’s most dangerous areas for walking have high-speed roads and poor pedestrian facilities, together with people who lack automobiles. Lower vehicle speeds in the urban core are a likely cause of the lower fatality rates there.

Differences in the pedestrian injury rates between the suburban jurisdictions are much smaller than differences in fatality rates.

The District of Columbia has seen rising bicycle crash rates as its rate of bicycling has increased, though the crash rate has risen more slowly than bicycling, indicating that riding is getting safer.

⁴³ <https://www.mwcog.org/transportation/planning-areas/management-operations-and-safety/roadway-safety/>

⁴⁴ Raford, Noah. Space Syntax: An Innovative Pedestrian Volume Modeling Tool for Pedestrian Safety. Presented at the 2004 TRB Conference, January, 2004. (TRB2004-000977) p. 8.

⁴⁵ Denmark Ministry of Transport (1994) Safety of Cyclists in Urban Areas: Danish Experiences.

⁴⁶ Pucher, John. “Making Walking and Bicycling Safer: Lessons from Europe,” Transportation Quarterly, Summer 2000.

Walking is a necessary part of human life and health, and it is essential to the mobility of those who cannot drive. Through “Complete Streets” and other policies the region is striving to make walking safer everywhere.

Legal Status of Bicyclists and Pedestrians

State traffic codes allow bicyclists to travel on most roadways with the general rights and responsibilities of drivers of vehicles. Bicyclists must ride in the same direction as traffic, use lights after dark, and yield to pedestrians. Like operators of other slow-moving vehicles, cyclists—when traveling at less than the normal speed of other traffic—should generally ride as far to the right as safely practicable, except when preparing to turn left, passing, avoiding obstructions, mandatory turn lanes or unsafe pavement conditions, or when the travel lane is not wide enough to safely split with a motor vehicle. Cyclists may use the full travel lane if the lane is too narrow to allow them to ride to the right of motor vehicles safely. Cyclists may usually ride on roadway shoulders, paths and sidewalks, except where prohibited. Cyclists have the rights and duties of pedestrians when traveling on paths, sidewalks, and crosswalks, however, they must yield to pedestrians in those locations.

Bicyclists have the same Rights and Responsibilities as Motorists when Riding on the Road

Unlike bicyclists, pedestrians should walk facing traffic if they must walk in the road. If sidewalks are available pedestrians are usually required to use them. Mid-block crossings are usually legal unless both ends of the block are signal-controlled. However, pedestrians crossing mid-block must yield to motorists if they are present. An intersection is a legal crossing for pedestrians, regardless of whether the crosswalk is marked. However, a pedestrian may not cross an intersection diagonally unless that movement is specifically permitted. Pedestrians must obey the walk signals.

Rules relating to bicycles can be found on the Washington Area Bicyclist Association web site at <https://waba.org/resources/bikelaws>. Laws for motorists, pedestrians and bicyclists are also listed on <http://www.bestreetsmart.net/laws/>.

PEDESTRIAN AND BICYCLIST EDUCATION AND ENFORCEMENT: THE “STREET SMART” CAMPAIGN

Pedestrian and bicycle safety efforts generally fall into three broad categories of actions, the three E’s: Engineering, Education, and Enforcement. Engineering deals with the design of safer roads, streets, and pedestrian and bicycle facilities. Education includes both classroom-based training and behavioral modification campaigns. Enforcement consists of enforcement of the traffic laws with respect to pedestrians and bicyclists. The regional pedestrian and bicycle safety campaign, Street Smart, deals primarily with education through mass media.

Street Smart was created in 2002 by the region’s governments in response to an ongoing regional pedestrian and bicycle safety problem. Since the region is a single media market, a unified regional campaign is the most cost-effective approach. The program is supported by

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federal funds made available through state governments, and local funds from WMATA. It is administered by the National Capital Region Transportation Planning Board.

The Street Smart campaign is a twice-yearly, month-long blitz of video, transit, gas station, and internet advertising, supported by public relations activities, direct outreach, and by concurrent law enforcement. The goal of the campaign is to change driver, pedestrian, and bicyclist behavior in order to reduce deaths and injuries. Motorists are urged to “Slow Down and Watch for Pedestrians,” bicyclists to “Obey Signs and Signals,” pedestrians to “Use Crosswalks” and Wait for the Walk Signal.” All materials, including radio spots, are translated into Spanish. Since 2007 campaigns have been held twice per year, in the fall and in the spring. Campaign materials can be found on the web site, <http://bestreetsmart.net>.

Efforts to enforce pedestrian laws are also stepped up in conjunction with the “Street Smart” pedestrian and bicycle safety campaign. Law enforcement has helped reinforce the campaign message, just as it has been used effectively as part of anti-drunk driving and seatbelt advertising campaigns.



Figure 28: Press Event/Street Smart

Public awareness of these heightened enforcement activities has been a key aspect of this campaign. Fear of legal consequences is effective at changing behavior. And the TV and press media often cover enforcement, providing further opportunities for the campaign to get its message out.



Figure 29: Street Smart Ad/TPB/Sherry Matthews Marketing

Evaluation

The Street Smart survey of area motorists and pedestrians usually shows that the public is hearing and remembering the Street Smart messages. A survey of 600 households is carried out in December of each year, after the fall campaign, and results compared year over year.

TRANSPORTATION SAFETY SUBCOMMITTEE

TPB has a Transportation Safety program, which includes pedestrian and bicycle safety. The Transportation Safety Subcommittee convenes safety planners from around the region, coordinates with the three State Strategic Highway Safety Plans, advises the maintenance of the safety aspects of Visualize 2045, and serves as a forum to exchange information on best practices in transportation safety planning.

As part of this effort, the TPB compiles and analyzes safety data at the regional level. As needed, it commissions studies, such as the “Deep Dive” into the causes of crashes described above.⁴⁷

Regional Roadway Safety Program

As mentioned in Chapter 2, this program, established in July 2020, is a technical assistance program similar in structure to the Transportation-Land Use Connections program. It funds projects aimed at reducing fatal and injury crashes. Many of these projects focus on bicycle and pedestrian safety.

OUTLOOK

Pedestrian and bicycle safety has drawn increasing attention in the Washington region and at all levels of government. To build walkable communities, walking and bicycling need to be made safer. Improved occupant protection and vehicle design have saved the lives of many motorists, but we have not made comparable progress for people outside motor vehicles. In fact, the situation has gotten significantly worse over the last several years, both locally and nationally.

Bicycling mode share has increased in the last decade, most notably in the District of Columbia, and that increase has been associated with increased numbers of injuries.

Competing demands on police resources are an ongoing challenge to enforcement of traffic safety laws, and COVID precautions have exacerbated the situation. Automated enforcement has been helpful in many cases but has limitations. Nevertheless, enforcement remains a key component of pedestrian and bicyclist safety.

The Street Smart campaign helps raise awareness, but it is meant to complement, not replace, local three “E” (Engineering, Education, Enforcement) safety efforts. States, cities, and counties need to continue engineering and building safer streets, enforcing the traffic safety laws, and educating motorists, pedestrians, and bicyclists. Agencies that make pedestrian safety a priority have gotten positive results. Increased attention and resources for safety, at all levels, may lead to better understanding of the problem, and more projects to address it.

⁴⁷ <https://www.mwcog.org/documents/2020/07/22/tpb-safety-study-resources-safety-policy-federal-performance-measures-highways-roads-traffic-safety/>

CHAPTER 4: EXISTING FACILITIES FOR WALKING AND BICYCLING

This section describes the types of walking and bicycling facilities currently available in the Washington region, including access to transit, bike sharing, and micromobility.

OVERVIEW

The Washington region has excellent long-distance separated facilities for bicyclists and pedestrians, and an urban core and certain regional activity centers that have good pedestrian and bicycle facilities. In addition, the region is at the forefront of innovation in bicycle facility design. On the other hand, many Activity Centers, not originally designed with pedestrians in mind, have grown dense enough to generate significant pedestrian traffic, and face challenges in terms of providing safe facilities and crossing locations for pedestrians and bicyclists. Other parts of the region have developed at low densities, with separated land uses and indirect routes, which increase pedestrian and bicycle travel time. Pedestrian and bicycle accommodations are not always provided.



Figure 30: Informal foot path/TPB/Michael Farrell

Bicycle connections with transit are generally good, with bicycle parking, bus bicycle racks, and bikes permitted on Metrorail at most hours. Walking is the primary mode of access to transit. Conditions for pedestrian access are excellent at many rail stations, though at some rail stations, originally designed primarily with auto and transit access in mind, pedestrian access could be improved. Bus stops in places originally designed primarily for automobiles often have access and safety problems.

Informal Foot-Paths Show where People Walk

Pedestrians are found throughout the region, and pedestrian traffic is increasingly found in places that were not built for it. This section highlights some of the region's successes in providing for bicycling and walking. These successes can serve as examples of what the region needs to serve its pedestrians and bicyclists.

FACILITY TYPES

Shared-Use Paths



Figure 31: Mount Vernon Trail/TPB/Michael Farrell

The Washington region is renowned for the quality and extent of its major shared-use paths. Shared-use paths are typically located in their own right-of-way, such as a canal, railway, or stream valley, or in the right-of-way of a limited-access highway or parkway, such as the George Washington Memorial Parkway. Most shared-use paths are eight to twelve feet in width. The region has approximately 800 miles of shared-use

paths, either paved or level packed

crushed stone surface suitable for road bikes. Well-known trails include the W&OD and Mount Vernon Trails in Virginia, and the C&O Canal, Capital Crescent, and Rock Creek Trails connecting the District of Columbia and Maryland. Many of the region’s shared-use paths go through heavily populated areas, connect major employment centers, and get significant commuter traffic. More information on trails in the Washington region can be found at capitaltrailscoalition.org.

The region continues to build new trails along stream valleys and in conjunction with major highway projects. The remaining inventory of disused rail lines, which often provide the best opportunities for shared-use paths, is small. However, as the region expands commuter rail services, there may be opportunities to build new shared use paths alongside active rail right of way, a practice known as “rails with trails”.⁴⁸



Figure 32: Metropolitan Branch Trail next to Metrorail/TPB/Michael Farrell

⁴⁸ [Rails with Trails Best Practices and Lessons Learned \(dot.gov\)](http://www.dot.gov/rails-with-trails)

Sidepaths

Side-paths are shared-use paths that do not have their own right of way, but are closely adjacent to a non-limited access roadway and thus subject to more frequent conflict with driveways, side streets, and turning traffic. Side-paths differ from sidewalks in that they are at least ten feet wide (eight feet was the old standard), are typically made of asphalt, and are designed to meet the needs of bicyclists.



Figure 33: Fairfax Parkway Side Path/Unknown

Side-paths meet the need for a separated pedestrian facility and provide separation from traffic that is safer for children and slow-moving cyclists, especially in places where the road has speeds of 40 mph or more and high traffic volumes, conditions often found on major suburban arterials. However, the AASHTO (American Association of State Highway and Transportation Officials) Guide for the Development of Bicycle Facilities offers a number of cautions regarding the use of side-paths or wide sidewalks for bicycles. Frequent driveways, especially with poor sightlines, are hazardous to bicyclists on side-paths. Side-paths remove bicyclists from the motorists' line of sight and allow travel against the flow of traffic, so they may increase the potential for conflicts with motor vehicles at intersections. If the facility is shared with pedestrians there is also a potential for cyclist-pedestrian crashes. Side-paths are most suitable where driveways and intersections are few and sight-lines are good. Intersection crossings should be designed carefully, with a protected signal phase providing the best level of protection.



Figure 34: Bike Lane/Pedbikeimages.org/Dan Burden

Bicycle Lanes

Bicycle lanes are marked lanes in the public right-of-way that are



Figure 35: Green Bike Lane/TPB/Michael Farrell

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by law exclusively or preferentially for use by bicyclists. Bike lanes are one-way, with a bicycle symbol or arrow indicating the correct direction of travel. The minimum width is five feet for roadways with no curb or gutter; next to a curb or parked cars six feet, not including the gutter pan. Bike lanes are provided on both sides of the street, except for one-way streets, and allow travel only in the same direction as adjacent motor vehicle traffic. On-street bicycle lanes are generally much less expensive than separated paths. Bike lanes decrease wrong-way riding, define the road space that cyclists are expected to use, increase cyclists' comfort level, and call attention to the presence of cyclists on the roadway. Bicycle lanes are not generally considered safe or adequate for pedestrians, though in rural areas without sidewalks the roadway shoulder serves as both a bicycle lane and as a pedestrian facility.

Bike lanes may be colored green for conspicuity.

The number of bicycle lanes is growing rapidly. The District of Columbia currently has 97 miles of bicycle lanes, up from 19 miles in 2006, Arlington County has 36 miles, and Montgomery County has 55 miles.⁴⁹ The regional mileage of bicycle lanes is expected to increase significantly in the future as the jurisdictions in the urban core build out their planned networks, and suburban areas add more. Google Maps shows existing bicycle paths, lanes, and on-road routes.



Figure 36: Buffered Bike Lane/TPB/Michael Farrell

Buffered Bicycle Lanes

A buffered bicycle lane is a bicycle lane with a spatial buffer to increase the distance between the bicycle travel lane and the automobile travel lane or the parking zone. The buffer zone is usually marked with striped paint. Buffered bike lanes are sometimes used where higher than normal speeds, traffic volumes or truck volumes, or high-turnover parking are experienced. It allows additional space to be provided for bicyclists without creating something that looks like a travel lane to motorists. The example in Figure 23 is from Arlington County.



Figure 37: Contraflow Bike Lane/TPB/Michael Farrell

Contraflow Bike Lanes

⁴⁹ <https://www.montgomerycountymd.gov/dot-dte/bikeways/index.html>

On some one-way streets, if there is a need, a bike lane may be marked against the flow of traffic. As shown in Figure 24, a one-way single lane street has been marked with a contraflow bike lane, while the travel lane has been given speed humps and shared lane markings (sharrows) to encourage sharing the travel lane. The street is one-way for cars, but two ways for bikes. Side streets in the District of Columbia have a 15 mph speed limit, which on this street is observed thanks to traffic calming features such as speed humps and a mature tree canopy.

Protected Bike Lanes (Cycle Track)

A protected bike lane or cycle track is a bicycle-only facility that provides physical separation

The 15th Street Cycle Track has increased Ridership by more than 200%

within the right of way from vehicle travel lanes.

Protected lanes can be either one-way or two-way, on one or

both sides of a street, and are separated from vehicles by

wands, bollards, curbs/medians, parked cars, or a combination of these elements. Protected bike lanes can either incorporate bicycle-only signal phases at intersections (for 100% separation) or utilize “mixing zones” to merge bicycle and motor vehicle traffic.⁵⁰ DDOT is an innovator in the development of protected bike lanes in the United States.

Protected bike lanes can pose a design challenge due to the potential conflicts with turning vehicles, and lack of visibility of cyclists to turning vehicles when separated by parked cars. They have been used in numerous cities in Europe with mixed results.⁵¹ Installation of protected bike lanes was found to result in an increase in collisions at intersections in Copenhagen, which more than offset a decrease in motorist-overtaking collisions and collisions with parked cars, for a net increase in the number of collisions of 9%. However, the same study showed that installing protected bike lanes increased bicycle (and moped) ridership 18 to 20 percent.⁵² Installing bike lanes resulted in a 5 to 7% increase in ridership, and a 5% increase in crashes. For both protected and unprotected bike lanes the number of riders can be expected to increase more than the number of crashes.

Riders perceive protected bike lanes as safer, and it should be noted that motorist-overtaking collisions, while relatively rare, account for a disproportionate number of serious and fatal injuries.



Figure 38: 1st Street NE Protected Lane/TPB/Michael Farrell

⁵⁰ National Association of City Transportation Officials. <http://www.nacto.org/cycletracks.html>

⁵¹ Jensen, Søren Underlien, Claus Rosenkilde and Niels Jensen. Road safety and perceived risk of cycle facilities in Copenhagen. Available at http://www.ecf.com/files/2/12/16/070503_Cycle_Tracks_Copenhagen.pdf

⁵² *Cycle Tracks: Lessons Learned*. February 2009. Alta Planning and Design. Page 1.

**Protected Bike
Lanes Attract
Users of All Ages
and Abilities**

The District of Columbia is actively installing protected bike lanes, towards an eventual

planned network of 72 miles.

The first segment of protected bike lane in the District of Columbia was installed in 2009 on 15th Street NW. In terms of ridership, the 15th Street protected bike lane, which has been in operation the longest, has been a success. After the two-way protected bike lane was installed, there was a 205 percent increase in bicycle volumes during the P.M. peak hour.⁵³

More recent projects include a one-way couplet of protected bike lanes on L Street and M Street NW (not yet complete) in downtown as well as the 1st Street NE protected bike lane, which connects the Metropolitan Branch Trail to Union Station, and numerous others. DDOT's goal is to add 20 miles of protected bike lanes per year.

To help prevent turning conflicts, protected bike lanes may be equipped with separate signals for bicycles.



Figure 39: Union Station/TPB/Michael Farrell



Figure 40: 15th Street NW Protected Lane/TPB/Michael Farrell

⁵³ *Bicycle Facility Evaluation, Final Report*. April, 2012, p. 12.



Figure 41: 15th & Florida NW Intersection with Traffic Arrow and Bike Signal/TPB/Michael Farrell

Dual Facilities

In recognition of the fact that fast-moving cyclists may be better off with an on-road facility, Montgomery County is planning many of its bicycle routes as dual facilities, with both an on-road bike lane and a side-path for pedestrians and slow bicyclists. VDOT's *Northern Virginia Bikeway and Regional Trail Study* recommends that both on- and off-road accommodation be provided.⁵⁴ Under the routine accommodation policy, VDOT is to provide adequate facilities for pedestrians and bicyclists even if not called for in the local plan.



Figure 42: Virginia Avenue SE/TPB/Michael Farrell

⁵⁴ *Northern Virginia Regional Bikeway and Trail Network Study*. November, 2003. Virginia Department of Transportation, Northern District Office. Page 19.

Where bicycle and pedestrian volumes warrant it, and right of way permits, multi-use paths may be split into parallel pedestrian and bicycle paths. This separation allows cyclists and rollerbladers to maintain speed without risk to pedestrians. The Washington & Old Dominion Trail in Northern Virginia includes several sections with gravel pedestrian paths that parallel the paved shared-use path. The Virginia Avenue SE Shared Use path includes an adjacent sidewalk for pedestrians, as does the bike path along Maine Avenue SW next to the Wharf.



Figure 43: The Wharf, DC/TPB/Michael Farrell

Protected Intersection⁵⁵

At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, people biking are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right of way over-turning motor vehicles. Protected intersections are a new treatment in the Washington region. The first fully protected intersection in the region is at Spring Street and Second Avenue in Silver Spring, MD.⁵⁶



Figure 44: Partial Protected Intersection/TPB/Michael Farrell

⁵⁵ <https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>

⁵⁶ <https://ggwash.org/view/73335/the-east-coasts-first-protected-intersection-is-coming-to-silver-spring-heres-how-it-works>

Tactical Urbanism

Tactical urbanism is the use of inexpensive materials, like flexposts, rather than permanent curbs. With flexposts, traffic calming features such as bulbouts can be installed at low cost. Using such materials allows a treatment to prove itself without spending a lot of money on new curbs and drainage. If it fails or creates unanticipated issues, it can easily be removed or modified. An effective treatment may be replaced with permanent materials once it wears out.



Figure 45: Flexpost Bulbouts/TPB/Michael Farrell

Signed Bicycle Routes

The region has hundreds of miles of signed bicycle routes. Signed routes have the advantage of being inexpensive and informative for cyclists. A signed route has not necessarily had any bicycle-related improvements apart from signing. However, bicycle-friendly features such as paved shoulders, a wide curb lane, or low traffic volumes or speeds may be present. Bicycle route signs often include information on distances to destinations.

The regional (and national) standard for on-road bicycle facilities is the FHWA's Manual on Uniform Traffic Control Devices, discussed in Chapter One. For off-road facilities, especially those run by parks departments, signs are not standardized.



Figure 46: DC Bike Route Sign/TPB/Michael Farrell

Bicycle Boulevards/Neighborhood Greenways

Bicycle Boulevards, which Montgomery County calls Neighborhood Greenways, are streets with low motorized traffic volumes and speeds, designed to give walking and bicycling priority. They use signs, pavement markings and speed and volume management measures to discourage through trips by motor vehicles and create safe, convenient crossings of busy arterial streets.⁵⁷

Design elements may include:

⁵⁷ <https://montgomeryplanning.org/wp-content/uploads/2018/05/Bicycle-Facility-Design-Toolkit-May-2018.pdf> Page 43.

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- Traffic diverters at key intersections to reduce through motor vehicle traffic while permitting passage for through bicyclists.
- At two-way, stop-controlled intersections, priority assignment that favors the neighborhood greenway, so bicyclists can ride with few interruptions.
- Neighborhood traffic circles and mini-roundabouts at minor intersections to slow traffic but allow bicyclists to maintain momentum.
- Traffic-calming to lower motor traffic speeds.
- Wayfinding signs to guide bicyclists along the route and to key destinations.

Long-Distance Bicycle Routes

Several notable long-distance routes promoted by national-level organizations pass through the Washington region. These include the East Coast Greenway, Bicycle Route 1, the Great American Rail-Trail and the American Discovery Trail.

The East Coast Greenway Alliance is promoting what will eventually be a mostly off-road path connecting all the major cities of the East Coast. Currently 20% open for public use, it will span 2,600 miles from Calais, Maine, to Key West, Florida. Bicycle Route 1 is part of a national network of low-traffic road routes promoted by the Adventure Cycling Association. The cross country Great American Rail Trail, currently 50% complete, starts on the Mall and follows the C&O Towpath west, ending on the Olympic Peninsula of Washington State. The American Discovery Trail is a coast-to-coast, recreational, non-motorized trail, which follows the C&O Canal Towpath and the Anacostia River Tributary Trails. All organizations promoting long-distance routes rely on local agencies and organizations to realize their vision.



Figure 47: East Coast Greenway in DC/East Coast Greenway Alliance

Exclusive Bus/Bicycle Lanes

Exclusive bus lanes are sometimes used on streets with heavy bus traffic. Bicycles are sometimes permitted to use those lanes. Bus/Bike Lanes can be found in the District of Columbia. Conflicts can occur due to differences in speed between buses and bicyclists.

Bike Boxes



Figure 48: Bike Box/TPB/Michael Farrell

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.⁵⁸ They are often painted green and are typically located between the stop bar and the crosswalk. Bike boxes are typically used at locations where bike volumes are high, and they are sometimes combined with an advanced signal phase for bicyclists, which allows the crowd of bicyclists to clear the intersection and make turns without conflicting with automobile traffic.

Bridges

The Woodrow Wilson Bridge trail, completed in 2009, allows cyclists to cross the Potomac River on the capital beltway at Alexandria. This multi-use path allows riders on the Mt. Vernon Trail to access the National Harbor development in Prince George's County without going on street. Connections are also provided to an on-street network of bicycle routes in Prince George's County.

The 14th Street Bridge, the Memorial Bridge, the Theodore Roosevelt Bridge, the Key Bridge, and the Chain Bridge all have bicycle and pedestrian facilities.

⁵⁸ <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/bike-boxes/>



Figure 49: Woodrow Wilson Bridge Trail/TPB/Michael Farrell

Cyclists may use the US 15 bridge at Point of Rocks and the MD 17 bridge at Brunswick to get across Frederick County and Loudoun County, though they have no separated facilities.

With the completion of the 11th Street Bridge project, bicyclists and pedestrians gained a first rate multi-use path connection from Anacostia to the Navy Yard area of Southeast DC.

The District of Columbia is in the process of upgrading the remaining Anacostia River separated bicycle and pedestrian river crossings as these aging bridges are replaced and rebuilt.

The Long (rail) Bridge over the Potomac will eventually include a second span for two additional tracks, and a separate bike/ped bridge.



Figure 50: 11th Street Bridge/TPB/Michael Farrell

On-Line Bicycle and Pedestrian Routing

The last few years have seen a flowering of on-line resources that enable cyclists and pedestrians to locate facilities and plan their routes. Google Maps offers the most familiar interface.

BICYCLES AND PUBLIC TRANSIT

The region has made progress integrating bicycling and public transit, with secure bike parking available at most rail stations, bicycles permitted on Metrorail at all times (subject to crowding), and most of the buses in the region now equipped with bicycle racks. Specific agency policies and facilities are described below.⁵⁹

Metrorail Guidelines

- Bicycles are welcome on Metrorail during all hours; however,
- **Bikes are not allowed on crowded railcars.**
- Bikes may not block aisles or doors of the train.
- Older adults and people with disabilities always have priority.
- When boarding the train, use the doors at either end of the railcar - not the center doors.
- Bicycles may not be carried on escalators. Use elevators only.
- Do not ride bicycles in stations, on platforms or on trains.
- Metro reserves the right to disallow bicycles when there is crowding.
- For full Bike on Rail guidelines see: <https://www.wmata.com/service/bikes/>

Metrorail Bike Parking

Metro now has three secure Bike & Ride facilities at historically high bike-to-rail stations: College Park, East Falls Church, and Vienna. Together, Metro's Bike & Ride facilities now offer secure parking for about 270 bikes, with space for expansion to meet future demand.

Metro currently owns and operates about 2,400 bicycle racks, and is replacing older racks with new inverted-U racks. Metro also offers 2,400 bike lockers.



⁵⁹ <https://www.wmata.com/service/bikes/>



Figure 51: New Bike Racks/Wmata

Metrobus

- All Metrobuses have racks on the front that carry **up to** two bicycles. No permit is required. Instructions for how to use bus bike racks is available at
- Metro has adopted guidelines for the design and placement of bus stops to improve their safety, comfort, accessibility, and efficiency.

Park and Ride

Of the 400 park and ride lots in the Washington DC-MD-VA Metropolitan Statistical Area, about a quarter have bike lockers or racks.⁶⁰ Commuter Connections offers an interactive park and ride lot map, which shows whether park parking is available at a lot.

Commuter Rail

Collapsible bicycles are permitted on all VRE trains. Full size bicycles will only be allowed on the last three northbound, the mid-day, and the last three southbound trains on each line.

MARC trains have bike racks on all trains. The racks will accommodate a full size bicycle. No bag or case is required.

⁶⁰ <https://www.commuterconnections.org/park-ride-lots-in-the-metropolitan-washington-baltimore-regions/>

PEDESTRIAN ACCESS TO TRANSIT

82% of Metrobus passengers walk to transit, and 62% of all Metrorail trips start with the passenger walking to the rail station. However, the morning peak walk mode of access, which is the best measure of how people originally get into the system, is 40%.⁶¹

The quality of pedestrian access to Metrorail and Metrobus varies. Many suburban rail stations were built with an emphasis on automobile and bus access. Bus stops are often placed in areas with no sidewalks or available crosswalks. However, conditions have improved in recent decades, as new design guidelines have gone into effect, and station areas have been redeveloped along more pedestrian-level lines.

BIKE PARKING

The District of Columbia, Arlington, Alexandria, and other jurisdictions provide bike racks on public property for short-term bicycle parking. They also require secure long-term bicycle parking to be provided as part of new development.



Figure 52: Ad hoc bike parking/TPB/Michael Farrell

⁶¹ 2016 WMATA Rail Passenger Survey.

Bike Corrals

As demand grows in congested areas, the District of Columbia has added bike corrals, which are bike racks placed in the street, and protected by flexi-wands and tire stops. Twelve bicycles can be parked in the space required to park one automobile. And because bicycles do not block motorists' sight lines, they can be placed near the intersection where parking is not permitted, resulting in no loss of car parking. New bike corrals include space for e-scooters.

Tire stops are used at some locations to prevent cars from backing into the racks.



Figure 53: Bike Corral/TPB/Michael Farrell

District of Columbia Bike Center

In response to demand for secure bicycle parking at Union Station, in 2009 the District of Columbia opened a Bike Station. The facility houses over 100 bicycles in 1,600 sq. ft. of free-standing ultra-modern glass and steel design. DDOT manages the Bike Center at Union Station, which has offered secure bike parking at Union Station since 2010. The Bike Center is currently closed for repairs.



Figure 54: DC Bike Center/TPB/Michael Farrell



Figure 55: DC Bike Center/TPB/Michael Farrell

The DC Bike Center is a unique structure designed for a particular site. It required an unusual degree of architectural review due to its location on the National Mall. Far less expensive, modular self-service bike parking structures are available.

CAPITAL BIKESHARE

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Unlike earlier “public bicycle” or “yellow bike” programs, which failed due to lack of means of preventing theft, modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not returned. Bike sharing became common and popular first in Europe and then the United States, with programs in dozens of cities. Options for low-income access are also available. Since it opened in 2010, the regional bike sharing program, Capital Bikeshare has grown to include 5,000 bicycles at over 600 stations in seven jurisdictions: District of Columbia, Arlington County, City of Alexandria, Montgomery County, Prince George’s County, Fairfax County, and the City of Falls Church.

Capital Bikeshare has over 5000 bicycles and 600 stations

Capital Bikeshare is one of the largest and most successful bike share systems in the United States. Its solar-powered semi-mobile bike stations require no utility hook-up, which expedites installation. It operates year-round, with winter ridership a little more than one third the level of the warm weather months. It attracts many tourists as well as residents.

Capital Bikeshare now offers e-bikes at some stations. In 2019 e-bikes accounted for 10% of the fleet but 20% of the trips, which with the higher fees has made them a revenue driver.



Figure 56: Capital Bikeshare Station/TPB

MICROMOBILITY

“Shared micro-mobility” includes both station-based bikeshare such as Capital Bikeshare, and the various dockless e-scooter and e-bike rental services. There are major differences in the organization and operations of these systems.

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Capital Bikeshare is a regional, publicly provided program, and its user base consists mostly of its long-term membership, along with some short-term passes, using a fob key or app QR code to unlock the bikes. Bikes must be returned to a station.

Dockless bikeshare is privately provided, and the bikes or e-scooters accessed with a Smart phone app. Trips are charged per minute. In the initial launch period, the issue of where to park the bike was left mostly unresolved, with non-binding recommendations to users not to block the sidewalk.



Figure 57: Shared E-scooters/TPB/Michael Farrell

Each jurisdiction developed its own regulations for these services, although there was regular consultation between the jurisdictions, including workshops held every six months, while these regulations were being developed.

The initial roll-out in the Washington region happened in 2017-2018, with various companies putting dockless pedal bikes out on the street, often with little consultation with the affected jurisdictions.

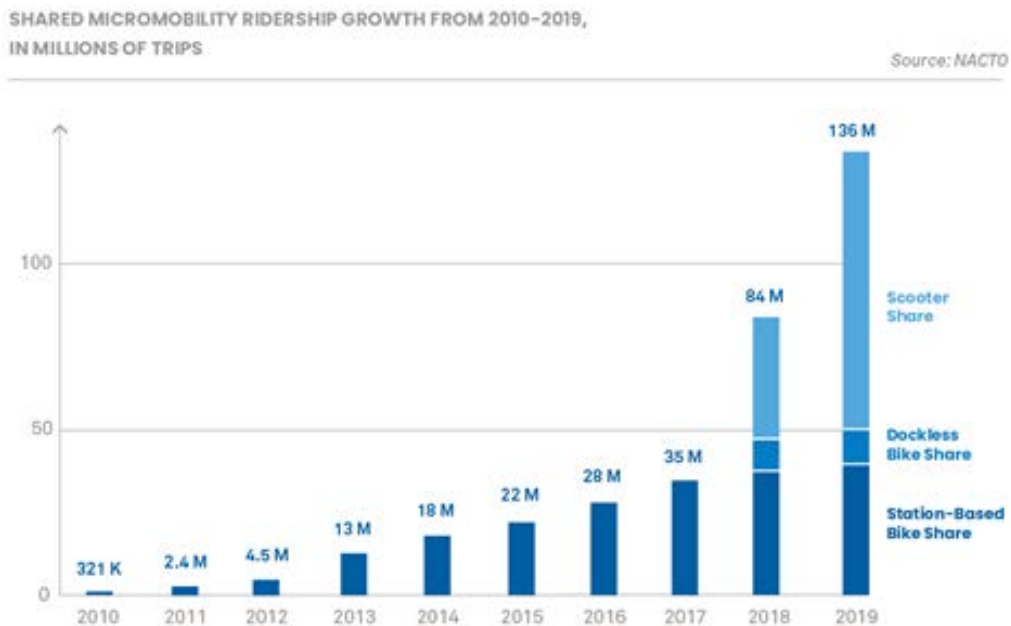


Figure 58: Shared Micromobility Ridership Growth/NACTO

THE E-SCOOTER BOOM⁶²

In 2019, people took 40 million trips on station-based bike share systems (pedal & e-bikes). In 2019 the brand-new dockless systems dwarfed those numbers. There were 96 million trips on dockless e-bikes (10M trips) and scooters (86M trips). In 2019, 109 cities had dockless scooter programs, a 45 increase from 2018. E-scooter trips doubled compared to 2018.

Station-based bikeshare trip numbers increased by 10%, even as the number of systems fell by 4%.

THE WASHINGTON REGION

The DC area is a good market for shared micro-mobility. It has a young population, low car ownership, high smartphone use, high income and education, and congested traffic. Use is focused on the core of the Washington region, especially DC proper, along with Arlington, Alexandria, and portions of Montgomery County, which have active permit programs. The regional permitted fleet size was over 13,000 as of 2020, of which the DC fleet accounted for roughly half.

TRAINING

While Capital Bikeshare users typically know how to ride a bike, e-scooter users often had never ridden an e-scooter. User training is mostly app-based, followed by trial and error. A third of incidents happen on the first use. Some agencies/operators have sponsored training events. “Push” safety reminders from the app remind users of issues they may be facing based on time and location (i.e., don’t drink and ride).

REGULATION

E-scooters are privately provided at no cost to the jurisdiction. However, the jurisdiction cannot avoid administrative costs from a scooter deployment. It must respond to calls from

⁶² “Shared Micromobility in the US: 2019” NACTO. Page 4.

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the public regarding badly parked scooters, sidewalk riding, crashes, etc. E-scooters generate demand for more infrastructure, such as bike lanes and e-scooter parking areas.

A permit program can help alleviate some of these issues. Fees on operators can generate revenue to pay for the agency's expenses, while requirements on operators to share anonymized trip data can assist with planning.

Built-in speed governors can enforce speed, while geofencing can enforce slow zones and no-service zones. Other common restrictions on users include age restrictions, driver's license requirements, and late night use restrictions (though this last is controversial, due to late night need for transport when transit service may be spotty).

Inconsistent regulations governing where and how e-scooters e-bikes can be used complicates enforcement and compliance. For example, a parks department might ban e-scooters on its trails, while the DOT in the same jurisdiction allows them.



Figure 59: Safety Tips/Arlington

Arlington polled e-scooter riders and found that they strongly preferred riding in protected bike lanes and regular bike lanes over riding on the sidewalk. Only 9% of polled riders indicated that the sidewalk was their first choice.

E-scooter and E-bike speeds are generally limited to 20 mph or less on shared use paths, a speed already commonly attained by faster bicyclists. Where traffic volumes warrant it, dual, separated facilities such as protected bike lanes and clearly delineated bike trails alongside pedestrian-only sidewalks are being built.

Based on the crash rate rates, the agencies have determined that safety is not a significant enough problem to justify stopping the permit programs.

CHALLENGES FOR PEDESTRIANS WITH DISABILITIES

Improper sidewalk parking and sidewalk riding of e-scooters poses a hazard to pedestrians, especially pedestrians with disabilities. E-scooters, even when limited to 10 mph, can pose a hazard, especially to more vulnerable pedestrians, including small children and older adults. Improperly parked e-scooters may block the sidewalk entirely, a major problem for the walkers who have visual impairments and people who use wheelchairs.

The e-scooters were a private sector initiative, and continue to be privately provided. The jurisdictions have permitted them to operate, and attempted to mitigate the harms, while capturing the benefits. Shared e-scooter trips displace a significant amount of private motor vehicle and ride share (taxi) traffic in congested areas, while requiring very little space for parking. They can share bike lane and parking infrastructure with bicycles.

Mitigation efforts by the jurisdictions include the provision of bike corrals for parking bikes and e-scooters, addition of bike lanes for e-scooter and bicycle riding, and in DC the requirement that e-scooters be locked to a bike rack or sign. However, even when locked to a sign a scooter can still be illegally parked in such a manner as to block the sidewalk. And not all E-scooter users use the corrals. Getting to a solution that is acceptable to everyone is likely to be an iterative process, with infrastructure, vehicular, and regulatory adjustments to be developed as problems become evident.

E-scooters are not useable by most people with disabilities, and are generally less used by older people. They are physically more challenging to operate than a Capital Bikeshare bike. Arlington is introducing seated e-scooters, which may broaden their appeal somewhat.

EQUITY

E-scooters are typically used in the densest neighborhoods, which have the highest volume of the short trips which micro-mobility can serve. In the Washington region that often means affluent areas with good Metro access and a well-developed network of bike lanes.

Studies show that in Baltimore the user base is significantly less white and less affluent than in Arlington County or the District of Columbia. Baltimore requires that high-poverty close-in neighborhoods receive minimum deployments of e-scooters. Hispanic residents of Baltimore have been the most likely to use the e-scooters. Baltimore has several low income and minority neighborhoods close to the city center, and a lot of demand for short trips that are not well served by Baltimore's transit system.

The experience of Baltimore shows that e-scooters can be a popular, well-used mode in low income and minority communities.

PROSPECTS

Shared micro-mobility serves the TPB's regional planning goals. It provides a valued option for short trips. On average, the typical scooter user or bike share annual/monthly pass-holder rides for 11-12 minutes and 1-1.5 miles per trip.⁶³ Growth in dockless mobility has come mostly at the expense of ride-hailing, driving, and walking.

Dockless shared mobility is likely to continue for the immediate future. Safety, sidewalk riding, and parking issues can be at least partially mitigated.

However, there are long-term threats to the industry. The companies are not profitable, and they depend on venture capital. Theft and vandalism have led to a low vehicle lifespan. Permit fees and other regulatory demands are increasing, and operators may need to raise their rates, which could reduce the appeal of shared systems.

⁶³ Ibid, page 8.

OUTLOOK

Facilities for bicycling and walking in the Washington region are likely to improve significantly in the future. Federal, regional, state and local policies and transit agency initiatives all call for better and more complete facilities. Bicycle lanes, protected bike lanes, and dual facilities for pedestrians and bicyclists will become more common, and bike sharing will continue to expand in the urban core and beyond.

CHAPTER 5: RECOMMENDED PRACTICES

The TPB Vision, Region Forward, and Regional Transportation Priorities Plan call for a transportation system that allows convenient and safe bicycle and pedestrian access, with dynamic regional activity centers and an urban core that contain a mix of jobs, housing and services in a walkable environment. In order to achieve these goals, the Bicycle and Pedestrian Subcommittee has developed the following set of recommended best practices.

A. INCORPORATE BICYCLE AND PEDESTRIAN ELEMENTS IN ALL JURISDICTIONAL PLANNING AND DESIGN POLICIES. ADOPT “COMPLETE STREETS” POLICIES.

Include bicycling and walking, incorporating provisions for persons with disabilities, in all stages of the transportation and land use planning process, from initial concept through implementation.

In particular, consistent with federal policy and the National Capital Region Transportation Planning Board’s [Complete Streets](#) policy, every jurisdiction and agency should **adopt a Complete Streets policy** that includes elements that the TPB believes reflect current best practices.



Figure 60: Missing Sidewalk/TPB/Michael Farrell

Under Complete Streets policies pedestrians and bicyclists will be accommodated as part of all transportation projects, with a **few limited and well-defined exceptions**. A Complete Streets policy would typically not apply:

- To a new transportation facility construction or modification project for which, as of the effective date of the adoption of the policy, at least 30 percent of the design phase is completed.
- To a transportation facility which prohibits, by law, use of the facility by specified users, in which case a greater effort should be made to accommodate those specified users elsewhere in the travel corridor.
- When the cost to the exempted project in achieving compliance with the applicable complete streets policy would be excessively disproportionate (as per FHWA guidance), as compared to the need or probable use of a particular complete street.

“A complete street safely and adequately accommodates motorized and non-motorized users, including pedestrians, bicyclists, motorists, freight vehicles, emergency vehicles, and transit riders of all ages and abilities, in a manner appropriate to the function and context of the facility.”

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- When the existing and planned population and employment densities or level of transit service around a particular roadway are so low that there is a documented absence of a need (as per FHWA guidance) to implement the applicable complete streets policy.
- To passenger and freight rail projects, which shall not be required to accommodate other motorized users in the railway right of way, although safe and adequate rail crossings for motorized and non-motorized users should be provided.
- To transportation projects which do not provide for direct use by the public, such as maintenance facilities, drainage and stormwater management facilities, education and training, transportation security projects, beautification, and equipment purchase or rehabilitation.

“VDOT will initiate all highway construction projects with the presumption that the projects shall accommodate bicycling and walking”

Agencies should carry out periodic **audits to monitor compliance** with a Complete Streets policy once it is adopted.

An effective complete streets policy is critical, since retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning. Policies which urge agencies to “consider” or “encourage” the provision of pedestrian and bicycle facilities often do not provide clear guidance as to when pedestrian or bicycle facilities should or should not be provided. Absent a clear mandate, pedestrian and bicycle facilities tend to be omitted.

Retrofitting pedestrian and bicycle accommodations is far more expensive than designing them in from the beginning.

In addition, agencies should:

1. **Take into account likely future demand** for bicycling and walking facilities in planning transportation projects; do not adopt designs that would preclude future improvements.
2. **Encourage public participation** by bicyclists, pedestrians with disabilities, and other community groups in the planning process.
3. Ensure **adequate funding** for bicycle and pedestrian transportation staff and facilities, including land acquisition, design, construction, and proper maintenance.
4. **Integrate bicycling and walking** into new development, including new **schools**.
5. Require **land developers** to **finance and construct sidewalks**, shared-use paths, and bicycle parking facilities within their developments.

- Require land developers to design developments in a way that facilitates internal and external bicycle and pedestrian access. New development should feature a **dense network of interconnected streets** to minimize trip distance and offer many low-speed, low-traffic routes. Superblock and cul-de-sac development patterns should be discouraged, and transit-oriented development should be encouraged. Use the Virginia Department of Transportation's [Secondary Street Acceptance Requirements](http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp) as a model.⁶⁴

Students who walk to school behave and perform better

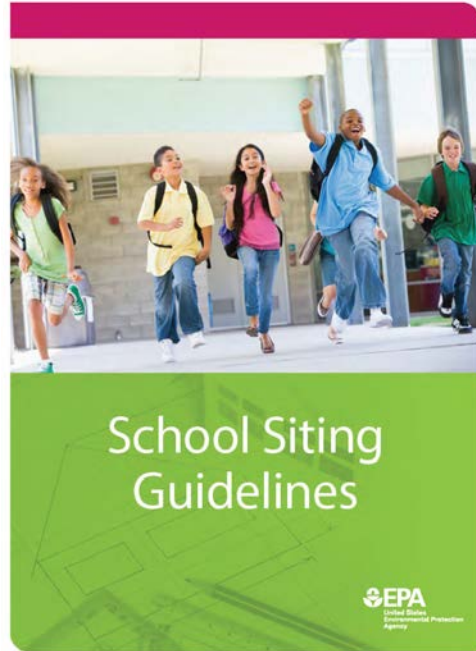


Figure 61: EPA School Siting Design Guide

- Locate new schools in walkable communities. Use the EPA school siting guidelines.⁶⁵ For existing schools, improve pedestrian and bicycle facilities whenever a school is renovated or the streets surrounding a school are repaved or reconstructed.
- Design, construct, operate, and maintain sidewalks, shared-use paths, street crossings (including over- and under crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways so that all pedestrians, including **people with disabilities, can travel safely and independently**, in all seasons. Maintenance of pedestrian and bicycle facilities should include snow and ice removal.

B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. TO THAT END, AGENCIES SHOULD:

- Identify networks of existing bicycle routes (both on-street and off-street) in the urban core, suburbs, developing fringe, as well as connecting long distance inter-city routes. Ensure that these routes are included in land use and transportation plans, and not eliminated as development occurs.
- Identify shared-use path corridors before they are developed, and preserve opportunities for development as shared-use paths.

⁶⁴ http://www.virginiadot.org/info/secondary_street_acceptance_requirements.asp

⁶⁵ <http://www.epa.gov/schools/guidelinstools/siting/>

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3. Identify existing physical barriers to bicycling (such as rivers and streams, bridges, railroad tracks, highway crossings, and limited access highways with no crossing route) and identify solutions to overcome them.
4. Implement uniform wayfinding and/or designation for inter-jurisdictional routes that will provide easily understood instructions and information.
5. Convene and participate in a regional **working group** consisting of state and regional representatives to identify regional and long distance travel corridors for bicyclists, develop common signage guidelines, and develop of recommended bikeway alignments within travel corridors.
6. Identify **low-stress streets** for bicyclists and pedestrians in the street network, and identify ways to connect them to each other.⁶⁶

C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION:

Assure adequate planning, construction and maintenance standards for comfortable and safe bicycling on both on-street routes and off-street paths, as well as comfortable and safe walking on paths and sidewalks. To do so, they should:

- Adopt, as minimum standards for privately and publicly built facilities, the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities*, the *ADA Accessibility Guidelines* from the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and the *Manual on Uniform Traffic Control Devices (MUTCD)* from the Federal Highway Administration.
- Establish and maintain **minimum design and maintenance standards** for each type of facility.
- In accordance with [federal guidance](#), go beyond the **minimum requirements where necessary** to provide safe and comfortable accommodation for bicyclists and pedestrians. Agencies such as the District of Columbia Department of Transportation have

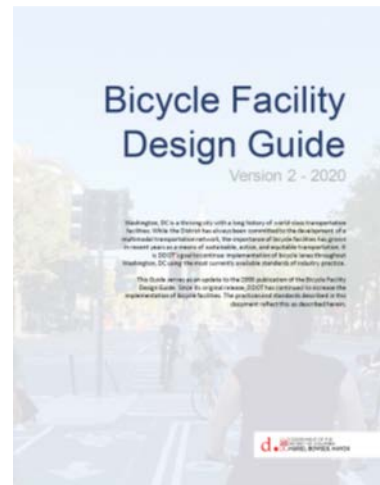


Figure 62: DC Bicycle Facility Design Guide

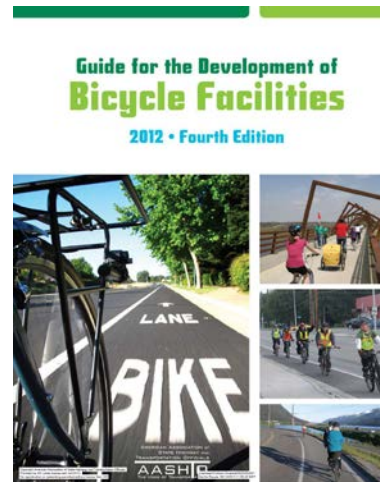


Figure 63: AASHTO Guide for the Development of Bicycle Facilities

⁶⁶ <https://montgomeryplanning.org/awards/stress-map-award/>

developed their own design manuals to meet their specific needs, and which may incorporate experimental measures which are not found in the current AASHTO bicycle facility design guide. The National Association of City Transportation Officials (NACTO), an alliance of city transportation departments, including the District Department of Transportation, has developed guides for bikeways and for urban areas. The NACTO guides provide designs and treatments not currently found in the AASHTO guides.

- For dense urban centers with low-traffic speeds and relatively high levels of bicycling and walking, use the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#) where appropriate. FHWA [has endorsed](#) the “appropriate” use of the *Urban Bikeway Design Guide* to help agencies fulfill the above-mentioned 2010 federal guidance. FHWA notes that most of the treatments in the NACTO guide are allowed or not precluded by the MUTCD. Non-compliant traffic control devices can still be used as pilot projects, under the MUTCD experimentation process. As a supplement to the Bikeway Design Guide, NACTO’s [Designing for All Ages & Abilities](#) guide provides guidance for selecting bikeways in various urban street settings.



Figure 64: NACTO Urban Street Design Guide/NACTO

- **Provide bicycle and pedestrian facility design and construction standards for various contexts.** Communities in low-density suburban and rural environments face different barriers to safe walking and bicycling than those in urban cores and require different design solutions to support safe bicycling and walking.
- Incorporate guidance from FHWA’s Bikeway Selection Guide, which provides a framework for selecting safe bikeways in various roadway contexts, including those found in suburban and rural environments. The guide suggests the safest bicycle facilities based on a roadway’s traffic volume and speed. In general, the higher the roadway traffic volume and vehicular speed, the greater the separation of the facility from the roadway.
- The U.S. Department of Housing and Urban Development (HUD)’s Creating Walkable and Bikeable Communities features street and bicycle facility design guidelines for rural, suburban, and urban settings. The guide provides near-term actions as well as long-term recommendations, such as retrofitting community layouts.

D. IMPROVE ACCESS FOR PERSONS WITH DISABILITIES⁶⁷

The Transportation Planning Board's Access for All Advisory Committee has identified the following recommended best practices for improving access to pedestrian facilities for persons with disabilities. More detailed recommendations can be found in the Accessibility Guidelines as noted above. With the exception of hand-rails on steep sidewalks, all of the following practices are legally required under the ADA for all new facilities and all reconstructed facilities:

- Sidewalks should have curb ramps. Ramps should be well-maintained, well-placed, and not too steep in order to permit their use by persons using wheelchairs.
- The height of wheelchair users should be considered when placing shrubs or other objects where they might block them from the view of motorists.
- Objects such as security barriers, fences, fire hydrants, telephone poles, parking meters, newspaper boxes, signal control boxes, and other street furniture should be placed in locations where they will not block curb ramps.
- The placement of crosswalk buttons must take into consideration the needs of people with disabilities.
- Audible pedestrian signals make communities safer for all pedestrians, including seniors and children as well as people with visual impairments.
- Sidewalks with steep slopes are difficult for people with disabilities to navigate, especially for people who use manual wheelchairs or people who have trouble walking. Hand rails could help mitigate these difficulties.

Design standards for those with disabilities , such as smoother surfaces, adequate width, and limits on cross-slope, are also beneficial for pedestrians without physical disabilities. Slower traffic speeds, reduced turning speeds, and shorter crossing distances are safer for all pedestrians. Good design for persons with disabilities is good design for all.

⁶⁷ "Lessons Learned" fact sheet for Disability Awareness Day. National Capital Region Transportation Planning Board Access for All Committee, October 20, 2004.

E. MINIMIZE ROADWAY WIDTH, CURB RADII & CROSSING DISTANCE.⁶⁸

To minimize pedestrian crossing distances and reduce impermeable, heat-absorbing asphalt coverage, the paved roadway of all streets should be designed to be the minimum width – and have the minimum number of lanes – that safely and cost-effectively allow for the desired operations of motor vehicles, buses, and bicyclists. Excess width should be reallocated to provide walking, transit, and bicycling facilities, public open space, green cover, and/or stormwater source control measures. If financial limitations preclude final implementation of street retrofits (e.g., curbing, streetscaping, etc.), the reallocation of space should still proceed with temporary or least costly approaches such as restriping.

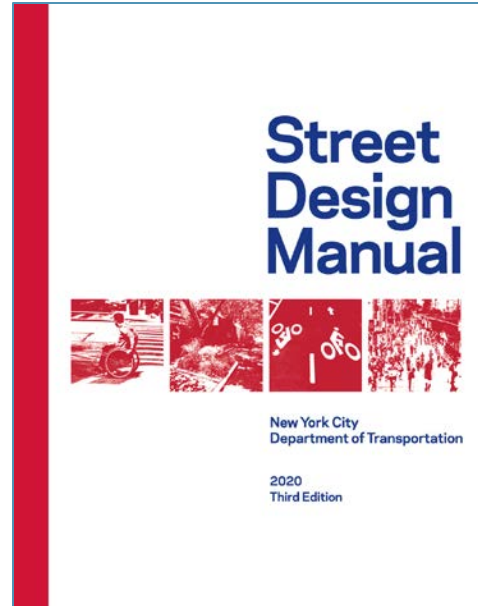


Figure 65: NYC Street Design Manual

To further reduce pedestrian crossing distances and slow turning vehicles, all roadway corners should be designed with the smallest possible radius that still accommodates the intended vehicle and emergency vehicles.

F. SET TARGET VEHICLE SPEEDS APPROPRIATE TO SURROUNDING LAND USE.

- Urban streets should function as public spaces for people as well as arteries for traffic and transportation. The best street design adds to the value of businesses, offices, and schools located along the roadway.⁶⁹ Lower speeds are often needed to enable a street to serve as a comfortable place to gather, shop, work, or live.
- Streets should be designed with target speeds and speed limits appropriate to their surrounding uses and desired role in the vehicular network. Slower target speeds and speed limits should be considered on local streets, residential streets, alleys; on streets adjacent to schools or other trip generators serving pedestrians who are older or who have disabilities, ; waterfronts, parks, rail stations, and other significant pedestrian destinations.
- Traffic calming features may be designed in from the beginning, or retrofitted where needed, to bring traffic speeds down to the desired level.⁷⁰

**All Metrobuses
have been
equipped with
racks to carry up to
two bikes per bus**

⁶⁸ New York City Department of Transportation, *Street Design Manual*, 2009. Page 46.

⁶⁹ NACTO, *Urban Street Design Guide*, 2013.

⁷⁰ *Ibid.*, pp. 76-91.

G. IMPROVE BICYCLE AND PEDESTRIAN CIRCULATION WITHIN AND BETWEEN REGIONAL ACTIVITY CENTERS AND THE URBAN CORE.

- Improve sidewalks, bikeways, intersections, signage and links to transit for bicyclists and pedestrians in activity centers.
- Improve access to and between regional activity centers.
- Provide access to activity centers from surrounding neighborhoods.
- Provide facilities to connect nearby activity centers.



Figure 66: Bike Lockers and Racks at NOMA Metro Station/TPB/Michael Farrell

H. INTEGRATE BICYCLING AND WALKING INTO THE PUBLIC TRANSPORTATION SYSTEM.⁷¹

- Make it easier and safer to walk and bike to bus stops and rail stations.
- Build sidewalks and pedestrian crosswalks and/or overpasses that connect transit stops to nearby neighborhoods, commercial areas, and existing pedestrian infrastructure.
- Site and/or space bus stops along bus routes so that they are accessible within a comfortable walking distance for passengers (typically ¼ to ½ mile).
- Improve lighting, signage, and wayfinding around transit stations.
- Improve bicycle parking at Metro, commuter rail stations, and park and ride lots. Replace broken and obsolete bicycle racks with current recommended models. Add more Bike & Ride secure bicycle parking facilities at Metrorail stations.
- Improve customers' ability to make the "last mile" of their trip by locating bike sharing or increasing bike parking options at rail stations, and eliminate the need to bring a bike on the train during peak periods
- Provide bicycle racks on all transit buses.



Figure 67: Bike on Bus/WABA/Eric Gilliland

⁷¹ Photo of NOMA/Gallaudet Metro Station Bike Lockers: COG/TPB, Michael Farrell

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- Provide for more efficient accommodation of bicycles on future rail services, including commuter rail, Metro, and light rail, in the Washington region. Vertical storage racks such as those on Maryland’s MARC trains, and on the MAX light rail line in Portland, Oregon, are good examples.

I. PROVIDE ADEQUATE BICYCLE SUPPORT FACILITIES.

- Enact zoning laws to require bicycle parking and related facilities as part of all new construction or major renovation, including office, retail, and housing developments.
- Construct bicycle parking facilities in well-traveled and lighted areas. Facilities should be covered and secure
- Require placement of bicycle parking facilities in convenient locations; short-term parking should be as close as possible to building entrances; long term parking facilities should be located in secure areas.
- Ensure the provision of showers and changing facilities in all new or renovated commercial developments.
- Provide bicycle parking on public property. Jurisdictions should install bicycle parking in public spaces where there is demand, such as public libraries, parks, and sidewalks near storefront retail.⁷²

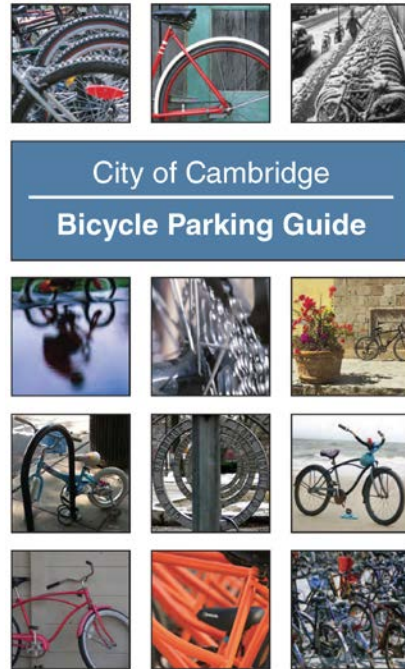


Figure 68: City of Cambridge Bike Parking Guide

J. EXPAND THE REGIONAL BIKE SHARING PROGRAM

Bike sharing is self-service public bicycle rental. It is similar to a car-sharing system, such as ZipCar, where members pay a fee and have access to any available bike throughout the regional system. Modern bicycle sharing links rentals to a user’s credit card, which can be charged if the bicycle is not returned. Bike sharing took hold first in Europe, but has now become common in North America, with programs in dozens of cities.

The bike sharing system for the Washington region is Capital Bikeshare, currently one of the largest and most successful North American bike share systems. Their solar-powered docking stations have proven easier and faster to install than stations that require a utility hook-up.

The Institute for Transport Development Policy publishes a detailed bike share planning guide.

K. REALIZE THE TRANSPORTATION BENEFITS OF MICROMOBILITY

- Bikeshare is part of a rapidly expanding category of transportation called micromobility. While there is some disagreement about what constitutes micromobility, micromobility generally refers to travel across short distances using small, lightweight devices that operate at low speeds (typically 15 mph) such as e-scooters, hoverboards, and e-bikes.⁷³ Users access micromobility systems through a smartphone application that locates a device, tracks the start and end of a trip, and collects payment. Micromobility has recently increased in popularity. As of August 2020, the United States had 71 docked bikeshare systems, 50 dockless bikeshare systems, and 145 e-scooter systems.⁷⁴
- Micromobility is changing the transportation landscape in communities where it is deployed. It enhances the efficiency of a transportation network by meeting travel needs at the individual trip level. It also supports transportation demand management (TDM) goals by reducing automobile trips. Moreover, the flexibility of micromobility systems enables service to reach locations currently lacking transportation alternatives. While micromobility is associated with positive outcomes, it also presents jurisdictions with questions about operator regulation, public safety, and curb space management. While cities have approached micromobility differently, some common practices have emerged, such as:



Figure 69: Cyclist training/ WABA

⁷³ PBIC Brief does not include human-powered devices in its definition of micromobility (https://www.pedbikeinfo.org/cms/downloads/PBIC_Brief_MicromobilityTypology.pdf) while ITDP does (<https://www.itdp.org/multimedia/defining-micromobility/>).

⁷⁴ Available from BTS: <https://data.bts.gov/stories/s/fwcs-jprj>

- Regulate shared micromobility vendors through permits or a pilot/demonstration program. Permits and pilots tie system operations to performance standards set by the municipality. NACTO's Shared Mobility Guidelines outlines recommended terms and conditions for city permits or contracts with shared mobility providers.
- Provide infrastructure so that users can safely ride devices. NACTO recommends that cities prioritize construction of bikeways and discuss what devices can operate in bikeways.
- Designate parking zones for shared micromobility devices in high volume areas. Seattle, Atlanta, and Washington, D.C., have "corrals" to limit devices parked in the public right-of-way.
- Enhance micromobility laws to promote safe user behavior. Jurisdictions have passed laws that regulate where micromobility users can ride, operation speeds, device parking locations, adherence to traffic laws, riding while under the influence of drugs or alcohol, user age requirements, and helmet requirements among other topics. Some laws penalize users with fines for violations.
- To help enforce the rules, jurisdictions can request that vendors limit the function of devices, such as geofencing areas where devices are prohibited.
- Offer frequent education and training through different mediums on the safe use of devices.
- Obtain data from micromobility vendors to evaluate programs and inform planning.
- Coordinate with engineers, planners, and designers to determine how street design standards should be updated to accommodate low-speed devices.
- Minimize sidewalk riding. Sidewalk riding and illegal parking can be dangerous to pedestrians, especially those with disabilities and vulnerable pedestrians. Provision of bike lanes and parking corrals, rider education, and enforcement can help mitigate these conflicts.

L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS.

- Promote pedestrian and bicycle safety education programs for children beginning at the early ages.
- Establish and maintain pedestrian and bicycle safety programs at the elementary school level, including classroom and on-bicycle instruction.
- Develop and distribute pedestrian and bicycle safety information materials designed to teach beginning cyclists and young pedestrians.

- Emphasize the use of bicycle helmets as a means of injury reduction, lights after dark, reflectors, and reflective clothing for pedestrians.
- Improve cycling skills and pedestrian safety habits of adults and young adults.
- Produce and distribute information on bicycle usage and safety.
- Emphasize the use of helmets for rider protection, lights after dark, reflectors, and reflective clothing for pedestrians.
- Increase motorist awareness and accommodation of bicyclists and pedestrians, and bicyclist and pedestrian awareness and accommodation of motorists.
- Include bicycle and pedestrian information in automobile drivers' training classes, driver's manuals, and license exams, and through the media.
- Coordinate public media campaigns with law enforcement.
- Encourage jurisdictional uniformity of traffic laws relating to bicycling and walking. Encourage conformity with such regulations as the Uniform Vehicle Code.
- Encourage consistent bicycle law enforcement to assure safe bicycling and walking.
- Emphasize the enforcement of traffic laws dealing with offenses known to cause crashes between bicycles and motor vehicles, such as wrong way bicycling, and ignoring stop signs or stop lights.
- Emphasize enforcement of traffic laws dealing with offenses known to cause crashes between pedestrians and motor vehicles, such as motorists failing to yield to pedestrians, and pedestrians disobeying "Don't walk" signals.
- Improve bicycle and pedestrian accident reporting and analysis procedures at the state and regional levels, to provide jurisdictions with a better understanding of accident causes and countermeasures.
- Provide significant law enforcement presence along regional off-road trail networks and encourage inter-jurisdictional

Volunteer Patrols can help with Trail Security

The regional "Street Smart" Pedestrian and Bicycle Safety Campaign urges motorists and pedestrians to "Slow Down" and "Use Crosswalks"



Figure 70: Street Smart Ad

cooperation and coordination to provide for the safety and security of all pedestrians and bicyclists.

M. ENCOURAGE WALKING AND BICYCLING

- Each jurisdiction and agency should encourage walking and bicycling and promote the perception of both as legitimate forms of travel in the way most appropriate to that organization. Examples include:
- Have walk and bike-friendly policies for employees. Let employees know that walking and bicycling is both permitted and encouraged. Organize/support/participate in events such as Bike to Work Day, Car-Free Day, etc.
- Carry out pedestrian and cyclist education programs that also encourage walking and bicycling, such as Safe Routes to School. Designate a Safe Routes to School coordinator for every community.
- Provide high-quality information to the public on the benefits of walking and bicycling, and where and how it can be done in your community, through programs such as WalkArlington and BikeArlington. Partner with employers, transportation demand managers, and advocacy groups.
- As part of a comprehensive TDM program, provide financial incentives for employees to walk and bicycle.
- For States and metropolitan regions, consider investing in paid media campaigns.

N. EACH JURISDICTION SHOULD DEVELOP A HIGH VISIBILITY BICYCLE OR PEDESTRIAN PROJECT TO DEMONSTRATE THE EFFECTIVENESS OF BICYCLING AND WALKING AS A SHORT DISTANCE TRANSPORTATION MODE.

- Ensure that projects are feasibly implemented and supported by the community and the government agencies responsible for implementation.
- Undertake extensive publicity and promotion for each facility or service included in the project.
- Conduct an extensive analysis of the effectiveness of each project following the demonstration period.



Figure 71: Lawyers Road Before Road Diet/VDOT



Figure 72: Lawyers Road After Road Diet/VDOT

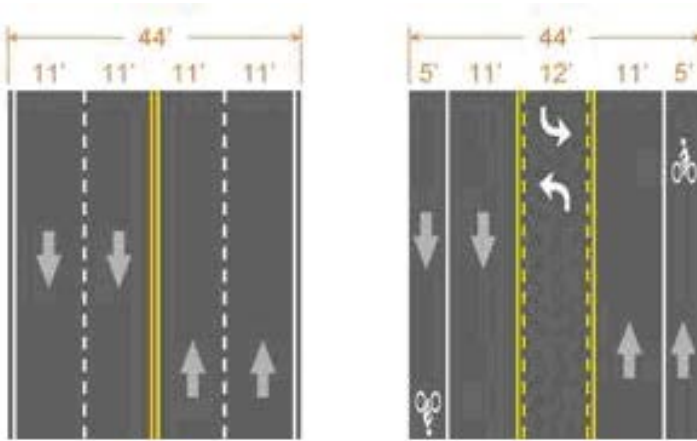


Figure 73: Road Diet/VDOT

VDOT completed a model Road Diet project in Reston, VA, shrinking Lawyer's Road from four lanes to two plus a turn lane and bike lanes

O. EACH AGENCY SHOULD DESIGNATE A BICYCLE COORDINATOR AND A PEDESTRIAN COORDINATOR TO OVERSEE BICYCLE AND PEDESTRIAN PROGRAMS.

- Experience has shown that without a designated staff person or persons responsible for overseeing their implementation, pedestrian and bicycle programs and policies are not implemented effectively. Staffing levels should be proportional to the size of the agency and volume of work.
- All TPB member jurisdictions with active pedestrian and bicycle programs should designate a lead staff person or coordinator.

P. INTEGRATE EQUITY IN BICYCLE AND PEDESTRIAN PLANNING.

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- Transportation planning in the U.S. has traditionally been driven by efficiency or cost. Since the 1990s, however, transportation professionals have increasingly recognized equity as a necessary consideration, among other factors. By focusing on equity, transportation professionals allocate transportation investments based on need, allowing services and infrastructure improvements to flow to the most under-resourced populations. In July 2020, the TPB Board of Directors affirmed equity as a fundamental value in the metropolitan region. This commitment is consistent with federal policy.
- Under-resourced populations may rely on alternative modes like walking and biking more than other segments of the population. Households in poverty have lower car ownership rates, and higher biking and walking rates compared to higher-income households.⁷⁵ Planning professionals can address the needs of under-resourced communities through several strategies, including:
 - Hire agency staff of all levels who understand the community the agency serves.
 - Train agency staff to effectively communicate with constituents about transportation equity issues, which can often be complex.
 - Evaluate the metrics used to prioritize infrastructure projects to avoid unintentional bias in the allocation of resources. The Victoria Transport Policy Institute's Evaluating Transportation Equity guide discusses the various equity impacts resulting from transportation planning, and how planning assumptions and metrics affect outcomes. FHWA's Performance Based Planning and Programming Guidebook may offer additional guidance for incorporating equity and environmental justice into planning processes.
 - Remove barriers for under-resourced communities to participate in the transportation planning process.
 - Consider developing an inclusive public engagement planning guide, similar to those developed for the cities of Seattle or Oakland, to assist planners.
 - Locate public meetings in accessible and convenient locations and times.
 - Host public meetings in informal settings that are conducive to participation and enable relationship-building.
 - Communicate meetings through mediums that the community uses, such as social media, and provide ample advance notice of meetings. Partner with local community organizations to communicate meetings.
 - Make meetings family-friendly or provide childcare at meetings.

⁷⁵ FHWA, FHWA NHTS Brief: Mobility Challenges for Households in Poverty (2014). Available at: <https://nhts.ornl.gov/briefs/PovertyBrief.pdf> .

CHAPTER 6: THE 2045 NETWORK

This chapter details the types, numbers, and mileage of facilities in the plan.⁷⁶ It shows the share of people, jobs, households, Equity Emphasis Areas, Activity Centers, and Transit Access Focus Areas that will be served by a network of high quality, low-stress facilities. It provides a cost estimate for building the 2045 Network, and it includes a network map and a link to an interactive map and dashboard.

Facility Type	Number of projects	Total Number of Miles
Bicycle Route Marking	117	53.19
Bike Boulevard	38	35.56
Bike Share	2	--
Bike/Scooter Corral	1	--
Bikeable Shoulders	3	4.26
Buffered Bicycle Lane	44	29.45
Contraflow Lanes	2	1.73
Other	96	113.87
Pedestrian Intersection Improvement	9	4.32
Pedestrian/Bicycle Bridge or Tunnel	8	3.10
Protected Bicycle Lane	210	137.79
Shared Use Path	810	1,707.00
Sidewalk ⁷⁷	18	10.86
Standard Bicycle Lane	274	363.23
Streetscape/Pedestrian Improvements	17	44.93
Traffic Calming	1	1.83
Total	1,650	2,510.15

Table 8: Planned Bicycle and Pedestrian Facilities

⁷⁶ Approximately 150 projects in the Project Infotrak database were missing project type and length information as of this writing. When that information is entered, the reported length of the total planned network is expected to increase by roughly 100-200 miles.

⁷⁷ Numerous small projects, especially sidewalk projects, or projects not receiving federal funding, do not appear in this plan. Total actual mileage constructed in the region is presumed to be much greater.

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The Bicycle and Pedestrian Plan for the National Capital Region includes 1,650 bicycle and pedestrian facility improvement projects from across the region. If every project in the plan is implemented, in 2045 the region will have added approximately 138 miles of protected bicycle lanes, 30 miles of buffered bicycle lanes, 274 miles of standard bicycle lanes, and over 1,700 miles of shared-use paths. The overall network length will increase by approximately 2,500 miles.

If every project in the plan is built, the regional bike/ped network will increase by 2500 miles

The 2015 Bicycle and Pedestrian Plan included 593 miles of existing major shared-use paths, and 136 miles of existing on-street bike lanes. Bike lane construction under Complete Streets policies has accelerated since then, bringing the Washington region to over 300 miles of on-street bike lanes, and over 800 miles of major shared-used paths. If every project in this plan is built, the total network length in the year 2045 will be over 3,600 miles. This estimate does not include numerous neighborhood bike paths, sidewalks, hiking paths, roadway shoulders, and signed bicycle routes.

BUFFER ANALYSIS OF THE PLANNED LOW STRESS NETWORK

Facility Type	Total Number of Miles
Bike Boulevard	35.56
Protected Bicycle Lane	137.79
Shared Use Path	1,797.00
Total	1,880.35

Shared used paths, protected bike lanes, and bicycle boulevards are low-stress, high quality facilities, suitable for all ages and abilities, and therefore potentially eligible to be part of the National Capital Trail Network.

Table 9: Planned Low Stress Facilities

There are 1,880 miles of such facilities planned. If this network existed in 2020, 75% of the population and 86% would be within a half-mile of it. The proportions of population and jobs withing ½ mile of this network in 2045 would be essentially the same, at 76% of population and 87% of jobs.

76% of the population and 86% of the jobs will be within a half mile of a low stress bike/ped facility

THE LOW-STRESS NETWORK VS. THE NATIONAL CAPITAL TRAIL NETWORK (NCTN)

The low-stress network includes all the planned facilities in the Bicycle and Pedestrian Plan that are of a type judged to be “low stress” – shared-use paths, protected bike lanes, and bicycle boulevards. Existing facilities are generally not part of the plan.

The National Capital Trail Network includes 779 miles of planned low-stress facilities, while the larger low-stress network identifies 1,880 miles of such facilities. The National Capital Trail Network also includes 644 miles of existing low-stress facilities.

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The National Capital Trail Network is one of the initiatives of the region’s transportation plan, Visualize 2045. A project that is part of the National Capital Trail Network is prioritized for funding.

	Low-Stress Network (Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880	1,423

Table 10: Planned Low-Stress Network vs. National Capital Trail Network

**EQUITY EMPHASIS AREAS, ACTIVITY CENTERS, AND TRANSIT ACCESS
FOCUS AREAS**

Equity Emphasis Areas are the 351 of the region’s 1,222 total Census tracts identified by the TPB as having high concentrations of low-income individuals and communities of color. In this plan, 283 of the Equity Emphasis Areas in the region will have a low stress bicycle or pedestrian facility built within their boundaries, as will 132 of the 141 Activity Centers, and 42 of the 49 Transit Access Focus Areas. Transit Access Focus Areas around high capacity transit stations have been identified as having the greatest need for improvements to make it easier for people to walk and bike to transit.

Jurisdiction	Number of EEAs Served
City of Alexandria	5
Arlington County	12
Charles County	4
District of Columbia	85
Fairfax County	35
Frederick County	9
Loudoun County	3
City of Manassas	1
City of Manassas Park	1
Montgomery County	45
Prince George's County	68
Prince William County	15
Total	283

Table 11: Number of Equity Emphasis Areas Served

**80% of Equity
Emphasis Areas will be
served by a planned
Low Stress Facility**

Jurisdiction	Activity Centers Served
City of Alexandria	4
Arlington County	10
Charles County	2
District of Columbia	24
Fairfax County	28
Frederick County	7
Loudoun County	7
Montgomery County	22
Prince George's County	19
Prince William County ⁷⁸	9
Total	132

Table 12: Number of Activity Centers Served

94% of Activity Centers will be served by a Low Stress Facility

Jurisdiction	Number of TAFE Walksheds Served
Arlington County	3
City of Alexandria	2
City of College Park	1
City of Falls Church	1
City of Frederick	1
City of Gaithersburg	1
City of Greenbelt	1
City of Rockville	1
City of Takoma Park	1
District of Columbia	7
Fairfax County	8
Frederick County	1
Montgomery County	8
Prince George's County	7
Prince William County ⁷⁹	1
Total	44

Table 13: Transit Access Focus Areas Served

86% of Transit Access Focus Areas, will be served by a Low Stress Facility

⁷⁸ Includes City of Manassas Activity Center

⁷⁹ Includes Broad Run TAFE in City of Manassas

Project Infotrak Database and the Interactive Map and Dashboard

During the preparation of this plan, TPB member jurisdictions provided project information and associated GIS layers for the new plan database, enabling mapping for most individual projects. The GIS map in turn helps us analyze the degree to which the network will serve the TPB's priorities.

THE 2045 NETWORK MAP

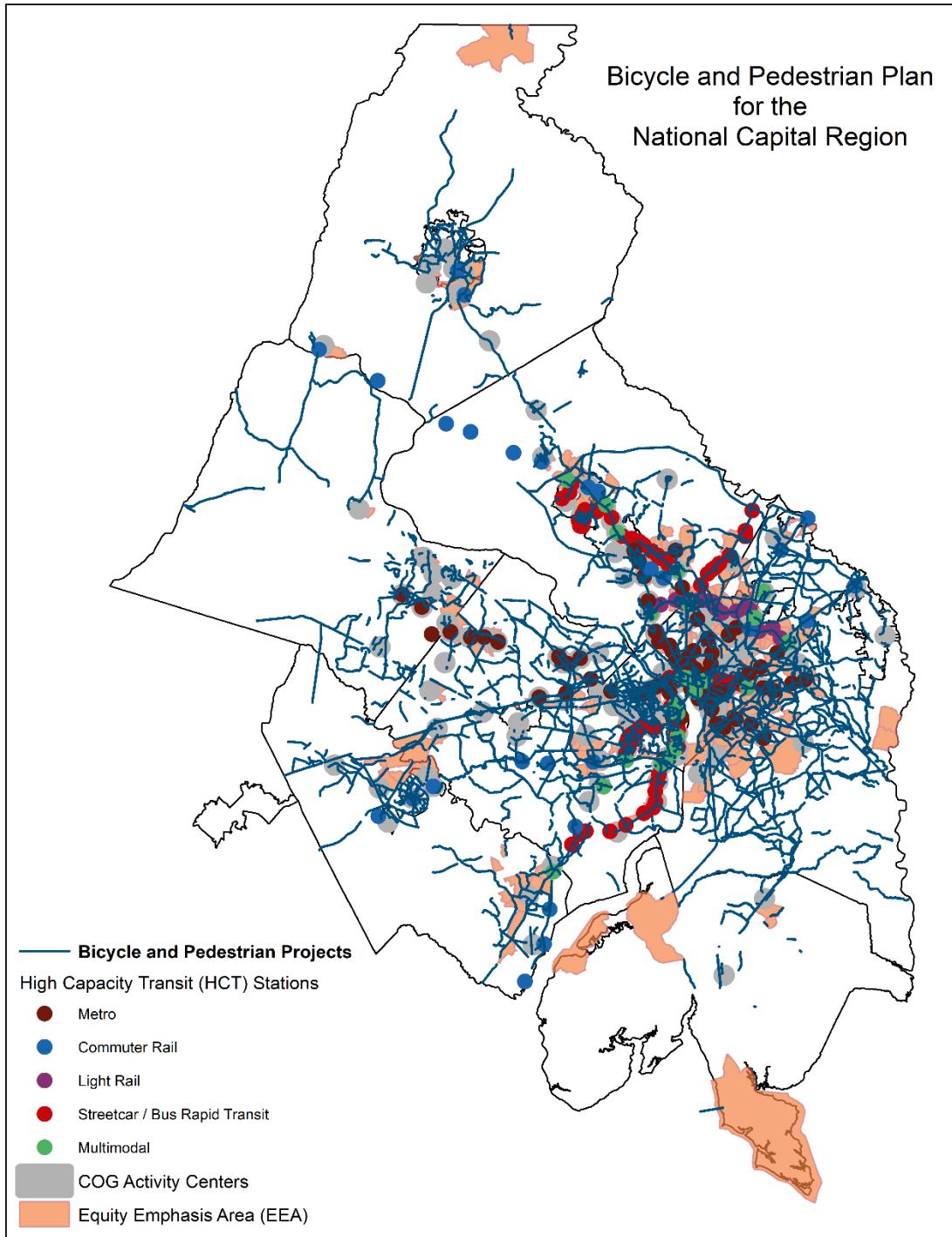


Figure 74: Planned Bicycle and Pedestrian Network

A static map of the 2045 Network is shown above. An interactive map of the planned projects can be found at [URL to be provided].

COST PROJECTIONS

Given the difficulties of getting actual cost estimates for each project, we have imputed a range of regional costs for the plan based on an typical cost per mile or per project.

Completing all the planned projects would cost \$5 billion.

Costs for bicycle and pedestrian projects vary significantly. Costs for pavement restriping can be very low, especially if carried out in conjunction with scheduled resurfacing. On the other hand, complex urban projects can be quite expensive.⁸⁰

Within the urban core and inner suburbs, the top 20 most expensive projects account for 50% of the cost estimate for completing 408 miles of trail. Completing those 408 miles, according to the combined estimates by the jurisdiction staff, will take \$1.2 billion. Long-distance trails and complex urban projects comprise the top 20 most expensive projects within the network and are not representative of average trail project costs.

The total cost of bicycle and pedestrian improvements listed in the regional plan, based on facility types and mileage, is expected to be on the order of \$5 billion (2020 dollars).

	Imputed Costs for Selected Bicycle Facilities (in thousands of dollars)			
Facility Type	Imputed Cost Range per Mile or per Project	Average	Miles or Number of Projects	Imputed Cost
Shared Use Path ⁸¹	\$400 - \$3,000	1700	1707 miles	\$680,000 - \$5,100,000
Bicycle Lane	\$5 - \$50	27	395 miles	\$2,000 - \$40,000
Protected Bicycle Lane	\$130-\$540	140	138	\$18,000-\$74,500
Pedestrian/Bicycle Bridge/Tunnel	\$2,000 - \$10,000	600	8 projects	\$16,000 - \$80,000
Pedestrian Intersection Improvement	\$500 - \$1000	750	9 projects	\$4,500 - \$9,000
Streetscape	\$2,000 - \$5,000	2,500	17 projects	\$34,000 - \$85,000
Total				\$600,000 - \$6,060,000

Table 14: Imputed Costs

⁸⁰ The Capital Trails Coalition has studied local construction costs within the Washington region, meeting with the staff at the different jurisdictions within the urban core to gather actual costs from recently completed trail projects, as well as locally known project cost estimates.

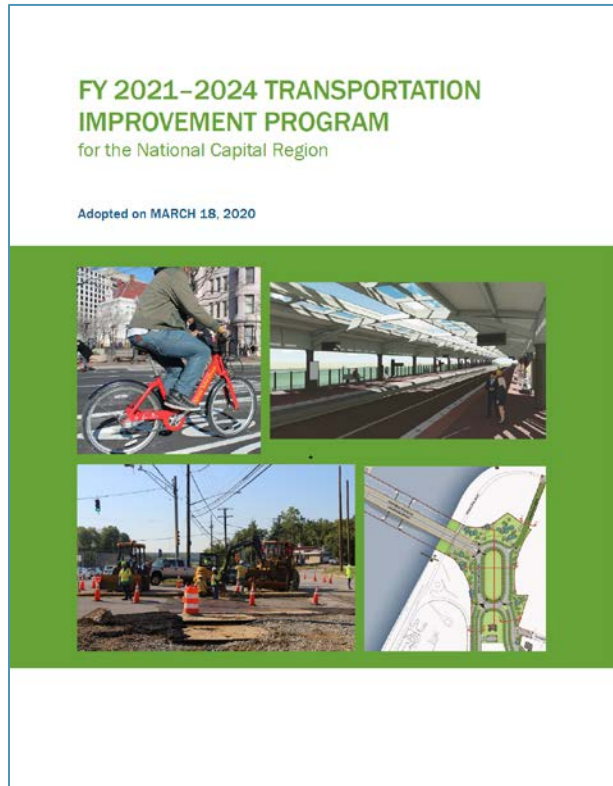
⁸¹ <https://www.capitaltrailscoalition.org/network-cost-estimate/>

COST OF BIKE/PED PROJECTS IN THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

To put the \$5 billion estimate in context, the TPB’s four-year, FY 2021–2024 TIP contains over 300 project records and more than \$15 billion in funding across the region. Of the 420 TIP projects, 49 are identified as being “primarily a bicycle and/or pedestrian project. These projects add up to \$751 million, or **4.7% of the funding in the four-year TIP**. If the region maintains that level of spending through 2045, it will spend roughly **\$4.7 billion on pedestrian and bicycle infrastructure**.

The COG/TPB’s goal to increase the rate of construction of bicycle and pedestrian facilities in the region is being met. Funding for bicycle and pedestrian projects in the TIP has increased sharply during the last decade. For example, the six-year Fiscal Year 2013-2018 TIP included \$313 million for bicycle and pedestrian projects, less than half of the level in the current TIP.

The TIP does not provide a complete picture of the region’s planned investments in bicycle and pedestrian infrastructure. Every submitting agency reported that their jurisdiction had a Complete Streets policy, which implies pedestrian and bicycle accommodations in larger road or transit projects. The cost of those accommodations is not always calculated or reported. Privately funded infrastructure is not included in the TIP.



EXPLANATION OF PROJECT LISTINGS

Appendix A lists the plan projects, organized alphabetically by lead agency.

The Project Infotrak database contains more extensive information. Agency staff may submit or edit project information via a web portal.

This project list is intended to be a list of significant planned bicycle and pedestrian projects in the Washington region. Agencies were encouraged to submit projects for inclusion if they were one mile or more in length or cost more than \$400,000. Small sidewalk projects are not included unless they were part of a larger pedestrian or bicycle project.

APPENDIX A: 2045 NETWORK PROJECTS

BY LEAD AGENCY

PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
E CUSTIS AVE	City of Alexandria	Bicycle Route Marking		BP8926
CAMERON MILLS RD	City of Alexandria	Bicycle Route Marking		BP8937
LESLIE AVE	City of Alexandria	Bicycle Route Marking		BP8955
RAYBURN AVE	City of Alexandria	Bicycle Route Marking		BP8954
E UHLER AVE	City of Alexandria	Bicycle Route Marking		BP8924
E MOUNT IDA AVE	City of Alexandria	Bicycle Route Marking		BP8933
CARPENTER RD	City of Alexandria	Bicycle Route Marking		BP8930
S 30TH ST	City of Alexandria	Bicycle Route Marking		BP8961
N STEVENS ST	City of Alexandria	Bicycle Route Marking		BP8950
ORONOCO ST	City of Alexandria	Bicycle Route Marking		BP8944
W GLEBE RD	City of Alexandria	Bicycle Route Marking		BP8963
EDISON ST	City of Alexandria	Bicycle Route Marking		BP8959
STEWART AVE	City of Alexandria	Bicycle Route Marking		BP8939
CAMBRIDGE RD	City of Alexandria	Bicycle Route Marking		BP8935
BASHFORD LN	City of Alexandria	Bicycle Route Marking		BP8946
E LURAY AVE	City of Alexandria	Bicycle Route Marking		BP8953
KEY DR	City of Alexandria	Bicycle Route Marking		BP8945
E HOWELL AVE	City of Alexandria	Bicycle Route Marking		BP8962
DEWITT AVE	City of Alexandria	Bicycle Route Marking		BP8956

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
W ABINGDON DR	City of Alexandria	Bicycle Route Marking		BP8964
E GLENDALE AVE	City of Alexandria	Bicycle Route Marking		BP8951
FRANCIS HAMMOND PKWY	City of Alexandria	Bicycle Route Marking		BP8947
N GORDON ST	City of Alexandria	Bicycle Route Marking		BP8941
N FAYETTE ST	City of Alexandria	Bicycle Route Marking		BP8960
BERNARD ST	City of Alexandria	Bicycle Route Marking		BP8942
MOUNT VERNON AVE	City of Alexandria	Bicycle Route Marking		BP8925
W REED AVE	City of Alexandria	Bicycle Route Marking		BP8949
N ROSSER ST	City of Alexandria	Bicycle Route Marking		BP8921
MARK CENTER DR	City of Alexandria	Bicycle Route Marking		BP8943
KENMORE AVE	City of Alexandria	Bicycle Route Marking		BP8931
RUSSELL RD	City of Alexandria	Bicycle Route Marking		BP8929
CALLAHAN DR	City of Alexandria	Bicycle Route Marking		BP8927
S WEST ST	City of Alexandria	Bicycle Route Marking		BP8952
S PAYNE ST	City of Alexandria	Bicycle Route Marking		BP8948
WOODBINE ST	City of Alexandria	Bicycle Route Marking		BP8965
READING AVE	City of Alexandria	Bicycle Route Marking		BP8958
John Marshal Drive/Ohio Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.7	BP8582
S. Joyce - June Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	0.8	BP8585

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
N. Stafford Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.4	BP8581
West Ballston On-Street Bicycle Facility	Arlington Co. DES	Bike Boulevard	1.2	BP8529
Virginia Square - Cherrydale Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1	BP8579
Fort Scott Drive Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1	BP8591
Rock Spring Road Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	0.4	BP8568
Key Boulevard/13th Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.7	BP8574
N. Fillmore Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	0.4	BP8548
15th and 16th Streets N. Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.6	BP8567
Rock Spring Road/35th Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.1	BP8598
Fairfax Drive Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	0.3	BP8566
N. Harrison Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	3.1	BP8538
Penrose- Courthouse Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.3	BP8547
Ashton Heights-Lyon Park Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.2	BP8575
S. Monroe Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.2	BP8594
N. Edison/4th Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1	BP8537
Park Drive Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1	BP8540
N. Jackson Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	0.4	BP8577

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Irving Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.3	BP8589
Henderson Rd/S Abingdon/3rd Street/ S Wakefield Bicycle Boulevard	Arlington Co. DES	Bike Boulevard	1.5	BP8590
26th Street Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	2.3	BP8535
11th Street North Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	0.6	BP8580
Columbia Pike Bicycle Boulevards Expansion	Arlington Co. DES	Bike Boulevards	1.2	BP8505
22nd St North Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	2	BP8534
22nd Street South Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	0.5	BP8593
20th Street South Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	0.9	BP8587
16th Street South Bicycle Boulevard	Arlington Co. DES	Bike Boulevards	0.9	BP8592
HOLMES RUN PKWY	City of Alexandria	Bike Boulevards	1	BP8934
Tunlaw Rd. NW	District Department of Transportation	Bike Boulevards	0.308	BP8016
New Jersey Ave SE from M St SE to Tingey Square SE	District Department of Transportation	Bike Boulevards	0.114	BP8009
Florida Ave./NY Ave. NE Project	District Department of Transportation	Bike Boulevards	0.312	BP8003
Mercury Dr	Montgomery County	Bike Boulevards	0.258	BP8239
Denley Rd	Montgomery County	Bike Boulevards	0.481	BP8279
Weller Rd	Montgomery County	Bike Boulevards	0.106	BP8261

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Montgomery County	Bike Boulevards	0.702	BP8440
Jingle Ln	Montgomery County	Bike Boulevards	0.124	BP8306
Douglas Ave	Montgomery County	Bike Boulevards	0.18	BP8219
McKenney Ave	Montgomery County	Bike Boulevards	0.303	BP8200
Riggs Road Ã¢â¬â Langley Park Area Neighborhood Bicycle Boulevards	Prince Georges County	Bike Boulevards	1	BP9627
MD 180 Highway Reconstruction	Maryland Department of Transportation - State Highway Administration	Bike Rack	1	T6489
Monocacy Blvd	City of Frederick	Bike Route Marking	0.693	BP7719
East St	City of Frederick	Bike Route Marking	0.321	BP7718
Kirby St	City of Manassas	Bike Route Marking	0.11	BP7785
Fairview Ave	City of Manassas	Bike Route Marking	0.575	BP7781
Battle St	City of Manassas	Bike Route Marking	0.104	BP7795
Grant Ave	City of Manassas	Bike Route Marking	1.22	BP7786
Weems Rd	City of Manassas	Bike Route Marking	1.271	BP7783
Robnel Ave	City of Manassas	Bike Route Marking	0.783	BP7791
East St	City of Manassas	Bike Route Marking	0.046	BP7771
Hastings Dr	City of Manassas	Bike Route Marking	2.312	BP7779

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Main St	City of Manassas	Bike Route Marking	0.742	BP7789
Park Ave	City of Manassas	Bike Route Marking	0.826	BP7790
Jackson Ave	City of Manassas	Bike Route Marking	0.281	BP7787
Kirby St And Vicksburg Ln	City of Manassas	Bike Route Marking	0.17	BP7784
West Ave	City of Manassas	Bike Route Marking	0.106	BP7765
Observation Dr	City of Manassas	Bike Route Marking	0.984	BP7773
Stonewall Road	City of Manassas	Bike Route Marking	1.07	BP7782
Liberty Dr	City of Manassas	Bike Route Marking	0.141	BP7804
Liberia Ave	City of Manassas	Bike Route Marking	0.277	BP7788
Main St	City of Manassas	Bike Route Marking	0.048	BP7766
Ashton Ave	City of Manassas	Bike Route Marking	0.84	BP7797
Center St	City of Manassas	Bike Route Marking	0.772	BP7799
Maryland Ave	Montgomery County	Bike Route Marking	0.491	BP8085
West Ave	Montgomery County	Bike Route Marking	0.417	BP8064
Darcy Forest Dr	Montgomery County	Bike Route Marking	0.179	BP8291
Baltimore Ave	Montgomery County	Bike Route Marking	0.004	BP8313
Alton Pkwy	Montgomery County	Bike Route Marking	0.594	BP8079
Adrian St	Montgomery County	Bike Route Marking	0.802	BP8265
Lyttonsville Rd	Montgomery County	Bike Route Marking	0.341	BP8059
Dorset Ave	Montgomery County	Bike Route Marking	0.682	BP8101

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Greenwood Ave	Montgomery County	Bike Route Marking	0.316	BP8061
Selfridge Rd	Montgomery County	Bike Route Marking	0.315	BP8164
Sleaford Rd	Montgomery County	Bike Route Marking	0.451	BP8122
McKinley St	Montgomery County	Bike Route Marking	0.149	BP8154
Douglas Ave	Montgomery County	Bike Route Marking	1.206	BP8076
Sudbury Rd	Montgomery County	Bike Route Marking	0.794	BP8068
Gilbert St	Montgomery County	Bike Route Marking	0.512	BP8139
Grandview Ave	Montgomery County	Bike Route Marking	0.282	BP8155
Pearl St	Montgomery County	Bike Route Marking	0.055	BP8175
Silver Spring Ave	Montgomery County	Bike Route Marking	0.701	BP8150
College View Dr	Montgomery County	Bike Route Marking	0.425	BP8075
Gould Rd	Montgomery County	Bike Route Marking	0.009	BP8315
2nd Ave	Montgomery County	Bike Route Marking	0.473	BP8078
Hildarose Dr	Montgomery County	Bike Route Marking	0.056	BP8308
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Montgomery County	Bike Route Marking	2.56	BP8044
Elm St	Montgomery County	Bike Route Marking	0.509	BP8120
College View Dr	Montgomery County	Bike Route Marking	0.174	BP8165
Erskine St	Montgomery County	Bike Route Marking	0.14	BP8252

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Glenmont to Silver Spring Breezeway (Georgia Ave to Arcola Ave)	Montgomery County	Bike Route Marking	0.023	BP8167
Sherrill Ave	Montgomery County	Bike Route Marking	0.006	BP8301
Seven Locks Rd	Montgomery County	Bike Route Marking	0.997	BP8057
Moorland Ln	Montgomery County	Bike Route Marking	0.958	BP8081
Greenwood Ave	Montgomery County	Bike Route Marking	0.51	BP8135
Galt Ave	Montgomery County	Bike Route Marking	0.136	BP8142
Aspen Hill Rd	Montgomery County	Bike Route Marking	0.026	BP8316
Norfolk Ave	Montgomery County	Bike Route Marking	0.299	BP8069
Greeley Ave	Montgomery County	Bike Route Marking	0.073	BP8303
Anne St	Montgomery County	Bike Route Marking	0.306	BP8066
Maryland Ave	Montgomery County	Bike Route Marking	0.685	BP8021
Weiss St	Montgomery County	Bike Route Marking	0.088	BP8238
Ferrara Ave	Montgomery County	Bike Route Marking	0.63	BP8117
Clark Pl	Montgomery County	Bike Route Marking	0.089	BP8294
Research Blvd SB	Montgomery County	Bike Route Marking	1.266	BP8019
Rosedale Ave	Montgomery County	Bike Route Marking	0.228	BP8168
Ray Dr	Montgomery County	Bike Route Marking	0.647	BP8100
Tilbury St	Montgomery County	Bike Route Marking	0.348	BP8086
Wildwood Dr	Montgomery County	Bike Route Marking	0.63	BP8062

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Exeter Rd	Montgomery County	Bike Route Marking	0.62	BP8070
Falcon St	Montgomery County	Bike Route Marking	0.125	BP8281
Glenside Dr	Montgomery County	Bike Route Marking	0.587	BP8113
Upton Dr	Montgomery County	Bike Route Marking	0.203	BP8077
Reedie Dr	Montgomery County	Bike Route Marking	0.09	BP8160
Holton Ln	Montgomery County	Bike Route Marking	0.101	BP8286
Ellsworth Dr	Montgomery County	Bike Route Marking	0.151	BP8132
Larkin Pl	Montgomery County	Bike Route Marking	0.053	BP8317
Evans Dr	Montgomery County	Bike Route Marking	0.063	BP8260
Saratoga Ave	Montgomery County	Bike Route Marking	0.003	BP8319
Sundale Dr	Montgomery County	Bike Route Marking	0.835	BP8060
Grove St	Montgomery County	Bike Route Marking	0.713	BP8063
Frontier Drive from Franconia-Springfield Parkway to Loisdale Road	Virginia Department of Transportation	Bike Route Marking	0.561	BP7922
Frederick Rd (MD 355)	Maryland Department of Transportation - State Highway Administration	Bikeable Shoulders	0.537	BP8298
MacArthur Blvd	Montgomery County	Bikeable Shoulders	1.081	BP8222
MacArthur Blvd	Montgomery County	Bikeable Shoulders	2.639	BP8191
McKinley Road Buffered Bicycle Lanes	Arlington Co. DES	Buffered Bicycle Lane	0.7	BP8490

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Portsmouth Boulevard Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.727	BP8374
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.545	BP8325
Circle Drive Bike Lanes	Loudoun County	Buffered Bicycle Lane	0.63	BP8436
River Creek Parkway	Loudoun County	Buffered Bicycle Lane	0.195	BP8326
Cedar Ridge Blvd	Loudoun County	Buffered Bicycle Lane	1.7	BP8379
Arlington Oaks Drive Bicycle lanes	Loudoun County	Buffered Bicycle Lane	0.46	BP8391
Haleybird Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.338	BP8401
Broadmore Drive Bike Lanes	Loudoun County	Buffered Bicycle Lane	0.18	BP8419
Middlefield Drive Bicycle Lane and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.611	BP8387
Hay Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	1.331	BP8355
Christiana Drive Bike Lanes	Loudoun County	Buffered Bicycle Lane	0.37	BP8411
Woodshire Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.284	BP8400
Ridgetop Circle Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	1.329	BP8399
Tripleseven Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.587	BP8386
Wynridge Drive Bicycle Lane and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.581	BP8341

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Marblehead Drive Bicycle and Pedestrian Improvements	Loudoun County	Buffered Bicycle Lane	1.154	BP8375
Eastgate View Drive Bicycle and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.514	BP8396
Eastgate View Drive	Loudoun County	Buffered Bicycle Lane	0.617	BP8339
Devin Shafron Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.29	BP8364
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.5	BP8335
Crossroads Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.8	BP8427
Barrister Street Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0	BP8428
Destiny Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	1.09	BP8371
Dulles Center Boulevard Bicycle Lanes and Pedestrian Improvements	Loudoun County	Buffered Bicycle Lane	0.79	BP8381
Broderick Drive Bike Lanes	Loudoun County	Buffered Bicycle Lane	0.43	BP8413
Cromwell Road Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.23	BP8385
Deerfield Avenue Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.23	BP8404
Victoria Station Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.515	BP8417
Augusta Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.74	BP8376
Red Rum Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Buffered Bicycle Lane	0.6	BP8415

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Church Road Bike Lane and Sidewalk	Loudoun County	Buffered Bicycle Lane	0.22	BP8421
Dresden Street Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.22	BP8414
Bridgefield Way/Research Place Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.33	BP8407
Centergate Drive Bike Lanes	Loudoun County	Buffered Bicycle Lane	0.48	BP8343
Ashburn Village Boulevard Bike Lanes	Loudoun County	Buffered Bicycle Lane	0	BP8324
Glenn Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Buffered Bicycle Lane	0.633	BP8331
Millstream Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Buffered Bicycle Lane	1.195	BP8373
Woodridge Parkway Bicycle Lanes and Pedestrian Improvements	Loudoun County	Buffered Bicycle Lane	0.92	BP8405
Defender Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.23	BP8395
Ladbrook Drive Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.64	BP8426
Poland Rd (Route 742) Bicycle Lanes	Loudoun County	Buffered Bicycle Lane	0.46	BP8365
City Of Rockville To Friendship Heights	Montgomery County	Buffered Bicycle Lane	0.142	BP7501
Bethesda Trolley Trail	Montgomery County	Buffered Bicycle Lane	0.075	BP7485
Research Blvd NB	Montgomery County	Contraflow Lanes	1.241	BP8020
Jefferson	Montgomery County	Contraflow Lanes	0.488	BP8017
N. Sycamore Street/N. Roosevelt Street Bicycle Facility	Arlington Co. DES	Other	1.6	BP8561

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Wilson Boulevard Bicycle Facility	Arlington Co. DES	Other	2	BP8554
Fairfax Drive Enhanced Bicycle Facility	Arlington Co. DES	Other	1.2	BP8553
N. Glebe Road Bicycle Facility	Arlington Co. DES	Other	4.3	BP8531
Walter Reed Drive/ Fillmore Street Bicycle Facility	Arlington Co. DES	Other	2	BP8543
Washington Boulevard Bicycle Facility	Arlington Co. DES	Other	1	BP8571
Lee Highway Bicycle Lanes	Arlington Co. DES	Other	0.5	BP8558
Washington Boulevard Bridge	Arlington Co. DES	Other	0.085	BP7452
Clarendon Metro Station Access	Arlington Co. DES	Other	0.5	BP8550
S. Lynn St/Arlington Ridge Road Bicycle Facility	Arlington Co. DES	Other	1.5	BP8586
Fort Myer Drive - North Detour	Arlington Co. DES	Other	0.431	BP7333
Walter Reed Drive Bicycle Facility	Arlington Co. DES	Other	1.1	BP8542
S. Joyce Street/15th Street S. Enhanced Bicycle Facility	Arlington Co. DES	Other	0.5	BP8546
Shirlington Road/S. Kenmore St Bicycle Facility	Arlington Co. DES	Other	1	BP8539
Washington Boulevard Bridge	Arlington Co. DES	Other	0.195	BP7451
Memorial Bridge Detour	Arlington Co. DES	Other	0.105	BP7450
Fifth Road South Bicycle Facility	Arlington Co. DES	Other	0.3	BP8588
N. Quincy Street/Military Road Bicycle Facility	Arlington Co. DES	Other	0.5	BP8541

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S. Courthouse Road Bicycle Facility	Arlington Co. DES	Other	0.7	BP8595
N. Meade Street Bicycle Facility	Arlington Co. DES	Other	0.2	BP8555
10th Street North Bicycle Facility	Arlington Co. DES	Other	0.9	BP8576
N. George Mason Dr Bicycle Facility	Arlington Co. DES	Other	1.5	BP8526
S. Glebe Road Enhanced Bicycle Facility	Arlington Co. DES	Other	2.3	BP8527
Washington Boulevard Bicycle Facility	Arlington Co. DES	Other	1.2	BP8572
Washington Boulevard Bicycle Facility	Arlington Co. DES	Other	2.5	BP8573
S. Fern Street Bicycle Facility	Arlington Co. DES	Other	0.6	BP8584
Wilson Boulevard/Clarendon Boulevard Enhanced Bicycle Facilities	Arlington Co. DES	Other	1.4	BP8551
Crystal Drive/Potomac Avenue Enhanced Bicycle Facilities	Arlington Co. DES	Other	1.5	BP8544
North Ballston Custis Connection	Arlington Co. DES	Other	0.2	BP8530
Lee Highway Bicycle Facility	Arlington Co. DES	Other	1.3	BP8532
Quaker Lane Bicycle Facility	Arlington Co. DES	Other	0.7	BP8569
Fairfax Drive Bicycle Facility	Arlington Co. DES	Other	0.7	BP8565
Courthouse Road Bicycle Facility	Arlington Co. DES	Other	0.4	BP8549
18th Street South Bicycle Facility	Arlington Co. DES	Other	0.2	BP8545
Memorial Bridge Detour	Arlington Co. DES	Other	0.847	BP7449

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N. Glebe Road Bicycle Facility	Arlington Co. DES	Other	1.5	BP8528
Lee Highway Bicycle Facility	Arlington Co. DES	Other	2.4	BP8533
N. Carlin Springs Rd Bicycle Facility	Arlington Co. DES	Other	1.5	BP8583
S. George Mason Drive Bicycle Facility	Arlington Co. DES	Other	2.1	BP8525
Manchester Street Bicycle Facility	Arlington Co. DES	Other	0.3	BP8597
N. Abingdon/ N. Cameron/Columbus Streets Bicycle Facility	Arlington Co. DES	Other	1.9	BP8536
S. Carlin Springs Road Bicycle Facility	Arlington Co. DES	Other	0.4	BP8570
South 2nd Street Bicycle Facility	Arlington Co. DES	Other	1	BP8596
Army Navy Country Club Emergency Access Road	Arlington Co. DES	Other	0.7	BP8498
Southern Md Rapid Transit Study	Charles County	Other	6.196	BP7571
MASSEY LN	City of Alexandria	Other		BP8920
Monocacy Blvd	City of Frederick	Other	2.519	BP7554
East St	City of Frederick	Other	0.513	BP7568
East St	City of Frederick	Other	2.214	BP7566
Monocacy Blvd	City of Frederick	Other	0.627	BP7559
Monocacy Blvd	City of Frederick	Other	0.683	BP7555
Monocacy Blvd	City of Frederick	Other	0.286	BP7562
Monocacy Blvd	City of Frederick	Other	0.648	BP7577
Monocacy Blvd	City of Frederick	Other	0.517	BP7578

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
14TH ST NW Columbia Rd, NW to Florida Ave., NW	District Department of Transportation	Other	0.509	BP8639
Safe Routes to School	District Department of Transportation	Other	0	T2888
Pennsylvania Ave. NW	District Department of Transportation	Other	1.331	BP7993
M St. SW/SE from 6th St SW to 11th St SE	District Department of Transportation	Other	1.529	BP8008
New Jersey Ave SE from I St SE to M St SE	District Department of Transportation	Other	0.202	BP8010
Key Bridge Connection To Capital Crescent Trail	District Department of Transportation	Other	0.318	BP7351
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Maryland Department of Transportation - Maryland Transportation Authority	Other	1.8	T5527
Glenmont To Silver Spring	Montgomery County	Other	0.665	BP7527
Glenmont To Silver Spring	Montgomery County	Other	1.466	BP7511
Selfridge Rd	Montgomery County	Other	0.043	BP8174
Burtonsville To Silver Spring	Montgomery County	Other	1.633	BP7499
Edgemoor Ln Neighborhood Greenway (Exeter Rd to Arlington Rd)	Montgomery County	Other	0.246	BP8034

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Norwood Trail	Montgomery County	Other	0.18	BP8121
Anacostia River Trail	National Park Service	Other	1.686	BP7283
Livingston Rd	Prince Georges County	Other	2.505	BP7354
Good Luck Road	Prince Georges County	Other	1.641	BP7339
Schuster Dr	Prince Georges County	Other	0.543	BP7400
Jericho Park Road Extension To Bowie State	Prince Georges County	Other	0.701	BP7347
Laurel-bowie Connection	Prince Georges County	Other	5.851	BP7440
Heritage Blvd	Prince Georges County	Other	0.7	BP7343
Livingston Rd	Prince Georges County	Other	0.182	BP7293
Waterfront St	Prince Georges County	Other	0.231	BP7420
Soil Conservation Rd	Prince Georges County	Other	2.324	BP7403
Brandywine Connector	Prince Georges County	Other	0.569	BP7465
Annapolis Rd	Prince Georges County	Other	1.079	BP7284
Soil Conservation Rd	Prince Georges County	Other	1.28	BP7386

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Springfield Rd	Prince Georges County	Other	2.438	BP7406
Floral Park Road	Prince Georges County	Other	0.308	BP7326
Annapolis Road (MD 450)	Prince Georges County	Other	0.59	BP7285
Wells Pkwy E #1	Prince Georges County	Other	0.308	BP7424
Mitchellville Road	Prince Georges County	Other	1.232	BP7368
Fort Foote Road	Prince Georges County	Other	0.239	BP7331
Brandywine Connector	Prince Georges County	Other	0.222	BP7466
A-65	Prince Georges County	Other	0.03	BP7282
Walker Mill Road	Prince Georges County	Other	0.326	BP7419
Mathew Street	Prince Georges County	Other	1.93	BP7363
Unknown	Prince Georges County	Other	0.001	BP7438
MD 223	Prince Georges County	Other	2.761	BP7365
Unknown	Prince Georges County	Other	7E-04	BP7439
Dyson Road	Prince Georges County	Other	0.004	BP7321

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Rolling Road Widening Phase II - Viola Street to Old Keene Mill Road	Virginia Department of Transportation	Other	1.748	BP7879
I-495 Express Lanes Ped/Bike at Idylwood Road (South)	Virginia Department of Transportation	Other	0.184	BP7902
HOT Lanes Bicycle/Pedestrian Facilities - Phase II	Virginia Department of Transportation	Other	1	T6273
RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	Virginia Department of Transportation	Other	3.13	T6443
ROUTE 7/ROUTE 690 INTERCHANGE #SMART18	Virginia Department of Transportation	Other	0.96	T6618
Old Dominion Drive	Arlington Co. DES	Pedestrian Intersection Improvement	0.2	BP8559
W&OD/FMR Trail Crossing of Shirlington Road	Arlington Co. DES	Pedestrian Intersection Improvement	0.2	BP8495
Chain Bridge Connection Enhancements	Arlington Co. DES	Pedestrian Intersection Improvement	0.3	BP8560
Middletown Road at Billingsley Road Intersection Treatments	Charles County	Pedestrian Intersection Improvement	0.01	BP8871
US 301 Smallwood Drive Crosswalks	Charles County	Pedestrian Intersection Improvement	0.047	BP8856
Pennsylvania Ave and Potomac Ave SE Intersection Improvements	District Department of Transportation	Pedestrian Intersection Improvement	0	T5957

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Bladensburg Road Multimodal Safety and Access	District Department of Transportation	Pedestrian Intersection Improvement	2.6	T6675
Mitchell Road Intersection Treatments	Maryland Department of Transportation - State Highway Administration	Pedestrian Intersection Improvement	0.016	BP8861
Rosslyn Esplanade/Circle Improvements	Virginia Department of Transportation	Pedestrian Intersection Improvement	0.2	BP8488
Braddock Road Multimodal Corridor Improvements	Virginia Department of Transportation	Pedestrian Intersection Improvement	3.032	BP7972
Boundary Channel Connection	Virginia Department of Transportation	Pedestrian Intersection Improvement	0.5	BP8487
I-66 Overpass	Arlington Co. DES	Pedestrian/Bicycle Bridge or Tunnel	0.2	BP8511
Rosslyn Circle Underpass	Arlington Co. DES	Pedestrian/Bicycle Bridge or Tunnel	0.2	BP8506
Four Mile Run Bridge	Arlington Co. DES	Pedestrian/Bicycle Bridge or Tunnel	0.2	BP8508
Shirlington Road Bridge	Arlington Co. DES	Pedestrian/Bicycle Bridge or Tunnel	0.2	BP8489
W&OD Trail Crossing at Lee Highway	Virginia Department of Transportation	Pedestrian/Bicycle Bridge or Tunnel	0.2	BP8483
Poplar Tree Road - Bridge Widening	Virginia Department of Transportation	Pedestrian/Bicycle Bridge or Tunnel	0.834	BP7926
Wilson Boulevard Protected Bicycle Lanes	Arlington Co. DES	Protected Bicycle Lane	1.1	BP8552

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N. Lynn Street Protected Bicycle Lanes	Arlington Co. DES	Protected Bicycle Lane	0.5	BP8562
Fort Myer Drive Protected Bike Lanes	Arlington Co. DES	Protected Bicycle Lane	0.5	BP8556
South Clark Cycle Track	Arlington Co. DES	Protected Bicycle Lane	0.395	BP7279
N. Nash Street Protected Bicycle Lanes	Arlington Co. DES	Protected Bicycle Lane	0.2	BP8563
Hungerford Dr (MD 355)	City of Gaithersburg	Protected Bicycle Lane	0.774	BP7694
Omega Dr	City of Gaithersburg	Protected Bicycle Lane	0.349	BP8092
Dumfries Road Bike Facilities	City of Manassas	Protected Bicycle Lane	0.5	BP11609
Crosstown (Irving St, NW and NE)	District Department of Transportation	Protected Bicycle Lane	1.064	BP7997
NANNIE HELEN BURROUGHS AVE NE from Minnesota Ave NE to Gault Place NE	District Department of Transportation	Protected Bicycle Lane	0.486	BP8778
Potomac Ave., SW	District Department of Transportation	Protected Bicycle Lane	0.108	BP7985
4TH ST SW from Madison Drive, SW to P St., SW	District Department of Transportation	Protected Bicycle Lane	1.27	BP8667
Shepherd Branch Trail (Firth Sterling Road SE and South Capitol Street SE to E Street SE)	District Department of Transportation	Protected Bicycle Lane	3.117	BP7402

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
C ST NE Cycletrack between 17th St to 21st St NE	District Department of Transportation	Protected Bicycle Lane	0.33	BP8699
20th and 21st Street, NW Protected Bike Lanes from Conn. Ave. to Constitution Ave., NW	District Department of Transportation	Protected Bicycle Lane	1.45	BP9266
Pennsylvania Ave. NW	District Department of Transportation	Protected Bicycle Lane	0.974	BP7986
CONNECTICUT AVE NW from R St NW to Chevy Chase Circle NW	District Department of Transportation	Protected Bicycle Lane	4.8	BP8704
Benning Rd., NE Bicycle Facility from Oklahoma Ave NE to East Capitol Street SE	District Department of Transportation	Protected Bicycle Lane	1.84	BP8616
Tunlaw Rd. NW from New Mexico to 37th St	District Department of Transportation	Protected Bicycle Lane	0.266	BP7984
C ST NE from 4th St to 6th St NE	District Department of Transportation	Protected Bicycle Lane	0.115	BP8698
15th St. NW, RW Pl. SW, Ohio Dr. SW, E Basin Dr. SW	District Department of Transportation	Protected Bicycle Lane	1.013	BP8005
New Mexico Ave NW from Tunlaw Rd to Lowell St NW	District Department of Transportation	Protected Bicycle Lane	0.493	BP7983

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Virginia Ave SE between 2nd Street SE and 9th Street SE	District Department of Transportation	Protected Bicycle Lane	0.55	BP7416
15th St. NW, from E St., NW to Constitution Ave., NW	District Department of Transportation	Protected Bicycle Lane	0.234	BP7994
CONSTITUTION AVE NW from Penn. Ave., NW to Louisiana Ave., NW	District Department of Transportation	Protected Bicycle Lane	0.18	BP8706
BLADENSBURG RD NE	District Department of Transportation	Protected Bicycle Lane	2.573	BP8689
Brentwood Parkway two-way Cycle track from Penn St., NE to 9th St., NE	District Department of Transportation	Protected Bicycle Lane	0.22	BP8002
4TH ST NW from Penn. Ave., NW to Madison Dr.,	District Department of Transportation	Protected Bicycle Lane	0.166	BP8664
SOUTHERN AVE SE	District Department of Transportation	Protected Bicycle Lane	1.777	BP8820
BRENTWOOD RD NE from Saratoga Ave to V St NE	District Department of Transportation	Protected Bicycle Lane	0.438	BP8694
Georgetown Waterfront Trail	District Department of Transportation	Protected Bicycle Lane	0.109	BP7338
G ST NW from 17th Street NW to Rock Creek Trail	District Department of Transportation	Protected Bicycle Lane	0.684	BP8725

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
IRVING ST NW	District Department of Transportation	Protected Bicycle Lane	1.132	BP8743
West Virginia Ave. NE from Mt Olivet Rd to K St NE	District Department of Transportation	Protected Bicycle Lane	0.597	BP8004
First Street, SE	District Department of Transportation	Protected Bicycle Lane	0.127	BP8011
4TH St SE from East Capitol St., NE to M Street, SE	District Department of Transportation	Protected Bicycle Lane	0.9	BP8666
West Virginia Ave. NE from New York Ave to Mt. Olivet Rd NE	District Department of Transportation	Protected Bicycle Lane	0.6	BP8001
14TH ST NW Eastern Ave., NW to Alaska Ave., NW	District Department of Transportation	Protected Bicycle Lane	0.781	BP8640
Arizona Ave NW from Loughboro Rd to MacArthur Blvd., NW	District Department of Transportation	Protected Bicycle Lane	0.5	BP8007
Potomac Ave., SW	District Department of Transportation	Protected Bicycle Lane	0.091	BP7987
Virginia Ave. NW from Rock Creek/Potomac Pkwy to Constitution Ave NW	District Department of Transportation	Protected Bicycle Lane	1.08	BP7991
RIGGS RD NE	District Department of Transportation	Protected Bicycle Lane	0.4	BP8808

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
MASSACHUSETTS AVE SE from Lincoln Park to Southern Ave SE	District Department of Transportation	Protected Bicycle Lane	0.065	BP8766
K Street NE/NW from 1st St NE to 3rd St NW	District Department of Transportation	Protected Bicycle Lane	0.501	BP8006
Virginia Ave. NW	District Department of Transportation	Protected Bicycle Lane	1.082	BP8000
8th St. NE from Monroe St., NE to Franklin St., NE	District Department of Transportation	Protected Bicycle Lane	0.468	BP8014
Warder St. NW/7th St. NW from Columbia Rd to New Hampshire Ave NW	District Department of Transportation	Protected Bicycle Lane	0.8	BP7999
4th St NE Cycletrack	District Department of Transportation	Protected Bicycle Lane	0.311	BP8618
Fort Lincoln Drive Connector Trail	District Department of Transportation	Protected Bicycle Lane	0.731	BP7332
15TH ST NW Euclid St., NW to H St., NW	District Department of Transportation	Protected Bicycle Lane	1.6	BP8643
MOUNT OLIVET RD NE from New York Ave NE to Bladensburg Rd NE	District Department of Transportation	Protected Bicycle Lane	0.81	BP8776
PENNSYLVANIA AVE NW from M St NW to 15th St NW	District Department of Transportation	Protected Bicycle Lane	1.028	BP8790

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
NEW JERSEY AVE NW	District Department of Transportation	Protected Bicycle Lane	0.37	BP8784
NEW HAMPSHIRE AVE NW from Dupont Circle NW to Washington Circle NW	District Department of Transportation	Protected Bicycle Lane	0.203	BP8783
4TH ST NE from East Capitol St., NE to New York Ave., NE - Cycletrack	District Department of Transportation	Protected Bicycle Lane	1.5	BP8662
Fort Circle Parks Connector/Military Road, NW	District Department of Transportation	Protected Bicycle Lane	1.075	BP7329
K Street NW from 3rd St NW to 4th St NW	District Department of Transportation	Protected Bicycle Lane	0.054	BP8013
East Capitol Street Bridge Connector	District Department of Transportation	Protected Bicycle Lane	0.389	BP7322
MASSACHUSETTS AVE NW from Dupont Circle to N Capitol St NW	District Department of Transportation	Protected Bicycle Lane	1.825	BP8765
SOUTHERN AVE SE	District Department of Transportation	Protected Bicycle Lane	1.477	BP8821
Great Streets - Pennsylvania Ave, SE	District Department of Transportation	Protected Bicycle Lane	1	T2743
Ballenger Creek	Frederick County	Protected Bicycle Lane	0.234	BP7619
New Design Road Protected Bike Lanes	Frederick County	Protected Bicycle Lane	2.755	BP7622

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Goldsboro Rd (MD 614)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	2.124	BP8110
Main St (MD 108)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.221	BP8296
New Hampshire Ave (MD 650)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.156	BP8299
Bradley Blvd (MD 191)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.458	BP8118
16th St (MD 390)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.335	BP8124
Old Georgetown Rd (MD 187)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.298	BP8158
Connecticut Ave (MD 185)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.146	BP8284

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	1.724	BP7695
New Hampshire Ave (MD 650)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.417	BP8189
16th St (MD 390)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.759	BP8203
Bradley Ln (MD 191)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.053	BP8282
East West Hwy (MD 410)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.805	BP8136
Old Georgetown Rd (MD 187)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.174	BP8143
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.105	BP8266

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Piney Branch Rd (MD 320)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.237	BP8206
Layhill Rd (MD 182)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.232	BP8220
University Blvd (MD 193)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.636	BP8207
Arliss St (MD 594-D)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.553	BP8225
Piney Branch Rd Separated Bike Lanes (Flower Ave to University Blvd)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.019	BP8053
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	1.389	BP8073
Burlington Ave (MD 410)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.339	BP8087

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Old Georgetown Rd (MD 187)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.299	BP8103
University Blvd (MD 193)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.215	BP8112
Colesville Rd (MD 384)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.155	BP8102
Connecticut Ave (MD 185)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.331	BP8182
Flower Ave (MD 787)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.38	BP8226
Piney Branch Rd (MD 320)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.476	BP8227
Ridge Rd (MD 27)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.262	BP8196

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Montgomery Ave Separated Bike Lanes (Wisconsin Ave to East West Hwy)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.445	BP8027
Georgia Ave (MD 97)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.465	BP8202
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.502	BP8129
Plyers Mill Rd (MD 192)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.311	BP8257
Colesville Rd (MD 384)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.306	BP8128
University Blvd (MD 193)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.312	BP8080
Connecticut Ave (MD 185)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.564	BP8254

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Ridge Rd (MD 27)	Maryland Department of Transportation - State Highway Administration	Protected Bicycle Lane	0.345	BP8280
Crystal Rock Dr	Montgomery County	Protected Bicycle Lane	1.022	BP8245
Grandview Ave Separated Bike Lanes (Blueridge Ave to University Blvd)	Montgomery County	Protected Bicycle Lane	0.263	BP8033
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	0.887	BP7538
Fernwood Rd	Montgomery County	Protected Bicycle Lane	0.411	BP8241
Burtonsville To Silver Spring	Montgomery County	Protected Bicycle Lane	0.859	BP7519
Spring St / Cedar St	Montgomery County	Protected Bicycle Lane	0.159	BP8176
Montgomery St	Montgomery County	Protected Bicycle Lane	0.059	BP8171
Medical Center Dr	Montgomery County	Protected Bicycle Lane	0.12	BP8153
Life Sciences Center Loop (Key West Ave to Great Seneca Hwy)	Montgomery County	Protected Bicycle Lane	1.102	BP8041
Omega Dr	Montgomery County	Protected Bicycle Lane	0.121	BP8172
Dixon Ave	Montgomery County	Protected Bicycle Lane	0.285	BP8166
Clarksburg To City Of Gaithersburg	Montgomery County	Protected Bicycle Lane	0.35	BP7518
Lewis Dr	Montgomery County	Protected Bicycle Lane	0.18	BP8194
Rock Spring Dr	Montgomery County	Protected Bicycle Lane	0.661	BP8240

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Friendship Blvd Separated Bike Lanes (Willard Ave to District of Columbia)	Montgomery County	Protected Bicycle Lane	0.201	BP8040
Wheaton To Takoma / Langley	Montgomery County	Protected Bicycle Lane	1.228	BP7508
Glenmont To Silver Spring	Montgomery County	Protected Bicycle Lane	2.593	BP7512
Westlake Ter	Montgomery County	Protected Bicycle Lane	0.786	BP8242
Cameron St	Montgomery County	Protected Bicycle Lane	0.338	BP8141
Olney #2	Montgomery County	Protected Bicycle Lane	0.715	BP8209
Nebel St	Montgomery County	Protected Bicycle Lane	0.497	BP8089
Twinbrook Pkwy	Montgomery County	Protected Bicycle Lane	0.305	BP8212
Wheaton Plaza Entrance	Montgomery County	Protected Bicycle Lane	0.126	BP8138
Appomattox Ave	Montgomery County	Protected Bicycle Lane	0.79	BP8216
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	0.126	BP7531
Rockville Pkwy	Montgomery County	Protected Bicycle Lane	5.082	BP7469
Cheltenham Dr	Montgomery County	Protected Bicycle Lane	0.079	BP8082
Nebel St Ext	Montgomery County	Protected Bicycle Lane	1.295	BP8088
Spartan Rd	Montgomery County	Protected Bicycle Lane	0.615	BP8217
Edson Ln	Montgomery County	Protected Bicycle Lane	0.4	BP8140
City Of Rockville To Wheaton	Montgomery County	Protected Bicycle Lane	2.729	BP7509
Executive Blvd	Montgomery County	Protected Bicycle Lane	0.343	BP8170
Plum Orchard Dr	Montgomery County	Protected Bicycle Lane	1.278	BP8130

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Tuckerman Ln	Montgomery County	Protected Bicycle Lane	0.663	BP8177
Battery Ln	Montgomery County	Protected Bicycle Lane	0.321	BP8137
Diamondback Dr	Montgomery County	Protected Bicycle Lane	0.177	BP8151
Westbard Ave	Montgomery County	Protected Bicycle Lane	0.703	BP8228
Wheaton Plaza Ring Road	Montgomery County	Protected Bicycle Lane	2.19	BP8201
Pearl St	Montgomery County	Protected Bicycle Lane	0.133	BP8107
Industrial Pkwy	Montgomery County	Protected Bicycle Lane	2.11	BP8111
Rockledge Dr	Montgomery County	Protected Bicycle Lane	0.476	BP8188
Green Trail	Montgomery County	Protected Bicycle Lane	0.341	BP7483
Lyttonsville Rd	Montgomery County	Protected Bicycle Lane	0.865	BP8109
Aspen Hill Rd	Montgomery County	Protected Bicycle Lane	0.315	BP8190
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	0.417	BP7516
Clarksburg To City Of Gaithersburg	Montgomery County	Protected Bicycle Lane	0.143	BP7526
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	0.033	BP7517
Rockledge Dr	Montgomery County	Protected Bicycle Lane	1.203	BP8210
Blackwell Rd	Montgomery County	Protected Bicycle Lane	0.195	BP8148
Street B-5	Montgomery County	Protected Bicycle Lane	0.371	BP8095
Traville Gateway Dr Ext	Montgomery County	Protected Bicycle Lane	0.172	BP8169
Aircraft Dr	Montgomery County	Protected Bicycle Lane	0.124	BP7523
2nd Ave / Wayne Ave	Montgomery County	Protected Bicycle Lane	0.315	BP8152

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Discoverly Dr	Montgomery County	Protected Bicycle Lane	0.465	BP8126
Capital Crescent Trail (surface Route)	Montgomery County	Protected Bicycle Lane	0.052	BP7478
Life Sciences Center Loop (Great Seneca Hwy to Key West Ave)	Montgomery County	Protected Bicycle Lane	0.454	BP8031
Willard Ave	Montgomery County	Protected Bicycle Lane	0.501	BP8230
Marinelli Rd Separated Bike Lanes (Executive Blvd to Woodglan Dr)	Montgomery County	Protected Bicycle Lane	0.177	BP8048
FDA Blvd	Montgomery County	Protected Bicycle Lane	0.772	BP8074
Nicholson Ln	Montgomery County	Protected Bicycle Lane	1.004	BP8091
E Jefferson St	Montgomery County	Protected Bicycle Lane	0.458	BP8119
Fenton St Separated Bike Lanes (Wayne Ave to King St)	Montgomery County	Protected Bicycle Lane	0.568	BP8024
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	1.004	BP7487
Sligo Ave	Montgomery County	Protected Bicycle Lane	0.055	BP8163
Olney To Glenmont	Montgomery County	Protected Bicycle Lane	0.357	BP7498
Marinelli Rd Separated Bike Lanes (Rockville Pike to Nebel St)	Montgomery County	Protected Bicycle Lane	0.424	BP8045
Medical Center Dr Ext (Outer Side) Separated Bike Lanes (Great Seneca Hwy to Key West Ave)	Montgomery County	Protected Bicycle Lane	0.479	BP8046
Executive Blvd	Montgomery County	Protected Bicycle Lane	0.287	BP8104

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Towne Rd	Montgomery County	Protected Bicycle Lane	0.207	BP8145
Germantown To Life Sciences Center	Montgomery County	Protected Bicycle Lane	3.678	BP7495
Summit Ave	Montgomery County	Protected Bicycle Lane	0.175	BP8234
Prichard Rd	Montgomery County	Protected Bicycle Lane	0.193	BP8099
Farragut Ave	Montgomery County	Protected Bicycle Lane	0.064	BP8233
Cherry Hill Rd Separated Bike Lanes (Prosperity Dr to Prince George's County)	Montgomery County	Protected Bicycle Lane	1.312	BP8036
Johns Hopkins Dr	Montgomery County	Protected Bicycle Lane	0.119	BP8146
Pearl St	Montgomery County	Protected Bicycle Lane	0.302	BP8108
Leland St	Montgomery County	Protected Bicycle Lane	0.068	BP8144
Broschart Rd	Montgomery County	Protected Bicycle Lane	0.517	BP8133
Belward Campus Dr	Montgomery County	Protected Bicycle Lane	0.751	BP8125
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Montgomery County	Protected Bicycle Lane	0.251	BP8029
Street B-2	Montgomery County	Protected Bicycle Lane	0.264	BP8272
Blackwell Rd	Montgomery County	Protected Bicycle Lane	2.005	BP8090
Grubb Rd	Montgomery County	Protected Bicycle Lane	0.66	BP8224
Twinbrook Pkwy	Montgomery County	Protected Bicycle Lane	0.136	BP8318
Blueridge Ave	Montgomery County	Protected Bicycle Lane	0.76	BP8098

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Fenton St Separated Bike Lanes (Ellsworth Dr to Wayne Ave)	Montgomery County	Protected Bicycle Lane	0.11	BP8054
Street B-2	Montgomery County	Protected Bicycle Lane	0.335	BP8295
Glenallan Ave	Montgomery County	Protected Bicycle Lane	0.609	BP8289
Woodmont Ave Separated Bike Lanes (Strathmore St to Wisconsin Ave)	Montgomery County	Protected Bicycle Lane	0.063	BP8037
Wisteria Dr	Montgomery County	Protected Bicycle Lane	1.043	BP8204
Grandview Ave Separated Bike Lanes (University Blvd to Reddie Dr)	Montgomery County	Protected Bicycle Lane	0.412	BP8032
Edgemoor Ln Separated Bike Lanes (Arlington Rd to Bethesda Metrorail Station)	Montgomery County	Protected Bicycle Lane	0.159	BP8025
Summit Ave Ext	Montgomery County	Protected Bicycle Lane	0.187	BP8178
Arlington Rd Separated Bike Lanes (Old Georgetown Rd to Bradley Blvd)	Montgomery County	Protected Bicycle Lane	0.658	BP8038
Norfolk Ave	Montgomery County	Protected Bicycle Lane	0.111	BP8083
City Of Rockville To Friendship Heights	Montgomery County	Protected Bicycle Lane	0.153	BP7482
Tech Rd	Montgomery County	Protected Bicycle Lane	0.817	BP8131
Broadbirch Dr Separated Bike Lanes (Tech Rd to Cherry Hill Rd)	Montgomery County	Protected Bicycle Lane	0.673	BP8030

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Montgomery Ln Separated Bike Lanes (Woodmont Ave to Wisconsin Ave)	Montgomery County	Protected Bicycle Lane	0.145	BP8042
East Ave	Montgomery County	Protected Bicycle Lane	0.049	BP8096
Reedie Dr	Montgomery County	Protected Bicycle Lane	0.126	BP8123
Spartan Rd	Montgomery County	Protected Bicycle Lane	0.378	BP8271
Twinbrook Pkwy	Montgomery County	Protected Bicycle Lane	0.06	BP8270
White Flint To Rock Spring	Montgomery County	Protected Bicycle Lane	0.624	BP7490
Aircraft Dr	Montgomery County	Protected Bicycle Lane	0.166	BP8250
Cherry Hill Rd	Montgomery County	Protected Bicycle Lane	1.416	BP7549
Nicholson Ln	Montgomery County	Protected Bicycle Lane	0.742	BP8072
Grubb Rd	Montgomery County	Protected Bicycle Lane	0.232	BP8147
Dorsey Mill Rd	Montgomery County	Protected Bicycle Lane	0.019	BP8149
15th St NW Cycle Track from Penn Ave NW to Maine Ave SW	National Park Service	Protected Bicycle Lane	0.796	BP7861
New Hampshire Ave (MD 650)	Takoma Park Public Works Department	Protected Bicycle Lane	0.527	BP8218
Mount Vernon Pentagon Connector	Arlington Co. DES	Shared Use Path	0.185	BP7429
Four Mile Run Trail Enhancements	Arlington Co. DES	Shared Use Path	1.8	BP8494
Tr Bridge To N Meade St	Arlington Co. DES	Shared Use Path	0.198	BP7413

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Four Mile Run & W&OD Trail Improvements in Benjamin Banneker Park	Arlington Co. DES	Shared Use Path	0.3	BP8484
Glencarlyn/Hospital Trail	Arlington Co. DES	Shared Use Path	0.5	BP8515
Key Boulevard Trail Renovation	Arlington Co. DES	Shared Use Path	0.4	BP8513
Washington Boulevard Sidewalk Upgrade	Arlington Co. DES	Shared Use Path	1.2	BP8499
Arlington National Cemetery Wall Trail	Arlington Co. DES	Shared Use Path	1.2	BP8509
Army Navy Drive Protected Bike Lane	Arlington Co. DES	Shared Use Path	0.685	BP7287
Donaldson Run Trail Renovation	Arlington Co. DES	Shared Use Path	0.5	BP8521
West Ballston Connection	Arlington Co. DES	Shared Use Path	0.4	BP8497
Arlington Boulevard Trail	Arlington Co. DES	Shared Use Path	4.594	BP7324
Manchester Street/Bluemont Connection	Arlington Co. DES	Shared Use Path	0.1	BP8517
Chain Bridge Access Improvements	Arlington Co. DES	Shared Use Path	0.3	BP8524
Custis (I-66) Trail Renovation	Arlington Co. DES	Shared Use Path	3.9	BP8493
110 Trail/cemetery Wall Trail	Arlington Co. DES	Shared Use Path	1.168	BP7278
Long Bridge Extension	Arlington Co. DES	Shared Use Path	0.479	BP7428
Columbia Pike Sidewalk Project	Arlington Co. DES	Shared Use Path	0.811	BP7315
Iwo Jima Memorial Connection to Theodore Roosevelt Bridge	Arlington Co. DES	Shared Use Path	0.9	BP8504
Mount Vernon Trail Extension	Arlington Co. DES	Shared Use Path	0.2	BP8523

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
N. Carlin Springs Road Trail	Arlington Co. DES	Shared Use Path	0.3	BP8516
Route 110 Trail Upgrades	Arlington Co. DES	Shared Use Path	0.5	BP8500
Bluemont Park to Upton Hill Park Trail	Arlington Co. DES	Shared Use Path	0.7	BP8519
Route 110 South Trail	Arlington Co. DES	Shared Use Path	0.7	BP8510
Four Mile Run - Potomac Yards Connector	Arlington Co. DES	Shared Use Path	0.055	BP7336
Freedom Park Enhancements	Arlington Co. DES	Shared Use Path	0.3	BP8512
Culpepper to 20th Street North Connector	Arlington Co. DES	Shared Use Path	0.2	BP8522
Potomac Yard Four Mile Run Trail Connector	Arlington Co. DES	Shared Use Path	0.2	BP8485
Long Bridge Section	Arlington Co. DES	Shared Use Path	0.71	BP7356
8th Road N./Bluemont Park Connector	Arlington Co. DES	Shared Use Path	0.1	BP8491
Chain Bridge Road /Pimmit Run Trail	Arlington Co. DES	Shared Use Path	0.5	BP8520
Bluemont Junction Trail Upgrades	Arlington Co. DES	Shared Use Path	1.3	BP8518
St. Paul's Drive Shared Use Path	Charles County	Shared Use Path	0.498	BP8850
St. Patrick's Drive Shared Use Path Connection	Charles County	Shared Use Path	0.447	BP8853
Radio Station Road Shared Use Path	Charles County	Shared Use Path	1.636	BP8857
Middletown Road Shared Use Path	Charles County	Shared Use Path	0.863	BP8858
St. Charles Parkway Shared Use Path	Charles County	Shared Use Path	2.765	BP8854
Billingsley Road East Shared Use Path	Charles County	Shared Use Path	1.368	BP8867

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Billingsley Road Shared Use Path	Charles County	Shared Use Path	4.589	BP8852
St. Patrick's Drive Shared Use Path	Charles County	Shared Use Path	0.361	BP8851
Western Parkway Phase III	Charles County	Shared Use Path	0.812	BP8848
Smallwood Drive Shared Use Path	Charles County	Shared Use Path	0.684	BP8855
Rose Hill Road Shared Use Path Construction	Charles County	Shared Use Path	2.682	BP8869
Smallwood Drive West Shared Use Paths	Charles County	Shared Use Path	5.439	BP8870
Cameron Run	City of Alexandria	Shared Use Path	1	BP11613
N VAN DORN ST	City of Alexandria	Shared Use Path	2	BP8919
N BEAUREGARD ST	City of Alexandria	Shared Use Path	3	BP8899
Jermantown Road Corridor Improvements	City of Fairfax	Shared Use Path	0.737	BP7748
Country Club Commons Connector Trail	City of Fairfax	Shared Use Path	0.145	BP7747
George Snyder Trail	City of Fairfax	Shared Use Path	1.366	BP7745
Old Lee Highway Multimodal Improvements	City of Fairfax	Shared Use Path	1.452	BP7744
Pickett Trail Connector	City of Fairfax	Shared Use Path	0.248	BP7746
Mill Pond Rd	City of Frederick	Shared Use Path	0.143	BP7724
Baughmans Ln	City of Frederick	Shared Use Path	0.424	BP7737
Key Pkwy	City of Frederick	Shared Use Path	1.624	BP7738
Mill Pond Rd	City of Frederick	Shared Use Path	0.323	BP7743

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Shookstown Rd	City of Frederick	Shared Use Path	0.335	BP7736
Madison St	City of Frederick	Shared Use Path	0.329	BP7729
Butterfly Ln	City of Frederick	Shared Use Path	0.949	BP7740
E Church St	City of Frederick	Shared Use Path	0.632	BP7722
Tuscarora Creek Trail	City of Frederick	Shared Use Path	1.55	BP7573
Carroll Creek	City of Frederick	Shared Use Path	1.247	BP7564
Tuscarora Creek	City of Frederick	Shared Use Path	1.55	BP7569
Carroll Creek	City of Frederick	Shared Use Path	0.377	BP7563
Carroll Creek	City of Frederick	Shared Use Path	1.065	BP7558
Tuscarora Creek Trail	City of Frederick	Shared Use Path	0.451	BP7581
Tuscarora Creek Trail	City of Frederick	Shared Use Path	0.336	BP7582
Tbd	City of Frederick	Shared Use Path	1.802	BP7567
Gas House Pike	City of Frederick	Shared Use Path	2.016	BP7721
Mccain Dr	City of Frederick	Shared Use Path	1.033	BP7739
Lee Pl	City of Frederick	Shared Use Path	0.577	BP7735
H&F Trolley Trail	City of Frederick	Shared Use Path	1.063	BP7591
Monocacy River	City of Frederick	Shared Use Path	3.187	BP7557
Tuscarora Creek Trail	City of Frederick	Shared Use Path	0.169	BP7572
S Market St	City of Frederick	Shared Use Path	0.836	BP7727
N Market St	City of Frederick	Shared Use Path	2.725	BP7726

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Taney Ave	City of Frederick	Shared Use Path	0.86	BP7734
E Patrick St	City of Frederick	Shared Use Path	1.26	BP7730
Stadium Dr	City of Frederick	Shared Use Path	0.565	BP7728
Tuscarora Creek	City of Frederick	Shared Use Path	0.652	BP7556
Carroll Creek	City of Frederick	Shared Use Path	0.429	BP7561
Carroll Creek	City of Frederick	Shared Use Path	2.103	BP7565
Carroll Creek	City of Frederick	Shared Use Path	0.225	BP7560
Tuscarora Creek	City of Frederick	Shared Use Path	0.157	BP7570
Tuscarora Creek Trail	City of Frederick	Shared Use Path	0.157	BP7576
Thomas Johnson Dr	City of Frederick	Shared Use Path	1.923	BP7733
Opposumton Pike	City of Frederick	Shared Use Path	2.712	BP7732
7th St	City of Frederick	Shared Use Path	0.555	BP7720
Rosemont Ave	City of Frederick	Shared Use Path	1.451	BP7742
Tuscarora Creek Trail	City of Frederick	Shared Use Path	0.12	BP7580
Wormans Mill Rd	City of Frederick	Shared Use Path	0.704	BP7723
Main St - Md144	City of Frederick	Shared Use Path	0.486	BP7731
Routzahn Way	City of Frederick	Shared Use Path	0.109	BP7725
Yellow Springs Rd	City of Frederick	Shared Use Path	1.363	BP7741
Hungerford Dr (MD 355)	City of Gaithersburg	Shared Use Path	0.762	BP7689
Service Road A	City of Gaithersburg	Shared Use Path	0.258	BP7684

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
W Diamond Ave (MD 117)	City of Gaithersburg	Shared Use Path	0.227	BP7685
Garland Ct And Winterwood Ct Connector	City of Manassas	Shared Use Path	0.16	BP7800
Godwin Drive shared-use path (north)	City of Manassas	Shared Use Path	0.9	BP11605
Godwin Drive shared-use path (south)	City of Manassas	Shared Use Path	2	BP11604
Public Works Dr	City of Manassas	Shared Use Path	0.133	BP7793
Namette Dr Ext	City of Manassas	Shared Use Path	0.06	BP7805
Vicksburg Ln Ext	City of Manassas	Shared Use Path	0.251	BP7792
Nokesville Road shared use path (west)	City of Manassas	Shared Use Path	0.6	BP11606
Dean Park Ln	City of Manassas	Shared Use Path	1.373	BP7777
Stonewall Park	City of Manassas	Shared Use Path	0.463	BP7764
Grant Ave shared-use path	City of Manassas	Shared Use Path	0.6	BP11608
Gateway Blvd And Godwin Dr Connector	City of Manassas	Shared Use Path	0.39	BP7776
Nokesville Road shared-use path (east)	City of Manassas	Shared Use Path	1	BP11607
Redoubt Rd	City of Manassas	Shared Use Path	0.139	BP7767
Fairview Ave	City of Manassas	Shared Use Path	0.098	BP7780
Merit Ct And Olden Ct Connector	City of Manassas	Shared Use Path	0.077	BP7801
Wellington Rd shared-use path gap	City of Manassas	Shared Use Path	0.3	BP11610

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Gateway Blvd	City of Manassas	Shared Use Path	0.795	BP7775
FLORIDA AVE NW	District Department of Transportation	Shared Use Path	0.056	BP8720
Pennsylvania Ave SE	District Department of Transportation	Shared Use Path	0.304	BP8613
Dalecarlia Pkwy Trail from Mass Ave., NW to Loughboro Rd., NW	District Department of Transportation	Shared Use Path	1.46	BP7462
Klingle Valley Trail	District Department of Transportation	Shared Use Path	0.34	BP8609
Louisiana Ave (national Mall-mbt Connector)	District Department of Transportation	Shared Use Path	0.637	BP7373
Hains Point Bridge	District Department of Transportation	Shared Use Path	0.191	BP8841
NEBRASKA AVE NW from Oregon Ave NW to Wisconsin Ave NW	District Department of Transportation	Shared Use Path	0.411	BP8779
Metropolitan Branch Trail	District Department of Transportation	Shared Use Path	0	T3228
11th St. Bridge Crossing	District Department of Transportation	Shared Use Path	0.452	BP8599
Piney Branch Pkwy NW	District Department of Transportation	Shared Use Path	0.832	BP8607

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Connection To Marvin Gaye Trail from the Anacostia River Trail	District Department of Transportation	Shared Use Path	0.4	BP8837
Virginia Ave Trail from 9th St SE to 11th St SE	District Department of Transportation	Shared Use Path	0.116	BP7460
South Capitol Street Trail	District Department of Transportation	Shared Use Path	3	T6114
Palisades Trolley Trail	District Department of Transportation	Shared Use Path	2.28	BP8602
FLORIDA AVE NE	District Department of Transportation	Shared Use Path	0.654	BP8719
Fort Circle Planned Trails/Fort Davis Drive	District Department of Transportation	Shared Use Path	1.232	BP7463
Oxon Run Trail from 13th St to Southern Ave SE	District Department of Transportation	Shared Use Path	2.259	BP7446
RIGGS RD NE	District Department of Transportation	Shared Use Path	0.459	BP8809
New York Ave NE from Montana Ave NE to DC line	District Department of Transportation	Shared Use Path	2.019	BP8612
15TH ST NW	District Department of Transportation	Shared Use Path	0.082	BP8644

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
South Capitol Street Trail	District Department of Transportation	Shared Use Path	3.332	BP7404
Roosevelt Bridge to Mt. Vernon Trail	District Department of Transportation	Shared Use Path	0.2	BP8503
Metropolitan Branch Trail	District Department of Transportation	Shared Use Path	0.783	BP8838
Commodore Joshua Barney Dr Ne Sidepath	District Department of Transportation	Shared Use Path	0.717	BP7317
FLORIDA AVE NW	District Department of Transportation	Shared Use Path	0.409	BP8721
MILITARY RD NW Nebraska Ave NW to 28th St NW	District Department of Transportation	Shared Use Path	0.619	BP8770
MICHIGAN AVE NE from South Dakota Ave NE to Eastern Ave NE	District Department of Transportation	Shared Use Path	0.418	BP8769
Metropolitan Branch Trail	District Department of Transportation	Shared Use Path	4.713	BP7367
South Captiol Trail Extension	District Department of Transportation	Shared Use Path	0.382	BP7405
NEBRASKA AVE NW Loughboro Rd NW to Rockwood Pkwy NW	District Department of Transportation	Shared Use Path	0.263	BP8780

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Arizona Avenue Connector Trail to the Capital Crescent Trail	District Department of Transportation	Shared Use Path	0.09	BP8684
Oxon Cove Trail	District Department of Transportation	Shared Use Path	0.388	BP8608
Oxon Run Trail	District Department of Transportation	Shared Use Path	0.421	BP8610
12TH ST NW	District Department of Transportation	Shared Use Path	0.02	BP8633
Texas Ave SE	District Department of Transportation	Shared Use Path	0.784	BP8600
S. Capitol Bridge Crossing	District Department of Transportation	Shared Use Path	1.361	BP8606
16th ST NW Eastern Ave., NW to Spring Rd, NW	District Department of Transportation	Shared Use Path	3.789	BP8620
Pennsylvania Ave SE	District Department of Transportation	Shared Use Path	0.211	BP8614
Mass Ave NW Sidepath Western Ave NW to R St NW	District Department of Transportation	Shared Use Path	3.621	BP8624
New York Ave Trail from MBT to Bladensburg Rd NE	District Department of Transportation	Shared Use Path	1.677	BP7441
Grist Mill Trail Phase 1	Fairfax County	Shared Use Path	3	BP11381

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Cub Run Trail	Fairfax County	Shared Use Path	2	BP11396
Centreville to Clifton Trail	Fairfax County	Shared Use Path	1	BP11476
Idylwood Road Trail	Fairfax County	Shared Use Path	2	BP11430
Guinea Road Trail	Fairfax County	Shared Use Path	5	BP11484
Shreve Road Trail	Fairfax County	Shared Use Path	2	BP11447
Mount Vernon Memorial Highway Trail	Fairfax County	Shared Use Path	2	BP11463
Franconia Trail	Fairfax County	Shared Use Path	5.5	BP11408
Fair Lakes Circle Trail	Fairfax County	Shared Use Path	0.67	BP11394
Trap Road Trail	Fairfax County	Shared Use Path	1	BP11421
South County East West Trail	Fairfax County	Shared Use Path	17.08	BP7453
Clark Crossing Road Trail	Fairfax County	Shared Use Path	1	BP11423
Sherwood Hall Road Trail	Fairfax County	Shared Use Path	1	BP11461
Collingwood Road Trail	Fairfax County	Shared Use Path	2	BP11462
South Count East-West Trail Phase 1	Fairfax County	Shared Use Path	3	BP11392
Route 29 Trail Phase 2	Fairfax County	Shared Use Path	10	BP11446
Fox Mill Trail	Fairfax County	Shared Use Path	1.07	BP11379
Reston Parkway Trail	Fairfax County	Shared Use Path	6.4	BP11387
Route 28 Trail	Fairfax County	Shared Use Path	4	BP11406
Kirby Road Trail	Fairfax County	Shared Use Path	3	BP11431
Roberts Road Trail	Fairfax County	Shared Use Path	1	BP11480
South Van Dorn Street Trail	Fairfax County	Shared Use Path	2.2	BP11459
66 Parallel Trail	Fairfax County	Shared Use Path	18.12	BP7320
Braddock Trail	Fairfax County	Shared Use Path	11	BP11376
Route 1 Trail	Fairfax County	Shared Use Path	4	BP11318
Richmond Highway Trail	Fairfax County	Shared Use Path	14.8	BP11388
Frederick and Pennsylvania Line RR Trail	Frederick County	Shared Use Path	1.35	BP7614

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Frederick and Pennsylvania Line RR Trail	Frederick County	Shared Use Path	0.142	BP7575
Frederick and Pennsylvania Line RR Trail	Frederick County	Shared Use Path	2.089	BP7617
Mount Airy Trail	Frederick County	Shared Use Path	1.109	BP7717
Ballenger Creek	Frederick County	Shared Use Path	0.838	BP7616
Frederick and Pennsylvania Line RR Trail	Frederick County	Shared Use Path	3.464	BP7586
Ballenger Creek	Frederick County	Shared Use Path	0.131	BP7620
Bush Creek	Frederick County	Shared Use Path	3.284	BP7703
Sugarloaf - Little Bennet Trail	Frederick County	Shared Use Path	1.529	BP7705
Emmitsburg Area Trails	Frederick County	Shared Use Path	1.349	BP7696
New Design Road Side Path	Frederick County	Shared Use Path	8.518	BP7621
H&F Trolley Trail	Frederick County	Shared Use Path	5.889	BP7583
Brunswick Crossing	Frederick County	Shared Use Path	0.743	BP7712
Frederick Scenic Trail	Frederick County	Shared Use Path	1.429	BP7618
Middletown Greenway	Frederick County	Shared Use Path	0.054	BP7608
Town Of Middletown Greenway	Frederick County	Shared Use Path	0.727	BP7599
MIDDLETOWN - MYERSVILLE TROLLEY TRAIL	Frederick County	Shared Use Path	1.953	BP7612
Middletown Greenway	Frederick County	Shared Use Path	0.102	BP7607
I-270 Transitway	Frederick County	Shared Use Path	3.474	BP7593

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Middletown Greenway	Frederick County	Shared Use Path	0.815	BP7609
Middletown Greenway	Frederick County	Shared Use Path	0.188	BP7603
Monocacy River	Frederick County	Shared Use Path	1.924	BP7706
Middletown Greenway	Frederick County	Shared Use Path	0.404	BP7601
Ballenger Creek	Frederick County	Shared Use Path	0.335	BP7610
Brunswick Crossing	Frederick County	Shared Use Path	1.366	BP7711
Sugarloaf - Little Bennet Trail	Frederick County	Shared Use Path	1.683	BP7716
H&F Trolley Trail	Frederick County	Shared Use Path	2.243	BP7584
H&F Trolley Trail	Frederick County	Shared Use Path	0.821	BP7585
H&F Trolley Trail	Frederick County	Shared Use Path	0.464	BP7590
H&F Trolley Trail	Frederick County	Shared Use Path	2.373	BP7589
Middletown Greenway	Frederick County	Shared Use Path	0.084	BP7605
I-270 Transitway	Frederick County	Shared Use Path	4.575	BP7595
Middletown Greenway	Frederick County	Shared Use Path	0.634	BP7602
Middletown Greenway	Frederick County	Shared Use Path	0.063	BP7604
MIDDLETOWN - MYERSVILLE TROLLEY TRAIL	Frederick County	Shared Use Path	0.407	BP7597
MIDDLETOWN - MYERSVILLE TROLLEY TRAIL	Frederick County	Shared Use Path	1.555	BP7611
I-270 Transitway	Frederick County	Shared Use Path	2.696	BP7594
Bush Creek	Frederick County	Shared Use Path	4.993	BP7704

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Frederick Scenic Trail	Frederick County	Shared Use Path	1.6	BP7613
John Mosby Highway Pedestrian Facilities	Loudoun County	Shared Use Path	9.788	BP7673
Arcola Boulevard	Loudoun County	Shared Use Path	1.736	BP7644
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Shared Use Path	0.606	BP7652
Innovation Avenue Bicycle Lanes and Pedestrian Facilities	Loudoun County	Shared Use Path	0.637	BP8349
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Shared Use Path	1.025	BP7648
Loudoun County Parkway Pedestrian Facilities	Loudoun County	Shared Use Path	3.69	BP7671
Charles Town Pike Shared Use path	Loudoun County	Shared Use Path	12.7	BP7662
W & OD West Extension	Loudoun County	Shared Use Path	8.584	BP7665
Route 9	Loudoun County	Shared Use Path	0.346	BP7675
James Monroe Highway Pedestrian Facilities	Loudoun County	Shared Use Path	10.39	BP7649
James Monroe Highway Pedestrian Facilities	Loudoun County	Shared Use Path	2.585	BP7661
Davis Drive Pedestrian Facilities	Loudoun County	Shared Use Path	1	BP8439
Claude Moore Drive Sidewalk	Loudoun County	Shared Use Path	0.22	BP8340
Hansen Park Shared Use Path	Loudoun County	Shared Use Path	0.808	BP7647
Loudoun County Parkway Pedestrian Facilities	Loudoun County	Shared Use Path	9.927	BP7670

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Ashburn Road Shared Use Path	Loudoun County	Shared Use Path	0.46	BP8430
Harry Byrd Highway	Loudoun County	Shared Use Path	2.981	BP7655
Riverside Parkway Pedestrian Facilities	Loudoun County	Shared Use Path	0.695	BP7667
Cascades Parkway Shared Use Path	Loudoun County	Shared Use Path	0.431	BP7654
Demott Drive Bicycle Lanes	Loudoun County	Shared Use Path	0.71	BP8425
John Mosby Highway Pedestrian Facilities	Loudoun County	Shared Use Path	0.803	BP7674
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Loudoun County	Shared Use Path	0.268	BP7672
Ashburn Farm Parkway Shared Use Path Widening	Loudoun County	Shared Use Path	1.06	BP7668
Snickersville Turnpike Bicycle Lanes	Loudoun County	Shared Use Path	1.97	BP7659
Belmont Ridge Road Shared Use Path	Loudoun County	Shared Use Path	1.858	BP7645
Lovettsville Road Pedestrian Facilities	Loudoun County	Shared Use Path	5.756	BP7650
Berlin Turnpike (VA Route 287)	Loudoun County	Shared Use Path	10.58	BP7663
Whites Ferry Connector	Loudoun County	Shared Use Path	4.667	BP7664
Croson Lane Pedestrian Facilities	Loudoun County	Shared Use Path	1.307	BP7669
Ashburn Road	Loudoun County	Shared Use Path	0.43	BP8367
Riverside Parkway Pedestrian Facilities	Loudoun County	Shared Use Path	0.313	BP7666
Leesburg Bypass Pedestrian Facility	Loudoun County	Shared Use Path	0.809	BP7660
Atlantic Boulevard Shared Use Path	Loudoun County	Shared Use Path	1.122	BP7653

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Braddock Road Shared Use Path	Loudoun County	Shared Use Path	1.336	BP7678
Davis Drive	Loudoun County	Shared Use Path	0.96	BP8332
Nice/Middleton Bridge Bike/Ped Access	Maryland Department of Transportation - Maryland Transportation Authority	Shared Use Path	1.962	BP8868
Frederick Rd (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.701	BP8093
Knowles Ave (MD 547)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.416	BP8232
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.13	BP8262
Olney-Sandy Spring Rd (MD 108)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.22	BP8180
Montgomery Village Ave (MD 124)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	2.646	BP7680

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Metropolitan Ave (MD 192)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.151	BP8290
Connecticut Ave (MD 185)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.273	BP8231
Muncaster Mill Rd (MD 115)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.66	BP7690
Wisconsin Ave (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.071	BP8159
Ridge Rd (MD 27)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.639	BP8195
Silver Spring Green Trail Sidepath (Cedar St to Sligo Creek Pkwy)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.685	BP8026
Quince Orchard Rd (MD 124)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	2.298	BP7681

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Clarksburg Rd (MD 121)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.355	BP8307
Frederick Rd (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.526	BP8244
Piney Branch Rd (MD 320)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.225	BP8275
Falls Rd (MD 189)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	3.818	BP8058
Clopper Rd (MD 117)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.212	BP7682
Falls Rd (MD 189)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.136	BP7688
Georgia Ave (MD 97)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.223	BP8292

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Connecticut Ave (MD 185)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.023	BP8221
MD 5 Bike/Ped Treatments	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.134	BP8863
Great Seneca Hwy (MD 119)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.027	BP8106
University Blvd (MD 193)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.19	BP8199
New Hampshire Ave (MD 650)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.452	BP8297
East West Hwy (MD 410)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.349	BP8311
Frederick Rd Sidepath (Stringtown Rd to North Germantown Greenway Trail)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	2.369	BP8039

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
University Blvd (MD 193)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.702	BP8067
Capitol View Ave (MD 192)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.06	BP8197
Colesville Rd (MD 384)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.097	BP8115
River Rd (MD 190)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.194	BP8193
Germantown Rd (MD 118)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.133	BP8259
Main St (MD 108)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.298	BP8236
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.729	BP8187

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Piney Branch Rd (MD 320)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.506	BP8253
Woodfield Rd (MD 124)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.297	BP8181
Frederick Ave (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	3.26	BP7679
Germantown Rd (MD 118)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.103	BP8215
New Hampshire Ave (MD 650)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.462	BP8264
Indian Head Rail Trail Path Connection	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.742	BP8865
Bradley Blvd (MD 191)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.132	BP8116

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Rockville Pike (MD 355)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.307	BP8192
MD 6 Bike/Ped Treatments Over Zekiah Swamp	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.109	BP8862
Midcounty Hwy (MD 124)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	4.026	BP7683
Forest Glen Rd (MD 192)	Maryland Department of Transportation - State Highway Administration	Shared Use Path	0.069	BP8268
MD 225, Hawthorne Road, Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.4	T6689
MD 197 Highway Reconstruction - PE ONLY	Maryland Department of Transportation - State Highway Administration	Shared Use Path	1.4	T4887
Matthew Henson Trail Connector	Maryland-National Capital Park and Planning Commission	Shared Use Path	0.193	BP7529

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Jingle Connector	Maryland-National Capital Park and Planning Commission	Shared Use Path	0.182	BP8314
Piedmont Crossing Local Park Trail	Maryland-National Capital Park and Planning Commission	Shared Use Path	0.06	BP8094
Montrose Ave	Montgomery County	Shared Use Path	0.491	BP8277
Icc Trail Extension	Montgomery County	Shared Use Path	0.11	BP7539
Queen Mary Dr	Montgomery County	Shared Use Path	0.134	BP8229
Off-Street Trail	Montgomery County	Shared Use Path	0.042	BP8312
Metropolitan Branch Trail	Montgomery County	Shared Use Path	0.613	BP7481
Glenmont To Silver Spring	Montgomery County	Shared Use Path	0.31	BP7524
Southlawn Ln	Montgomery County	Shared Use Path	0.21	BP7692
Parklawn Dr	Montgomery County	Shared Use Path	0.591	BP8278
Matthew Henson Trail to Poplar Run	Montgomery County	Shared Use Path	0.599	BP7489
Olney To Glenmont	Montgomery County	Shared Use Path	0.056	BP7530
Potomac To Veirs Mill Road	Montgomery County	Shared Use Path	2.999	BP7515
Scott WB	Montgomery County	Shared Use Path	0.631	BP8018
Grosvenor Ln	Montgomery County	Shared Use Path	0.518	BP8263
Bethesda Trolley Trail	Montgomery County	Shared Use Path	0.233	BP7541

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Metropolitan Branch Trail Breezeway (Silver Spring Transit Center to King St)	Montgomery County	Shared Use Path	0.032	BP8035
Olney To Glenmont	Montgomery County	Shared Use Path	1.166	BP7510
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Montgomery County	Shared Use Path	0.054	BP8055
Burtonsville To Silver Spring	Montgomery County	Shared Use Path	0.338	BP7542
Capital Crescent Trail	Montgomery County	Shared Use Path	3.372	BP7472
Howard Ave	Montgomery County	Shared Use Path	0.04	BP8300
Capital Crescent Trail Connector	Montgomery County	Shared Use Path	0.059	BP8161
Emory Ln	Montgomery County	Shared Use Path	0.013	BP7687
Seven Locks Rd	Montgomery County	Shared Use Path	1.238	BP8065
Observation Dr	Montgomery County	Shared Use Path	2.187	BP7504
Jones Bridge Rd (South Side) Sidepath (Platt Ridge Dr to Connecticut Ave)	Montgomery County	Shared Use Path	0.167	BP8051
Westbard Ave	Montgomery County	Shared Use Path	0.307	BP8302
Grosvenor Pl	Montgomery County	Shared Use Path	0.516	BP8258
Emory Lane Sidepath	Montgomery County	Shared Use Path	0.297	BP7488
Frederick Rd	Montgomery County	Shared Use Path	3.144	BP7547
Strathmore Hall St	Montgomery County	Shared Use Path	0.036	BP8288

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Morningwood Dr	Montgomery County	Shared Use Path	0.204	BP8255
Montgomery Ave	Montgomery County	Shared Use Path	0.06	BP8243
Utility Corridor #2	Montgomery County	Shared Use Path	25.32	BP7513
Forest Glen Rd	Montgomery County	Shared Use Path	0.019	BP8283
Veirs Mill Road To White Oak	Montgomery County	Shared Use Path	0.017	BP7532
I-495 Bridge	Montgomery County	Shared Use Path	0.359	BP7525
Weller Rd	Montgomery County	Shared Use Path	0.104	BP8276
Randolph Rd	Montgomery County	Shared Use Path	0.77	BP7544
Tuckerman Ln	Montgomery County	Shared Use Path	1.512	BP8235
Nicholson Ln	Montgomery County	Shared Use Path	0.157	BP8269
Long Branch Trail	Montgomery County	Shared Use Path	0.013	BP7520
Plyers Mill Rd	Montgomery County	Shared Use Path	0.1	BP8310
Jones Bridge Rd	Montgomery County	Shared Use Path	0.03	BP8084
Crystal Rock Dr	Montgomery County	Shared Use Path	0.418	BP8246
MacArthur Blvd	Montgomery County	Shared Use Path	1.334	BP8249
Needwood Drive Bikepath	Montgomery County	Shared Use Path	0.263	BP7476
Old Columbia Pike	Montgomery County	Shared Use Path	0.124	BP7545
Wheaton To Takoma / Langley	Montgomery County	Shared Use Path	4.316	BP7506
Germantown Town Center To Montgomery College	Montgomery County	Shared Use Path	0.972	BP7505

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Bowie Mill Rd	Montgomery County	Shared Use Path	3.348	BP8208
Dale Dr	Montgomery County	Shared Use Path	2.125	BP8184
Matthew Henson Trail Ext	Montgomery County	Shared Use Path	0.54	BP7491
Avery Rd	Montgomery County	Shared Use Path	1.182	BP7686
Walter Johnson Rd	Montgomery County	Shared Use Path	0.323	BP8214
City Of Rockville To Friendship Heights	Montgomery County	Shared Use Path	0.13	BP7522
Veirs Mill Road To White Oak	Montgomery County	Shared Use Path	6.121	BP7494
Burtonsville Access Road	Montgomery County	Shared Use Path	0.274	BP8285
Capital Crescent Trail Breezeway (Elm St Park to Silver Spring Transit Center)	Montgomery County	Shared Use Path	0.371	BP8028
Potomac to Veirs Mill Road Breezeway (Randolph Rd to Veirs Mill Rd)	Montgomery County	Shared Use Path	0.098	BP8050
Railroad Crossing	Montgomery County	Shared Use Path	0.045	BP8320
MacArthur Blvd Sidepath and Bikeable Shoulders (Goldsboro Rd to District of Columbia)	Montgomery County	Shared Use Path	0.329	BP8052
Redland Rd	Montgomery County	Shared Use Path	1.284	BP7691
North Branch Hiker-biker Trail	Montgomery County	Shared Use Path	3.922	BP7550
Clarksburg To City Of Gaithersburg	Montgomery County	Shared Use Path	3.95	BP7496
Kensington Blvd	Montgomery County	Shared Use Path	0.271	BP8097

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Summit Hills Bikeway	Montgomery County	Shared Use Path	0.211	BP8304
Goshen Rd	Montgomery County	Shared Use Path	3.099	BP8237
Germantown To Burtonsville	Montgomery County	Shared Use Path	0.003	BP7533
Tuckerman Ln	Montgomery County	Shared Use Path	5.717	BP7470
Sligo Creek Trail Ext. To Matthew Henson	Montgomery County	Shared Use Path	3.499	BP7551
Snouffer School Rd Sidepath (Centerway Rd to Sweet Autumn Dr)	Montgomery County	Shared Use Path	1.03	BP8043
Old Columbia Pike	Montgomery County	Shared Use Path	0.098	BP7543
Lockwood Dr	Montgomery County	Shared Use Path	0.143	BP8156
Colie Dr	Montgomery County	Shared Use Path	0.364	BP8287
Sligo Creek Trail	Montgomery County	Shared Use Path	0.008	BP7536
Crabbs Branch Way	Montgomery County	Shared Use Path	0.407	BP8134
Darnestown Rd	Montgomery County	Shared Use Path	0.415	BP8223
White Flint To Rock Spring	Montgomery County	Shared Use Path	1.34	BP7507
Industrial Dr	Montgomery County	Shared Use Path	0.318	BP8273
Potomac To Rock Spring	Montgomery County	Shared Use Path	2.084	BP7500
Gaither Rd	Montgomery County	Shared Use Path	0.322	BP8293
Evans Parkway Neighborhood Park Trail	Montgomery County	Shared Use Path	0.051	BP7535
Clarksburg To City Of Gaithersburg	Montgomery County	Shared Use Path	0.087	BP7534

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Stringtown Rd	Montgomery County	Shared Use Path	1.189	BP8183
Little Seneca Pkwy	Montgomery County	Shared Use Path	0.268	BP8157
Intercounty Connector Trail	Montgomery County	Shared Use Path	5.506	BP7468
A-251	Montgomery County	Shared Use Path	0.728	BP7546
Piedmont Crossing Local Park Trail	Montgomery County	Shared Use Path	0.304	BP8114
Olney #6	Montgomery County	Shared Use Path	0.109	BP8309
Icc Trail Extension	Montgomery County	Shared Use Path	0.141	BP7540
Parklawn Dr	Montgomery County	Shared Use Path	0.908	BP8213
Southlawn Ln	Montgomery County	Shared Use Path	1.052	BP7693
Intercounty Connector Trail	Montgomery County	Shared Use Path	4.278	BP7480
Hyattstown Bypass	Montgomery County	Shared Use Path	0.506	BP7548
Capital Crescent Trail	Montgomery County	Shared Use Path	4.524	BP7475
Willard Ave Trail	Montgomery County	Shared Use Path	0.452	BP8274
Diamondback Dr	Montgomery County	Shared Use Path	0.507	BP8127
Life Sciences Center To Shady Grove Metro	Montgomery County	Shared Use Path	2.667	BP7502
Snowden Farm Pkwy	Montgomery County	Shared Use Path	0.579	BP8267
Utility Corridor #1	Montgomery County	Shared Use Path	11.19	BP7473
Capital Crescent Trail Connector	Montgomery County	Shared Use Path	0.034	BP8173
Randolph Rd	Montgomery County	Shared Use Path	0.181	BP8305
Middlebrook Rd	Montgomery County	Shared Use Path	0.327	BP8205

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Powder Mill Rd	Montgomery County	Shared Use Path	0.693	BP8198
Woodglen	Montgomery County	Shared Use Path	0.066	BP7486
Great Seneca Hwy	Montgomery County	Shared Use Path	0.492	BP8056
Jones Bridge	Montgomery County	Shared Use Path	0.061	BP7477
Street A-251	Montgomery County	Shared Use Path	0.728	BP8251
New Ave Bikeway	Montgomery County	Shared Use Path	0.768	BP7552
Green Trail	Montgomery County	Shared Use Path	0.677	BP7474
Montrose Rd	Montgomery County	Shared Use Path	0.998	BP8256
I-495 Bridge (east Side)	Montgomery County	Shared Use Path	0.357	BP7521
Germantown To Life Sciences Center	Montgomery County	Shared Use Path	0.516	BP7528
City Of Rockville To Wheaton	Montgomery County	Shared Use Path	1.66	BP7514
Briggs Rd	Montgomery County	Shared Use Path	0.345	BP8179
Olney to Glenmont Breezeway (Wendy Ln to Matthew Henson Trail)	Montgomery County	Shared Use Path	0.396	BP8321
Macarthur Blvd	Montgomery County	Shared Use Path	1.663	BP7479
Olney To Glenmont	Montgomery County	Shared Use Path	2.593	BP7497
Montrose Pkwy	Montgomery County	Shared Use Path	0.023	BP7484
Sligo Creek Trail	Montgomery County	Shared Use Path	0.058	BP7537
Capital Crescent Trail Access	Montgomery County	Shared Use Path	0.97	BP7471

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Capital Crescent Trail (Surface Route) (Woodmont Ave to Elm St Park)	Montgomery County	Shared Use Path	0.068	BP8049
Gold Mine Rd Sidepath (James Creek Ct to Chandlee Mill Rd)	Montgomery County	Shared Use Path	0.14	BP8047
Burtonsville To Silver Spring	Montgomery County	Shared Use Path	8.426	BP7493
W&OD and Four Mile Run Trail Upgrades	NOVA Parks	Shared Use Path	5.5	BP8492
Long Bridge Park to Mt. Vernon Trail Connection	National Park Service	Shared Use Path	0.2	BP8502
Rock Creek Park Multi-use Trail and Pedestrian Bridge Project	National Park Service	Shared Use Path	3.6	BP10086
Mount Vernon Trail Extension	National Park Service	Shared Use Path	0.118	BP7370
Mount Vernon Trail Widening	National Park Service	Shared Use Path	4.8	BP8501
Rock Creek Park Trail Extension	National Park Service	Shared Use Path	3.569	BP7395
Anacostia Riverwalk Trail Phase II	National Park Service	Shared Use Path	9.607	BP7859
Anacostia Kenilworth Trail	National Park Service	Shared Use Path	1.754	BP8839
Oxon Cove Hiker Biker Trail	National Park Service	Shared Use Path	1.075	BP7376
Suitland Parkway Sidepath from Southern Ave to Firth Sterling Ave SE	National Park Service	Shared Use Path	2.758	BP7442
Arboretum Connector	National Park Service	Shared Use Path	1.113	BP7286
Fort Circle Park Trail	National Park Service	Shared Use Path	2	BP11614

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Kennedy Center Pedestrian/Bicycle Trail	National Park Service	Shared Use Path	0.595	BP7858
Anacostia River Trail-SW From Buzzard Point to the Wharf	National Park Service	Shared Use Path	0.706	BP7443
Presidential Parkway (MC-634) Side Path	Prince Georges County	Shared Use Path	3.36	BP10030
Croom Rd Sidepath	Prince Georges County	Shared Use Path	0.886	BP7319
Unknown	Prince Georges County	Shared Use Path	0.408	BP7435
MD 223 Side Path	Prince Georges County	Shared Use Path	9.9	BP10024
Little Paint Branch Trail	Prince Georges County	Shared Use Path	0.254	BP7380
Fort Washington Rd Sidepath	Prince Georges County	Shared Use Path	1.278	BP7334
Metzerott Rd., MD 650 to Adelphi Rd., Pedestrian Safety Improvements	Prince Georges County	Shared Use Path	0.83	BP11369
Folly Branch Trail	Prince Georges County	Shared Use Path	0.773	BP7328
US-1 Side Path	Prince Georges County	Shared Use Path	3.65	BP10052
Unknown	Prince Georges County	Shared Use Path	0.11	BP7437
Cabin Branch Trail	Prince Georges County	Shared Use Path	3.656	BP7302

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Patuxent River Park Hard Surface Trail	Prince Georges County	Shared Use Path	1.21	BP7193
Rock Creek Trail Natural Surface Trail	Prince Georges County	Shared Use Path	6.17	BP7219
Landover Road (MD 202) Side Path	Prince Georges County	Shared Use Path	1.09	BP9986
Marlboro Race Track Rd Sidepath	Prince Georges County	Shared Use Path	0.909	BP7359
Mattawoman Creek Trail Hard Surface Trail	Prince Georges County	Shared Use Path	13.97	BP7153
Patuxent River Park Hard Surface Trail	Prince Georges County	Shared Use Path	1.76	BP7192
Indian Creek	Prince Georges County	Shared Use Path	1.092	BP7344
Mt. Oak Road Side Path	Prince Georges County	Shared Use Path	1.25	BP7164
Lottsford Road Side Path	Prince Georges County	Shared Use Path	2.05	BP7142
A-55 Side Path	Prince Georges County	Shared Use Path	3.77	BP7002
Wesson Drive Hard Surface Trail	Prince Georges County	Shared Use Path	1.01	BP7269
Ritchie Marlboro Road Side Path	Prince Georges County	Shared Use Path	2.44	BP7216
Steed Road Side Path	Prince Georges County	Shared Use Path	1.71	BP7238
Henson Creek Trail	Prince Georges County	Shared Use Path	3.461	BP7342

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Grandhaven Ave Sidepath	Prince Georges County	Shared Use Path	0.478	BP7340
Lottsford Road Side Path	Prince Georges County	Shared Use Path	1.1	BP7143
Greenbelt Road Sidepath North Side Path	Prince Georges County	Shared Use Path	3.11	BP7107
Landover Gateway Bike Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.09	BP7125
Cattail Branch Hard Surface Trail	Prince Georges County	Shared Use Path	2.66	BP7054
Lanham Severn Road (MD 564) Side Path	Prince Georges County	Shared Use Path	2.24	BP10014
Folly Branch Trail	Prince Georges County	Shared Use Path	2.629	BP7327
Auth Way Side Path	Prince Georges County	Shared Use Path	2.16	BP7017
White House Road Side Path	Prince Georges County	Shared Use Path	1.56	BP7273
Gunpowder Road Side Path	Prince Georges County	Shared Use Path	1.04	BP7111
Cheverly To Bladensburg Waterfront Park Trail	Prince Georges County	Shared Use Path	0.307	BP7280
Collington Branch Trail	Prince Georges County	Shared Use Path	7.356	BP7313
Brandywine Road Trail	Prince Georges County	Shared Use Path	8.677	BP7297

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Central Avenue Connector Trail	Prince Georges County	Shared Use Path	5.939	BP7307
Patuxent River Park Natural Surface Trail	Prince Georges County	Shared Use Path	1.05	BP7194
Barnaby Run Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.53	BP7025
Lottsford Branch Hard Surface Trail	Prince Georges County	Shared Use Path	2.82	BP7139
Van Dusen Road	Prince Georges County	Shared Use Path	1.522	BP7415
Unknown	Prince Georges County	Shared Use Path	1.19	BP7432
Brooke Rd Sidepath	Prince Georges County	Shared Use Path	0.128	BP7299
Race Track Road	Prince Georges County	Shared Use Path	2.708	BP7388
Indian Head Hwy Sidepath	Prince Georges County	Shared Use Path	0.079	BP7346
Euclid Street Sidepath	Prince Georges County	Shared Use Path	0.055	BP7325
Melwood Community Park Connector Natural Surface Trail	Prince Georges County	Shared Use Path	3.39	BP7157
Bowie Connector Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.17	BP7032
Grey Fox Road Natural Surface Trail	Prince Georges County	Shared Use Path	1.13	BP7108

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Timothy Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	3.96	BP7248
John Hanson Hwy	Prince Georges County	Shared Use Path	1.158	BP7348
Charles Branch Trail	Prince Georges County	Shared Use Path	1.174	BP7308
Burch Branch Trail	Prince Georges County	Shared Use Path	4.422	BP7301
Tinkers Creek Trail	Prince Georges County	Shared Use Path	0.033	BP7430
US-1 Side Path	Prince Georges County	Shared Use Path	1.73	BP10053
Lower Beaverdam Trail	Prince Georges County	Shared Use Path	1.777	BP7357
Charles Branch Trail Natural Surface Trail	Prince Georges County	Shared Use Path	7.26	BP7060
Crain Hwy Sidepath	Prince Georges County	Shared Use Path	0.255	BP7318
Little Paint Branch Trail	Prince Georges County	Shared Use Path	0.777	BP7401
Church Road Side Path	Prince Georges County	Shared Use Path	1.87	BP7067
Swan Point Creek Trail Natural Surface Trail	Prince Georges County	Shared Use Path	1.16	BP7245
Oxon Run Trail Hard Surface Trail	Prince Georges County	Shared Use Path	3.4	BP7189
N Crain Hwy Sidepath	Prince Georges County	Shared Use Path	0.968	BP7371

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Chesapeake Beach Rail Trail Hard Surface Trail	Prince Georges County	Shared Use Path	3.25	BP7065
Back Branch Trail	Prince Georges County	Shared Use Path	0.05	BP7434
Allentown Road Side Path	Prince Georges County	Shared Use Path	2.42	BP9706
Collington Road/Laurel Bowie Road Side Path	Prince Georges County	Shared Use Path	1.4	BP7070
Kenhill Dr Sidepath	Prince Georges County	Shared Use Path	0.094	BP7350
Unknown	Prince Georges County	Shared Use Path	0.192	BP7436
Perrie Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.12	BP7202
Black Swamp Trail Natural Surface Trail	Prince Georges County	Shared Use Path	6.3	BP7029
Gunpowder Road Side Path	Prince Georges County	Shared Use Path	1.05	BP7110
Pennsy Drive Side Path	Prince Georges County	Shared Use Path	2.08	BP7197
Tom Walls Branch Trail Natural Surface Trail	Prince Georges County	Shared Use Path	3.66	BP7250
Butler Branch Costca Connector Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.31	BP7043
Presidential Parkway (MD 634)	Prince Georges County	Shared Use Path	4.498	BP7385

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Watkins Reg. Park Connector	Prince Georges County	Shared Use Path	1.816	BP7422
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Prince Georges County	Shared Use Path	0.201	BP7417
Suitland Community Park	Prince Georges County	Shared Use Path	1.114	BP7409
Unknown	Prince Georges County	Shared Use Path	0.735	BP7433
Fort Washington Rd Sidepath	Prince Georges County	Shared Use Path	1.805	BP7335
Woodmoore Road Side Path	Prince Georges County	Shared Use Path	2.62	BP7275
Melwood Legacy Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.05	BP7158
Watkins Regional Park Trails	Prince Georges County	Shared Use Path	0.912	BP7423
Unknown	Prince Georges County	Shared Use Path	2.571	BP7431
Martin Luther King Jr. Hwy (md 704)/wb&a Extension	Prince Georges County	Shared Use Path	6.377	BP7361
Saarc Connector	Prince Georges County	Shared Use Path	1.678	BP7399
Collington Road/laurel Bowie Road	Prince Georges County	Shared Use Path	1.356	BP7314
Bowie Heritage Trail	Prince Georges County	Shared Use Path	2.887	BP7467

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Fairwood Drive Side Path	Prince Georges County	Shared Use Path	1.02	BP7094
Chesapeake Beach Railway Trail	Prince Georges County	Shared Use Path	7.656	BP7311
Old Baltimore Pike Side Path	Prince Georges County	Shared Use Path	1.51	BP7180
Tinkers Creek Trail	Prince Georges County	Shared Use Path	8.643	BP7412
Suitland Parkway Extended (MC 631) Side Path	Prince Georges County	Shared Use Path	3.05	BP10033
Western Branch Trail	Prince Georges County	Shared Use Path	4.69	BP7426
Melwood Community Park Connector	Prince Georges County	Shared Use Path	0.036	BP7366
Jug Bay Park Connector	Prince Georges County	Shared Use Path	0.991	BP7349
Pennsylvania Avenue Sidepath	Prince Georges County	Shared Use Path	7.262	BP7381
A-65 Side Path	Prince Georges County	Shared Use Path	4.55	BP7006
Lower Beaverdam Trail Hard Surface Trail	Prince Georges County	Shared Use Path	3.15	BP7145
Indian Head Highway (md 210)	Prince Georges County	Shared Use Path	1.952	BP7345
Charles Branch Connector Trails Natural Surface Trail	Prince Georges County	Shared Use Path	1.21	BP7059

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Walker Mill Regional Park/Chesapeake Rail Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.22	BP7264
Annapolis Road (MD 450, MD 202) Side Path	Prince Georges County	Shared Use Path	2.5	BP10008
Suitland Parkway Side Path	Prince Georges County	Shared Use Path	6.42	BP7241
Oxon Hill Road	Prince Georges County	Shared Use Path	1.493	BP7378
Woodyard Road (MD 223) Side Path	Prince Georges County	Shared Use Path	1.36	BP10056
Brown Station Road Side Path	Prince Georges County	Shared Use Path	4.02	BP7041
Maryland 4 To Livingston Sidepath	Prince Georges County	Shared Use Path	10.04	BP7362
Lottsford Branch Hard Surface Trail	Prince Georges County	Shared Use Path	1.77	BP7140
University Boulevard (MD 193) Side Path	Prince Georges County	Shared Use Path	2.14	BP10048
Back Branch Trail	Prince Georges County	Shared Use Path	1.362	BP7288
Lydell Rd Sidepath	Prince Georges County	Shared Use Path	0.104	BP7358
Rosaryville Connector	Prince Georges County	Shared Use Path	2.606	BP7396
Cherry Hill Road Side Path	Prince Georges County	Shared Use Path	1.19	BP7063

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
MC-703 Side Path	Prince Georges County	Shared Use Path	2.26	BP7155
Campus Way Side Path	Prince Georges County	Shared Use Path	3.2	BP7051
Parkwood Street Side Path	Prince Georges County	Shared Use Path	1.22	BP7191
A-63 Side Path	Prince Georges County	Shared Use Path	1.94	BP10035
Back Branch Trail	Prince Georges County	Shared Use Path	3.201	BP7289
Bald Hill Branch Trail	Prince Georges County	Shared Use Path	3.885	BP7291
Dower House Branch Hard Surface Trail	Prince Georges County	Shared Use Path	1.41	BP7081
Pea Hill Branch Connection 2 Side Path	Prince Georges County	Shared Use Path	1.28	BP7195
Pea Hill Branch Trail Natural Surface Trail	Prince Georges County	Shared Use Path	3.21	BP7196
Chestnut Avenue & Highbridge Road Side Path	Prince Georges County	Shared Use Path	2.67	BP7066
Brandywine To Piscataway	Prince Georges County	Shared Use Path	3.259	BP7298
Peppermill Drive Side Path	Prince Georges County	Shared Use Path	1	BP7201
DB-7 Hard Surface Trail	Prince Georges County	Shared Use Path	1.19	BP7079
Suitland Bog Park Trail	Prince Georges County	Shared Use Path	0.447	BP7408

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Burch Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	3.59	BP7042
Fletchertown Road Side Path	Prince Georges County	Shared Use Path	1.66	BP7097
Mataponi Hiker Equestrian Trail Natural Surface Trail	Prince Georges County	Shared Use Path	1.75	BP7151
Walker Mill Road Side Path	Prince Georges County	Shared Use Path	1.35	BP7267
Power Line Connector	Prince Georges County	Shared Use Path	3.346	BP7384
Old Laurel Bowie Road	Prince Georges County	Shared Use Path	0.281	BP7375
Largo Road (MD 202) Side Path	Prince Georges County	Shared Use Path	7.59	BP10023
Good Luck Road Side Path	Prince Georges County	Shared Use Path	6.71	BP7105
Rhode Island Avenue Trolley Trail	Prince Georges County	Shared Use Path	4.002	BP7392
S. Crain Hwy Sidepath	Prince Georges County	Shared Use Path	0.408	BP7398
Largo Road (md 202)	Prince Georges County	Shared Use Path	2.27	BP7352
Dyson Road Side Path	Prince Georges County	Shared Use Path	2.48	BP7086
Mitchellville Road Side Path	Prince Georges County	Shared Use Path	1.23	BP7161

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Camp Springs Connector	Prince Georges County	Shared Use Path	6.75	BP7304
Piscataway Creek Trail	Prince Georges County	Shared Use Path	16.82	BP7382
College Park Woods Connector	Prince Georges County	Shared Use Path	0.495	BP7312
A-6 Side Path	Prince Georges County	Shared Use Path	1.03	BP10006
Cattail Branch	Prince Georges County	Shared Use Path	0.043	BP7305
Cheverly To Bladensburg Waterfront Park Trail	Prince Georges County	Shared Use Path	0.254	BP7364
Farm Road Trail Natural Surface Trail	Prince Georges County	Shared Use Path	2.42	BP7095
Walker Mill Regional Park/chesapeake Rail Trail	Prince Georges County	Shared Use Path	1.214	BP7418
White Marsh Park Trail	Prince Georges County	Shared Use Path	0.364	BP7427
Rail Trail	Prince Georges County	Shared Use Path	2.65	BP7389
Boston Connector Trail	Prince Georges County	Shared Use Path	0.29	BP7294
Martin Luther King Jr Boulevard (MD 704) Side Path	Prince Georges County	Shared Use Path	4.36	BP10020
Regency Ln Sidepath	Prince Georges County	Shared Use Path	0.201	BP7390

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Marlton Park Trail	Prince Georges County	Shared Use Path	0.253	BP7360
Ritchie Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	2.67	BP7215
Little Paint Branch Trail	Prince Georges County	Shared Use Path	1.189	BP7309
Western Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	15.41	BP7270
Campus Way Side Path	Prince Georges County	Shared Use Path	1.36	BP7052
HOA Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.09	BP7117
Indian Head Highway (MD 210) Side Path	Prince Georges County	Shared Use Path	14.46	BP10022
Mattawoman Creek Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.86	BP7154
Laurel Bowie Road (md 197)	Prince Georges County	Shared Use Path	6.327	BP7353
Hotchkins Branch Trail Natural Surface Trail	Prince Georges County	Shared Use Path	2.49	BP7118
National Harbor Blvd	Prince Georges County	Shared Use Path	0.973	BP7372
Oxon Run Trail Extension	Prince Georges County	Shared Use Path	0.787	BP7448
Bowie Heritage Trail	Prince Georges County	Shared Use Path	0.724	BP7295
Baltimore Avenue (US-1) Side Path	Prince Georges County	Shared Use Path	5.4	BP10010

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Cherry Tree Crossing Rd	Prince Georges County	Shared Use Path	0.001	BP7310
Cb Rail-trail Connector	Prince Georges County	Shared Use Path	0.53	BP7306
Sunnyside Avenue Side Path	Prince Georges County	Shared Use Path	1.04	BP7243
Prince Georges Connector	Prince Georges County	Shared Use Path	0.383	BP7387
Ritchie Marlboro Road	Prince Georges County	Shared Use Path	0.043	BP7394
Upper Marlboro Connector	Prince Georges County	Shared Use Path	1.148	BP7414
Central Park Loop Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.26	BP7058
Duckettown Road Side Path	Prince Georges County	Shared Use Path	1.7	BP7083
Walker Mill Road Side Path	Prince Georges County	Shared Use Path	2.31	BP7266
Oak Grove Road Side Path	Prince Georges County	Shared Use Path	1.24	BP7177
Cherrywood Lane Sidepath West Side Path	Prince Georges County	Shared Use Path	1.57	BP7064
Back Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.58	BP7019
SP-40 Hard Surface Trail	Prince Georges County	Shared Use Path	1.76	BP7235
Floral Park Road Side Path	Prince Georges County	Shared Use Path	5.4	BP7098

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Folly Branch Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.94	BP7099
Oak Grove/Leeland Road Side Path	Prince Georges County	Shared Use Path	1.57	BP7178
Cheltingham Park Connector Hard Surface Trail	Prince Georges County	Shared Use Path	1.78	BP7061
Martin Luther King Jr Boulevard (MD 704) Side Path	Prince Georges County	Shared Use Path	2.32	BP10021
Southwest Branch Hard Surface Trail	Prince Georges County	Shared Use Path	7.71	BP7234
Trolley Trail Hard Surface Trail	Prince Georges County	Shared Use Path	1.43	BP7251
Baltimore- washington Parkway	Prince Georges County	Shared Use Path	3.75	BP7292
Brooks Dr Sidepath	Prince Georges County	Shared Use Path	0.805	BP7300
Suitland Bog Connector	Prince Georges County	Shared Use Path	1.333	BP7407
Cabin Branch Trail	Prince Georges County	Shared Use Path	5.971	BP7303
Landover Road (MD 202) Side Path	Prince Georges County	Shared Use Path	1.56	BP9966
Cheverly To Bladensburg Waterfront Park	Prince Georges County	Shared Use Path	0.27	BP7355
Lanham Severn Road (MD 564) Side Path	Prince Georges County	Shared Use Path	2.68	BP10015
Westphalia Road (C- 626) Side Path	Prince Georges County	Shared Use Path	2.56	BP10055

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Watkins Connector	Prince Georges County	Shared Use Path	0.988	BP7421
University	Prince William Co. DPW	Shared Use Path	2.302	BP7845
Balls Ford	Prince William Co. DPW	Shared Use Path	2.818	BP7809
Dumfries	Prince William Co. DPW	Shared Use Path	0.928	BP7803
Dale	Prince William Co. DPW	Shared Use Path	1.91	BP7812
Godwin Dr	Prince William Co. DPW	Shared Use Path	0.9	BP7553
Hoadly	Prince William Co. DPW	Shared Use Path	1.555	BP7846
Jefferson Davis	Prince William Co. DPW	Shared Use Path	11.84	BP7634
Old Bridge	Prince William Co. DPW	Shared Use Path	0.371	BP7842
Caton Hill	Prince William Co. DPW	Shared Use Path	0.883	BP7810
Neabsco	Prince William Co. DPW	Shared Use Path	1.522	BP7827
Harbor Station	Prince William Co. DPW	Shared Use Path	1.31	BP7825
Manassas Drive	Prince William Co. DPW	Shared Use Path	1.163	BP7643
Rippon	Prince William Co. DPW	Shared Use Path	1.988	BP7818
Blackburn	Prince William Co. DPW	Shared Use Path	1.277	BP7641
Red Mulberry Powerline Cut	Prince William Co. DPW	Shared Use Path	1.826	BP7855
River Heritage	Prince William Co. DPW	Shared Use Path	0.624	BP7850
Summit School	Prince William Co. DPW	Shared Use Path	0.623	BP7820
Harbor Station	Prince William Co. DPW	Shared Use Path	0.37	BP7839
Gordon	Prince William Co. DPW	Shared Use Path	2.061	BP7632

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Benita Fitzgerald	Prince William Co. DPW	Shared Use Path	1.061	BP7807
Dale	Prince William Co. DPW	Shared Use Path	6.045	BP7811
Sudley Manor	Prince William Co. DPW	Shared Use Path	1.78	BP7828
Neabsco Mills	Prince William Co. DPW	Shared Use Path	1.105	BP7829
Telegraph	Prince William Co. DPW	Shared Use Path	1.435	BP7821
Wellington	Prince William Co. DPW	Shared Use Path	6.761	BP7642
Hoadly	Prince William Co. DPW	Shared Use Path	2.232	BP7815
Dumfries	Prince William Co. DPW	Shared Use Path	2.148	BP7639
Csx Potomac River Corridor	Prince William Co. DPW	Shared Use Path	8.084	BP7857
John Marshall	Prince William Co. DPW	Shared Use Path	1.725	BP7843
Station	Prince William Co. DPW	Shared Use Path	1.64	BP7824
Lee	Prince William Co. DPW	Shared Use Path	5.863	BP7633
Potomac Shore Powerline Cut	Prince William Co. DPW	Shared Use Path	2.298	BP7856
Prince William	Prince William Co. DPW	Shared Use Path	9.471	BP7635
Reddy	Prince William Co. DPW	Shared Use Path	0.266	BP7837
Horner	Prince William Co. DPW	Shared Use Path	1.271	BP7816
Rippon	Prince William Co. DPW	Shared Use Path	0.297	BP7638
Occoquan Greenway Segment 1	Prince William Co. DPW	Shared Use Path	1.459	BP7852
Powell'S Creek Boardwalk	Prince William Co. DPW	Shared Use Path	0.66	BP7851
Route 29 Alternate	Prince William Co. DPW	Shared Use Path	5.166	BP7636

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Freedom Center	Prince William Co. DPW	Shared Use Path	0.689	BP7813
Van Buren North	Prince William Co. DPW	Shared Use Path	2.562	BP7822
Wellington Road	Prince William Co. DPW	Shared Use Path	0.37	BP7625
University	Prince William Co. DPW	Shared Use Path	1.1	BP7847
Grant Ave	Prince William Co. DPW	Shared Use Path	0.607	BP7627
McGraws Corner	Prince William Co. DPW	Shared Use Path	1.323	BP7832
Tri-County	Prince William Co. DPW	Shared Use Path	2.143	BP7628
Manassas Bat Byp	Prince William Co. DPW	Shared Use Path	2.082	BP7835
Carver	Prince William Co. DPW	Shared Use Path	0.955	BP7830
Catharpin	Prince William Co. DPW	Shared Use Path	0.712	BP7841
Cushing Road	Prince William Co. DPW	Shared Use Path	0.7	BP7848
Dumfries Rd	Prince William Co. DPW	Shared Use Path	0.974	BP7626
Gideon	Prince William Co. DPW	Shared Use Path	0.807	BP7814
Featherstone	Prince William Co. DPW	Shared Use Path	0.968	BP7630
Godwin Trail	Prince William Co. DPW	Shared Use Path	2.064	BP7624
Town Of Dumfries Connector	Prince William Co. DPW	Shared Use Path	0.551	BP7854
Signal Hill Road Trail	Prince William Co. DPW	Shared Use Path	0.3	BP11612
Thoroughfare	Prince William Co. DPW	Shared Use Path	1.349	BP7831
Clover Hill	Prince William Co. DPW	Shared Use Path	1.104	BP7802
North South	Prince William Co. DPW	Shared Use Path	0.881	BP7834

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Nokesville	Prince William Co. DPW	Shared Use Path	6.401	BP7640
Nokesville Road	Prince William Co. DPW	Shared Use Path	0.354	BP7623
Belmont Bay	Prince William Co. DPW	Shared Use Path	0.7	BP7806
Smoketown	Prince William Co. DPW	Shared Use Path	1.354	BP7819
Telegraph	Prince William Co. DPW	Shared Use Path	0.142	BP7849
Devlin	Prince William Co. DPW	Shared Use Path	1.951	BP7808
Rollins Ford	Prince William Co. DPW	Shared Use Path	3.468	BP7833
John Marshall	Prince William Co. DPW	Shared Use Path	0.81	BP7844
Waterway	Prince William Co. DPW	Shared Use Path	3.44	BP7823
James Madison	Prince William Co. DPW	Shared Use Path	6.547	BP7631
Farm Creek	Prince William Co. DPW	Shared Use Path	1.05	BP7629
Harbor Station	Prince William Co. DPW	Shared Use Path	0.161	BP7840
John Marshall	Prince William Co. DPW	Shared Use Path	0.482	BP7826
Purcell	Prince William Co. DPW	Shared Use Path	3.199	BP7817
Minnieville Road Trail (between Fowke Lane to Cardinal Drive)	Prince William Co. DPW	Shared Use Path	3	BP11611
Opitz	Prince William Co. DPW	Shared Use Path	1.57	BP7836
Prince William Park Connector To Van Buren Rd	Prince William Co. DPW	Shared Use Path	1.63	BP7853
Summit School	Prince William Co. DPW	Shared Use Path	0.331	BP7838
Centreville	Prince William Co. DPW	Shared Use Path	2.103	BP7637

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
New Hampshire Ave (MD 650)	Takoma Park Public Works Department	Shared Use Path	0.079	BP8248
Old Courthouse Road Trail	Town of Vienna	Shared Use Path	0.372	BP7905
Route 7 Sidepath	Virginia Department of Transportation	Shared Use Path	11.52	BP7397
I-495 Express Lanes Ped/Bike at Idylwood Road (North)	Virginia Department of Transportation	Shared Use Path	0.263	BP7874
Herndon Parkway from W&OD Trail to Fairbrook Drive	Virginia Department of Transportation	Shared Use Path	0.451	BP7944
Route 29 Pedestrian Improvements from Nutley Street to Vaden Drive	Virginia Department of Transportation	Shared Use Path	0.363	BP7936
Lee Highway Widening Phase II	Virginia Department of Transportation	Shared Use Path	2.137	T6604
RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	Virginia Department of Transportation	Shared Use Path	1.62	T11602
Sub-Project of G1005 I-495 EXPRESS LANES NORTHERN EXTENSION	Virginia Department of Transportation	Shared Use Path	3	T11577
Seminary Rd	City of Alexandria	Sidewalk	0.27	BP7231
W Braddock	City of Alexandria	Sidewalk	0.31	BP7263
Cameron Station	City of Alexandria	Sidewalk	0.04	BP7049

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
W Braddock	City of Alexandria	Sidewalk	0.306	BP8457
N Fayette	City of Alexandria	Sidewalk	0.04	BP7167
S Payne St, Jefferson St	City of Alexandria	Sidewalk	0.03	BP7226
Eisenhower Ave	City of Alexandria	Sidewalk	0.203	BP8451
N Jordan St	City of Alexandria	Sidewalk	0.47	BP7169
Russell Rd from Cedar to King St	City of Alexandria	Sidewalk	0.07	BP7223
King St from S 28th to N Quaker	City of Alexandria	Sidewalk	1.64	BP7123
Russell Rd from W Bellefonte to W Mason, W Monroe from Russell to Hancock	City of Alexandria	Sidewalk	0.15	BP7224
N Van Dorn from Kenmore past Fort Ward Park	City of Alexandria	Sidewalk	0.66	BP7175
Malcolm X Trail	District Department of Transportation	Sidewalk	1.425	BP7464
Middletown Greenway	Frederick County	Sidewalk	0.322	BP7606
Monocacy Blvd	Frederick County	Sidewalk	2.942	BP7579
MD 500 at Mount Rainier/Chillum Urban Reconstruction	Maryland Department of Transportation - State Highway Administration	Sidewalk	1	T6590
Stuart Ln. Pedestrian Safety Improvements	Prince Georges County	Sidewalk	0.34	BP11370

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Van Buren Street from W&OD to Monroe Street Bridge	Town of Herndon	Sidewalk	1.061	BP7888
Wakefield Chapel Road Walkway	Virginia Department of Transportation	Sidewalk	0.138	BP7925
Monument Drive Bridge - Pedestrian Improvements	Virginia Department of Transportation	Sidewalk	0.243	BP7909
I-495 Tysons Ped/Bike Bridge South of Route 123	Virginia Department of Transportation	Sidewalk	0.843	BP7952
Northstar Blvd. Extension	Virginia Department of Transportation	Sidewalk	1.6	T6634
19th Street North Bicycle Lanes	Arlington Co. DES	Standard Bicycle Lane	0.2	BP8564
S PICKETT ST	City of Alexandria	Standard Bicycle Lane		BP8906
E ABINGDON DR	City of Alexandria	Standard Bicycle Lane		BP8913
METRO RD	City of Alexandria	Standard Bicycle Lane		BP8914
EDSALL RD	City of Alexandria	Standard Bicycle Lane		BP8896
SLATERS LN RAMP TO N HENRY ST SB	City of Alexandria	Standard Bicycle Lane		BP8909
MADISON ST	City of Alexandria	Standard Bicycle Lane		BP8902
N PITT ST	City of Alexandria	Standard Bicycle Lane		BP8905
S GORDON ST	City of Alexandria	Standard Bicycle Lane		BP8889
STOVALL ST	City of Alexandria	Standard Bicycle Lane		BP8893
Fort Williams Pkwy	City of Alexandria	Standard Bicycle Lane		BP8892

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
FARRINGTON AVE	City of Alexandria	Standard Bicycle Lane		BP8915
SWANN AVE	City of Alexandria	Standard Bicycle Lane		BP8877
EISENHOWER AVE	City of Alexandria	Standard Bicycle Lane		BP8917
NETHERTON DR	City of Alexandria	Standard Bicycle Lane		BP8901
S EARLY ST	City of Alexandria	Standard Bicycle Lane		BP8912
POTOMAC GREENS DR	City of Alexandria	Standard Bicycle Lane		BP8872
REINEKERS LN	City of Alexandria	Standard Bicycle Lane		BP8881
S REYNOLDS ST	City of Alexandria	Standard Bicycle Lane		BP8911
CAMERON STATION BLVD	City of Alexandria	Standard Bicycle Lane		BP8894
DUKE ST	City of Alexandria	Standard Bicycle Lane		BP8884
SEMINARY RD	City of Alexandria	Standard Bicycle Lane		BP8875
N RIPLEY ST	City of Alexandria	Standard Bicycle Lane		BP8882
UPLAND PL	City of Alexandria	Standard Bicycle Lane		BP8890
SANGER AVE	City of Alexandria	Standard Bicycle Lane		BP8904
KING ST	City of Alexandria	Standard Bicycle Lane		BP8900
POLK AVE	City of Alexandria	Standard Bicycle Lane		BP8878
N LATHAM ST	City of Alexandria	Standard Bicycle Lane		BP8879
N QUAKER LN	City of Alexandria	Standard Bicycle Lane		BP8897
STEVENSON AVE	City of Alexandria	Standard Bicycle Lane		BP8883
N JORDAN ST	City of Alexandria	Standard Bicycle Lane		BP8891

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Portner Ave	City of Manassas	Standard Bicycle Lane	1.368	BP7752
Wakeman Dr	City of Manassas	Standard Bicycle Lane	0.726	BP7774
Center St	City of Manassas	Standard Bicycle Lane	0.942	BP7762
Lucasville Rd	City of Manassas	Standard Bicycle Lane	0.127	BP7769
Stonewall Rd	City of Manassas	Standard Bicycle Lane	1.305	BP7794
Sudley Rd	City of Manassas	Standard Bicycle Lane	0.811	BP7753
Hastings Dr	City of Manassas	Standard Bicycle Lane	0.631	BP7763
Mathis Ave	City of Manassas	Standard Bicycle Lane	0.171	BP7755
Liberia Ave	City of Manassas	Standard Bicycle Lane	2.164	BP7758
Eucid Ave	City of Manassas	Standard Bicycle Lane	0.359	BP7798
Grant Ave	City of Manassas	Standard Bicycle Lane	0.999	BP7749
Dean Dr	City of Manassas	Standard Bicycle Lane	0.809	BP7768
Stonewall Rd Ext	City of Manassas	Standard Bicycle Lane	0.127	BP7772
Godwin Dr	City of Manassas	Standard Bicycle Lane	0.343	BP7796
Quarry Rd	City of Manassas	Standard Bicycle Lane	0.586	BP7751
Lake Jackson Dr	City of Manassas	Standard Bicycle Lane	0.475	BP7757
Breeden Ave	City of Manassas	Standard Bicycle Lane	0.186	BP7754
Church St	City of Manassas	Standard Bicycle Lane	0.606	BP7761
Plantation Ln	City of Manassas	Standard Bicycle Lane	0.613	BP7759
Sudley Rd	City of Manassas	Standard Bicycle Lane	0.348	BP7770

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Oakenshaw Dr	City of Manassas	Standard Bicycle Lane	0.651	BP7756
MINNESOTA AVE NE Eastern Ave NE to Meade St NE	District Department of Transportation	Standard Bicycle Lane	0.778	BP8771
7TH ST SW from I St., SW to Maine Ave., SW	District Department of Transportation	Standard Bicycle Lane	0.063	BP8677
MARYLAND AVE NE from C St NE to M St NE	District Department of Transportation	Standard Bicycle Lane	1.723	BP8763
BRANCH AVE SE from Southern Ave SE to Randle Circle SE	District Department of Transportation	Standard Bicycle Lane	1.6	BP8693
DIVISION AVE NE from Sheriff Rd NE to E Capitol St SE	District Department of Transportation	Standard Bicycle Lane	1.014	BP8709
10TH ST NW	District Department of Transportation	Standard Bicycle Lane	0.74	BP8627
37th St. NW from Tunlaw Rd., NW to Reservoir Rd., NW	District Department of Transportation	Standard Bicycle Lane	0.481	BP8015
PINEY BRANCH RD NW Butternut St to Quackenbos St NW	District Department of Transportation	Standard Bicycle Lane	0.8	BP8791
11TH ST NE	District Department of Transportation	Standard Bicycle Lane	0.18	BP8628
Eastern Ave	District Department of Transportation	Standard Bicycle Lane	0.6	BP7323

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
11TH ST SE	District Department of Transportation	Standard Bicycle Lane	0.04	BP8631
12TH ST/Buchanan St., NE	District Department of Transportation	Standard Bicycle Lane	0.5	BP8632
VERMONT AVE NW	District Department of Transportation	Standard Bicycle Lane	0.5	BP8829
NEW HAMPSHIRE AVE NW from Park Rd NW to Kennedy St NE	District Department of Transportation	Standard Bicycle Lane	0.155	BP8782
13TH PL NW/Fort Stevens Dr NW	District Department of Transportation	Standard Bicycle Lane	0.18	BP8634
9TH ST NE T St., NE to Mt. Olivet St., NE	District Department of Transportation	Standard Bicycle Lane	0.218	BP8679
P ST SW from 2nd St SW to S Capitol St SW	District Department of Transportation	Standard Bicycle Lane	0.257	BP8788
6TH ST NE from Mass Ave., NE to Maryland Ave., NE (Stanton Park segment)	District Department of Transportation	Standard Bicycle Lane	0.067	BP8674
1ST ST SE	District Department of Transportation	Standard Bicycle Lane	0.501	BP8648
M ST NW from 29th St NW to 34th St NW	District Department of Transportation	Standard Bicycle Lane	0.253	BP8757

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Walter Reed Main Drive, NW Bicycle Facility from 16th Street to Georgia Ave NW	District Department of Transportation	Standard Bicycle Lane	0.6	BP8604
6TH ST NE from Brentwood Pkwy., NE to E. Cap. St., NE	District Department of Transportation	Standard Bicycle Lane	1.4	BP8673
Aspen Street NW Bicycle Facility from 16th Street to Georgia Ave., NW	District Department of Transportation	Standard Bicycle Lane	0.5	BP9186
9TH ST NE Brentwood Pkwy to T St., NE	District Department of Transportation	Standard Bicycle Lane	0.116	BP8680
6TH ST NW from Rhode Island Ave., NW to Penn. Ave., NW	District Department of Transportation	Standard Bicycle Lane	1.399	BP8675
11TH ST NW	District Department of Transportation	Standard Bicycle Lane	0.2	BP8630
Town Of Middletown Greenway	Frederick County	Standard Bicycle Lane	0.122	BP7600
Summerall Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.544	BP8390
Saulty Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.352	BP8409
Sycolin Creek Connector Bicycle and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.776	BP8408

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Supreme Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.13	BP8389
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.053	BP8362
Shellhorn Road Bicycle Lanes and pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.55	BP8328
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.671	BP8372
State Street Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.402	BP8402
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.147	BP8357
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.308	BP8327
Fincastle Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.432	BP8422
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.617	BP8434
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.723	BP8361
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.132	BP8433
Pleasant Valley Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.972	BP8350

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
South Cottage Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.788	BP8378
South Sterling Boulevard Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.682	BP8329
Moran Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.674	BP8351
Edgewater Street Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.82	BP8336
Atwater Drive Bike Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8392
Lockridge Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.194	BP8360
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.458	BP8429
Seneca Ridge Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.232	BP8377
Loudoun Reserve Drive Bicycle Lanes and Pedestrian Facilities.	Loudoun County	Standard Bicycle Lane	0.801	BP8388
Grassland Grove Drive (Route 3394)	Loudoun County	Standard Bicycle Lane	3.029	BP8347
Trailhead Drive Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	1.897	BP8345
Magnolia Drive Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.475	BP8416

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Hardwood Forest Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.292	BP8423
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.139	BP8346
Lansdowne Boulevard Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.381	BP8406
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.91	BP8437
South Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.255	BP8432
Stone Springs Boulevard Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.378	BP8384
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.212	BP8382
East Maple Avenue Bicycle and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	0.48	BP8420
Tall Cedars Parkway Bicycle Lanes and Pedestrian Improvements	Loudoun County	Standard Bicycle Lane	1.338	BP8334
Mineral Springs Circle Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.308	BP8380
Ashburn Road Bike Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8431

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Benedict Drive Bicycle Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8398
Barrister Street/Bullpen Drive	Loudoun County	Standard Bicycle Lane	0	BP8342
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.144	BP8337
Bles Park Drive	Loudoun County	Standard Bicycle Lane	0.15	BP8438
Thumb Drive Bicycle Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8344
Everfield Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	2.66	BP8412
Trailhead Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.812	BP8435
Shaw Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.175	BP8353
Prentice Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.48	BP8363
Loudoun Station Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.318	BP8403
Windmill Drive Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.932	BP8410
River Creek Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.305	BP8370
Pinebrook Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.332	BP8383

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.347	BP8394
Poland Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.203	BP8323
Augusta Drive Bike Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8338
Belfort Park Drive	Loudoun County	Standard Bicycle Lane	0	BP8352
Bartholomew Fair Drive Bicycle Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8397
North Sterling Boulevard Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.697	BP8330
Ashburn Road Bike Lanes and Sidewalk	Loudoun County	Standard Bicycle Lane	0	BP8368
River Bank Street Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.37	BP8424
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.236	BP8356
South Fillmore Avenue Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.228	BP8393
Mooreview Parkway Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.766	BP8369
Shaw Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	0.608	BP8354
Shellhorn Road Bicycle Lanes and Pedestrian Facilities	Loudoun County	Standard Bicycle Lane	1.016	BP8358

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Poland Road Extension to Defender Drive	Loudoun County	Standard Bicycle Lane	0.4	BP8322
Bradley Blvd (MD 191)	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1.143	BP8105
Clarksburg Rd (MD 121)	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	0.359	BP8247
MD 75 over I-70 Bridge Rehabilitation	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6690
MD 140 Flat Run Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6439
MD 355 CSX Old Main Line Subdivision Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6486
MD 254 Neale Sound Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	0	T6603

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
MD 381 Timothy Branch Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6487
MD 234 Allens Fresh Run Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6385
MD 75 Haines Branch Bridge Replacement	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6482
I-70/US 40 at MD 144FA, Meadow Road, and Old National Pike Interchange Construction	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6411
MD 5 and MD 637 Urban Reconstruction	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6683
US 301 Planning for Operations Study	Maryland Department of Transportation - State Highway Administration	Standard Bicycle Lane	1	T6386
Carl Henn Millennium Trail	Montgomery County	Standard Bicycle Lane	0.202	BP7492
Tuckerman Ln	Montgomery County	Standard Bicycle Lane	2.316	BP8186
Goshen Rd	Montgomery County	Standard Bicycle Lane	3.094	BP8211

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Stewart Ln	Montgomery County	Standard Bicycle Lane	0.06	BP8162
Tuckerman Ln	Montgomery County	Standard Bicycle Lane	1.519	BP8185
Falls	Montgomery County	Standard Bicycle Lane	0.58	BP8022
St Elmo Ave	Montgomery County	Standard Bicycle Lane	0.208	BP8071
US-1 Bike Lane	Prince Georges County	Standard Bicycle Lane	1.79	BP10050
Brandywine Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.43	BP7034
Brooke Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.04	BP7038
US-1 Bike Lane	Prince Georges County	Standard Bicycle Lane	4.73	BP10051
Ammendale Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.07	BP7013
Beaver Dam Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.46	BP7026
Allentown Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.32	BP7010
Paint Branch Parkway	Prince Georges County	Standard Bicycle Lane	0.427	BP7379
Keniworth Avenue (MD 201) Side Path	Prince Georges County	Standard Bicycle Lane	7.24	BP9926
Springfield Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.96	BP7236
Veteran's Parkway (MD 410) Bike Lane	Prince Georges County	Standard Bicycle Lane	2.23	BP10054

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Gunpowder Road	Prince Georges County	Standard Bicycle Lane	0.614	BP7341
Marlboro Pike Bike Lane	Prince Georges County	Standard Bicycle Lane	2.74	BP7146
Harry S Truman Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	2.39	BP7113
Redskins Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.11	BP7211
St. Barnabas Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.11	BP7237
Odell Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.66	BP7179
Old Branch Avenue Bike Lane	Prince Georges County	Standard Bicycle Lane	3.13	BP7181
Capitol Heights Boulevard Bike Lane	Prince Georges County	Standard Bicycle Lane	1.09	BP7053
Peppermill Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	1	BP7200
New Hampshire Avenue (MD 650) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.12	BP10025
Rollins Avenue Bike Lane	Prince Georges County	Standard Bicycle Lane	1.64	BP7220
Montgomery Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.69	BP7162
Oxon Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.72	BP7187
Landover Road (MD 202) Bike Lane	Prince Georges County	Standard Bicycle Lane	3.61	BP9946

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Riverview Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.07	BP7218
Rhode Island Avenue Trolley Trail Bike Lane	Prince Georges County	Standard Bicycle Lane	1.33	BP10032
Central Avenue (MD 214) Bike Lane	Prince Georges County	Standard Bicycle Lane	2.78	BP9786
Addison Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.06	BP7007
University Boulevard (MD 193) Bike Lane	Prince Georges County	Standard Bicycle Lane	2.45	BP10046
Brooks Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	1.02	BP7040
Collington Road (MD 197) Side Path	Prince Georges County	Standard Bicycle Lane	1.92	BP9866
Powder Mill Road (MD 212) Bike Lane	Prince Georges County	Standard Bicycle Lane	5.42	BP10028
Beech Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.18	BP7028
Swan Creek Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.27	BP7244
Walker Mill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.72	BP7265
Sellman Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.96	BP7230
Ardwick Ardmore Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.07	BP7015
Livingston Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.02	BP7138

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Ellin Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.27	BP7091
Good Luck Road Bike Lane	Prince Georges County	Standard Bicycle Lane	6.71	BP7104
Village Drive West Bike Lane	Prince Georges County	Standard Bicycle Lane	0.864	BP10506
Seat Pleasant Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	1.17	BP7229
Dower House Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.34	BP7082
Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.7	BP7115
Metroland Parkway Bike Lane	Prince Georges County	Standard Bicycle Lane	1.13	BP7159
23rd Parkway Bike Lane	Prince Georges County	Standard Bicycle Lane	1.41	BP7000
Campus Dr. Green Street Improvements	Prince Georges County	Standard Bicycle Lane	0.735	BP10366
Forbes Boulevard Bike Lane	Prince Georges County	Standard Bicycle Lane	2.62	BP7100
Central Avenue (MD 332) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.11	BP10011
Rhode Island Avenue (US 1) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.69	BP10031
Old Gunpowder Road Bike Lane	Prince Georges County	Standard Bicycle Lane	0.511	BP10486
University Boulevard (MD 193) Bike Lane	Prince Georges County	Standard Bicycle Lane	2.09	BP10047

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East West Highway (MD 410) Bike Lane	Prince Georges County	Standard Bicycle Lane	5.1	BP9886
Montgomery Street Bike Lane	Prince Georges County	Standard Bicycle Lane	1.23	BP7163
Wheeler Road (C-704) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.79	BP7272
Whitfield Chapel Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.82	BP7274
US-1 Bike Lane	Prince Georges County	Standard Bicycle Lane	5.28	BP10049
Ager Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.33	BP7008
Brinkley Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.53	BP7037
Allentown Road (MD 337) Bike Lane	Prince Georges County	Standard Bicycle Lane	2.91	BP10007
Contee Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.07	BP7075
Regency Parkway Bike Lane	Prince Georges County	Standard Bicycle Lane	1.06	BP7212
Old Branch Avenue Bike Lane	Prince Georges County	Standard Bicycle Lane	3.8	BP7182
Lottsford Vista Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.64	BP7144
Old Fort Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.23	BP7186
Metzerott Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.08	BP7160

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Brightseat Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.22	BP7036
Temple Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	5.55	BP7247
Columbia Park Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.17	BP7072
Brooklyn Bridge Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.26	BP7039
LB-7 Bike Lane	Prince Georges County	Standard Bicycle Lane	1.26	BP7137
Palmer Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.36	BP7190
Garrett A Morgan Boulevard Bike Lane	Prince Georges County	Standard Bicycle Lane	1.23	BP7103
Ritchie Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.2	BP7217
Cherry Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.64	BP10012
Enterprise Road (MD 193) Bike Lane	Prince Georges County	Standard Bicycle Lane	4.55	BP9906
Baltimore Avenue (US-1) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.07	BP10009
A-56 Bike Lane	Prince Georges County	Standard Bicycle Lane	1.65	BP7003
Gunpowder Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.67	BP7109
Tucker Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.73	BP7252

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Suitland Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.58	BP7242
Campus Way Bike Lane	Prince Georges County	Standard Bicycle Lane	4.17	BP7050
Prospect Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.51	BP7208
Brightseat Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.58	BP7035
Bond Mill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.58	BP7031
Pennsylvania Avenue (MD 4) Bike Lane	Prince Georges County	Standard Bicycle Lane	4.46	BP10026
Arena Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	1.68	BP7016
Lanham Severn Road (MD 564) Bike Lane	Prince Georges County	Standard Bicycle Lane	5.02	BP10013
Brandywine Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.49	BP7033
Karen Boulevard Bike Lane	Prince Georges County	Standard Bicycle Lane	1.34	BP7120
Oxon Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.13	BP7188
Corporate Drive Bike Lane	Prince Georges County	Standard Bicycle Lane	1.01	BP7076
Old Fort Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.64	BP7185
Princess Garden Parkway Bike Lane	Prince Georges County	Standard Bicycle Lane	1.31	BP7207

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Martin Luther King Jr Boulevard (MD 704) Bike Lane	Prince Georges County	Standard Bicycle Lane	4.35	BP10019
Sheriff Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.48	BP7232
Allentown Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.62	BP7011
Bock Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.52	BP7030
Lottsford Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.15	BP7141
Marlboro Pike Bike Lane	Prince Georges County	Standard Bicycle Lane	4.25	BP7147
Hillmeade Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.77	BP7116
Edmonston Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.17	BP7089
Silver Hill Road Bike Lane	Prince Georges County	Standard Bicycle Lane	3.11	BP7233
Muirkirk Road Bike Lane	Prince Georges County	Standard Bicycle Lane	4.41	BP7165
Lake Arbor Way Bike Lane	Prince Georges County	Standard Bicycle Lane	1.79	BP7124
Rosaryville Road Bike Lane	Prince Georges County	Standard Bicycle Lane	2.42	BP7221
Larchmont Avenue Bike Lane	Prince Georges County	Standard Bicycle Lane	1.04	BP7132
Powder Mill Road (MD 212) Bike Lane	Prince Georges County	Standard Bicycle Lane	5.02	BP10029

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Beaver Dam Road Bike Lane	Prince Georges County	Standard Bicycle Lane	1.32	BP7027
38th Street (MD 208) Bike Lane	Prince Georges County	Standard Bicycle Lane	1.42	BP10034
Creek Crossing Pedestrian Enhancements	Town of Vienna	Standard Bicycle Lane	0.571	BP7863
Crystal Drive Two-Way Conversion Bicycle Lanes	Arlington Co. DES	Standard Bike Lane	0.2	BP8486
Airport Viaduct Connector	Arlington Co. DES	Standard Bike Lane	0.3	BP8507
Lee Highway (eastbound) Bicycle Lane	Arlington Co. DES	Standard Bike Lane	1	BP8557
Kirkwood Road Bicycle Lanes	Arlington Co. DES	Standard Bike Lane	0.1	BP8578
Alcova Heights/South Glebe Road Improvements	Arlington Co. DES	Streetscape/Pedestrian Improvements	0.9	BP8514
Washington Avenue Sidewalk	Charles County	Streetscape/Pedestrian Improvements	0.87	BP8866
Old Washington Road Reconstruction	Charles County	Streetscape/Pedestrian Improvements	1.062	BP8847
Hamilton Road Sidewalk	Charles County	Streetscape/Pedestrian Improvements	1.2	BP8849
Town of Lovettsville - East Broad Way	Loudoun County	Streetscape/Pedestrian Improvements	0.591	BP7677
La Plata Sidewalk on US 301	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	5.727	BP8860

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Indian Head Highway Sidewalk Construction	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	0.358	BP8864
Complete Streets near Metro Stations - South Stonestreet Avenue	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	0	T6507
Complete Streets near Metro Stations - Twinbrook Station	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	0	T6508
Waldorf/White Plains Sidewalk on US 301	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	12.99	BP8859
MD 223 at Dower House Road Intersection Improvements	Maryland Department of Transportation - State Highway Administration	Streetscape/Pedestrian Improvements	0	T6660
W&OD Realignment at East Falls Church	NOVA Parks	Streetscape/Pedestrian Improvements	0.2	BP8496
Iverson St. Pedestrian Safety Improvements	Prince Georges County	Streetscape/Pedestrian Improvements	0.842	BP10406
Swann Rd. Green/Complete Street Improvements	Prince Georges County	Streetscape/Pedestrian Improvements	0.608	BP10466

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Donnell Dr. Pedestrian Safety Improvements	Prince Georges County	Streetscape/Pedestrian Improvements	0.874	BP10386
Marlboro Pk. Pedestrian Safety Improvements, Ph. 2	Prince Georges County	Streetscape/Pedestrian Improvements	1.23	BP11367
Adelphi Rd. Pedestrian Safety Improvements	Prince Georges County	Streetscape/Pedestrian Improvements	1.464	BP10346
Creek Crossing Pedestrian Enhancements	Town of Vienna	Streetscape/Pedestrian Improvements	0.571	BP7869
Alabama Avenue, SE from Burns Street to Martin Luther King Jr. Ave., SE	District Department of Transportation			BP9426
Garfield-Canal Park Connector	District Department of Transportation			T5376
Arboretum Bridge and Trail	District Department of Transportation			T6497
National Recreational Trails	District Department of Transportation			T2796
Pedestrian Bridge over Arizona Ave NW and Connecting Trail Rehabilitation	District Department of Transportation			T6516
Shepherd Branch Trail	District Department of Transportation			T6500
New York Ave NE Improvements	District Department of Transportation			T6230

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Safety Improvements Citywide	District Department of Transportation			T3212
Rock Creek Park Trail	District Department of Transportation			T3230
9th Street Bicycle Lane	District Department of Transportation			T11557
Capital Bikeshare Expansion	District Department of Transportation			T11560
Bicycle and Pedestrian Safety	District Department of Transportation			T11567
Bike Lane Design	District Department of Transportation			T6802
Pedestrian & Traffic Calming Improvements	District Department of Transportation			T6810
11th Street Bridge Park	District Department of Transportation			T11361
East Capitol Street Corridor Mobility & Safety Plan	District Department of Transportation			T6315
Bicycle and Pedestrian Management Program	District Department of Transportation			T3232

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Galloway Street NE Trail Improvements	District Department of Transportation			T6678
Fort Davis Dr and Texas Ave SE Trail	District Department of Transportation			T11561
Transit Hubs	District Department of Transportation			T11565
Klinge Trail	District Department of Transportation			T2806
Vision Zero Safety Improvements	District Department of Transportation			T11566
Lincoln Connector Trail	District Department of Transportation			T6498
Suitland Parkway Trail	District Department of Transportation			T11564
Oxon Run Trail Restoration	District Department of Transportation			T2780
K St and Water St NW Trail Connection	District Department of Transportation			T6643
Active Transportation Equipment	District Department of Transportation			T11558

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Arizona Avenue to Capital Crescent Trail	District Department of Transportation			T11563
Long Bridge Pedestrian and Bicycle Connection	District Department of Transportation			T6807
Tenleytown Multi-Modal Access	District Department of Transportation			T6598
Georgia Avenue NW Multi-Modal Transportation Study	District Department of Transportation			T6677
7th Street NW Planning Study	District Department of Transportation			T6674
North Capitol Street Area Model	District Department of Transportation			T6679
Telegraph Rd Trail	Fairfax County			BP11393
Frying Pan Road Trail	Fairfax County			BP11434
Hunter Mill Road Trail	Fairfax County			BP11425
Grist Mill Trail Phase 2	Fairfax County			BP11382
Waples Mill Road Trail	Fairfax County			BP11477
Stonecroft Boulevard Trail	Fairfax County			BP11438
Georgetown Pike Trail	Fairfax County			BP11415
Lawyers Road Trail	Fairfax County			BP11427
Burke Lake Road Trail	Fairfax County			BP11474
Lee Jackson Memorial Hwy Trail	Fairfax County			BP11395

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Route 123 Trail	Fairfax County			BP11397
Route 1 to Laurel Hill Trail	Fairfax County			BP11468
Gallows Road Trail Phase 2	Fairfax County			BP11449
Spring Hill Road Trail	Fairfax County			BP11419
Zion Drive Trail	Fairfax County			BP11482
Huntington Trail	Fairfax County			BP11410
Loisdale Road Trail	Fairfax County			BP11454
Stringfellow Road Trail	Fairfax County			BP11441
North Kings Hwy Trail	Fairfax County			BP11485
Old Colechester Road Trail	Fairfax County			BP11467
Hooes Road Trail	Fairfax County			BP11469
Franconia-Springfield Parkway Trail	Fairfax County			BP11455
Braddock Road Trail Phase 3	Fairfax County			BP11437
Poplar Tree Road Trail	Fairfax County			BP11440
Fox Mill Road Trail Phase 2	Fairfax County			BP11435
Rolling Road Trail	Fairfax County			BP11457
Old Keene Mill Road Trail	Fairfax County			BP11458
Commerce Street Trail	Fairfax County			BP11453
Beulah Road Trail	Fairfax County			BP11422
Backlick Run Stream Valley Trail	Fairfax County			BP11452
Pleasant Valley Trail	Fairfax County			BP11403
Old Dominion Trail	Fairfax County			BP11401
Prosperity Avenue Trail	Fairfax County			BP11479
Vale Road Trail	Fairfax County			BP11426
Little River Turnpike Trail	Fairfax County			BP11399

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Towlston Road Trail	Fairfax County			BP11418
Cross County Trail	Fairfax County			BP11377
Henderson Road Trail	Fairfax County			BP11471
Potomac Heritage National Scenic Trail Section 1	Fairfax County			BP11464
Lincolnia Road Trail	Fairfax County			BP11450
Compton Road Trail	Fairfax County			BP11442
Braddock Rd - Rt 29 Connector Trail	Fairfax County			BP11444
Lewinsville Road Trail	Fairfax County			BP11424
West Ox Road Trail	Fairfax County			BP11372
Jeff Todd Trail	Fairfax County			BP11384
Beacon Hill Road Trail	Fairfax County			BP11460
Columbia Pike Trail	Fairfax County			BP11400
Mason Neck Trail	Fairfax County			BP11466
Thompson Road Trail	Fairfax County			BP11443
Clifton Road Trail Phase 2	Fairfax County			BP11475
Vale Road Trail Phase 2	Fairfax County			BP11429
Fairfax County Parkway to Rolling Road Connector Trail	Fairfax County			BP11470
Centreville Rd Trail	Fairfax County			BP11404
Shirley Gate Road Trail	Fairfax County			BP11478
Gallows Road Trail	Fairfax County			BP11380
Vaden Drive Trail	Fairfax County			BP11373
Beauregard Street Trail	Fairfax County			BP11451
Baron Cameron Trail	Fairfax County			BP11405
Mount Vernon Trail	Fairfax County			BP11385
Colvin Run Road Trail	Fairfax County			BP11417

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Hancock Road Trail	Fairfax County			BP11432
Arlington Blvd Trail	Fairfax County			BP11374
Fairfax County Parkway Trail	Fairfax County			BP11378
Route 29 Trail Phase 1	Fairfax County			BP11445
Ox Road Trail	Fairfax County			BP11386
Annandale Road Trail	Fairfax County			BP11448
Westmoreland Street Trail	Fairfax County			BP11433
Walker Road Trail	Fairfax County			BP11416
Braddock Road Trail Phase 2	Fairfax County			BP11436
Furnace Road Trail	Fairfax County			BP11465
Hampton Road Trail	Fairfax County			BP11472
International Drive Trail	Fairfax County			BP11420
Sideburn Road Trail	Fairfax County			BP11481
Route 7 Trail	Fairfax County			BP11391
I-495 Trail	Fairfax County			BP11398
South Kings Hwy Trail	Fairfax County			BP11407
Clifton Road Trail Phase 1	Fairfax County			BP11473
Braddock Road Trail Phase 4	Fairfax County			BP11439
Backlick Trail	Fairfax County			BP11402
Manchester Blvd Trail	Fairfax County			BP11456
Arlington Blvd Trail Phase 2	Fairfax County			BP11390
Various Trails - City of Frederick	Frederick County			T6669
Planning, Design & Construction	Frederick County			T5495

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Purple Line	Maryland Department of Transportation - Maryland Transit Administration			T2795
US 29 Bus Rapid Transit Improvements Project	Maryland Department of Transportation - Maryland Transit Administration			T6397
Bikeshare Program	Maryland Department of Transportation - State Highway Administration			T6076
Wheaton Through Connector to Poplar Run	Maryland- National Capital Park and Planning Commission			BP8638
Muddy Branch Trail	Maryland- National Capital Park and Planning Commission			BP11513
Muddy Branch Trail	Maryland- National Capital Park and Planning Commission			BP8635
Matthew Henson to Poplar Run	Maryland- National Capital Park and Planning Commission			BP8636

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
North Branch Trail- ICC Connector	Maryland- National Capital Park and Planning Commission			BP8625
Ovid Hazen Wells to Damascus	Maryland- National Capital Park and Planning Commission			BP8629
North Branch Lakeside Renovation	Maryland- National Capital Park and Planning Commission			BP8637
Seven Locks Bikeway & Safety Improvements	Montgomery County			T6017
Annual Bikeway Program	Montgomery County			T3066
Pedestrian Safety Program	Montgomery County			T3642
MacArthur Boulevard Bikeway Improvements	Montgomery County			T5729
Transportation Improvements for Schools	Montgomery County			T6364
Metropolitan Branch Trail	Montgomery County			T5942
Falls Road East Side Hiker/Biker Path	Montgomery County			T3429
Silver Spring Green Trail	Montgomery County			T3125
Capital Crescent Trail	Montgomery County			T6015
Sidewalk Program - Minor Projects	Montgomery County			T3067
Frederick Road Bike Path: Stringtown to Milestone Manor	Montgomery County			T6063

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PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Bicycle and Pedestrian Priority Area Improvements	Montgomery County			T6365
Ovid Hazen Wells to Damascus Regional Park	Montgomery County			BP11515
Sidewalk & Curb Replacement	Montgomery County			T5975
Bethesda CBD Streetscape	Montgomery County			T5943
Pedestrian Safety Improvements	Prince Georges County			T6370
Largo Area CIP Roadway Project	Prince Georges County			BP11365
Bike Share Stations in Prince George's County	Prince Georges County			BP11603
Cool Spring Adelphi Road Pedestrian and Bike Access Improvement Project	Prince Georges County			BP10526
School Access Project	Prince Georges County			T6026
Traffic Congestion Improvements	Prince Georges County			T6373
Transit Oriented Development Infrastructure	Prince Georges County			T6381
Addison Road I	Prince Georges County			T6367
Bus Mass Transit/ Metro Access 2	Prince Georges County			T6375
Annapolis Road (MD 450, MD 202) Side Path	Prince Georges County			BP9826

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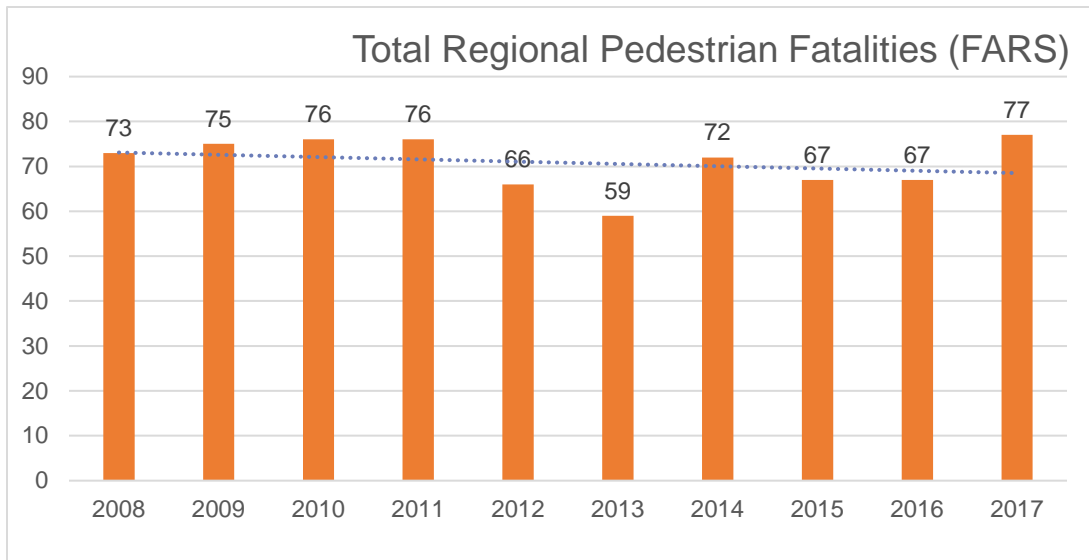
PROJECT TITLE	LEAD AGENCY	Facility Type	Miles	TIP ID
Project Grouping: Construction: Recreational Trails	Virginia Department of Transportation			T6485

APPENDIX B: “DEEP DIVE” INTO PEDESTRIAN CRASHES IN THE WASHINGTON REGION

TPB carried out a study of traffic safety in the Washington region in 2019. Excerpts relating to pedestrian crashes are summarized below.

The region had a stable number of pedestrian fatalities and serious injuries through 2017, but the 2018-2020 fatality numbers are worse. Historically the combined pedestrian and bicyclist fatalities were roughly one quarter of the total traffic fatalities, but now they are at 30%.

Figure 3: Regional Pedestrian Fatalities and Injuries



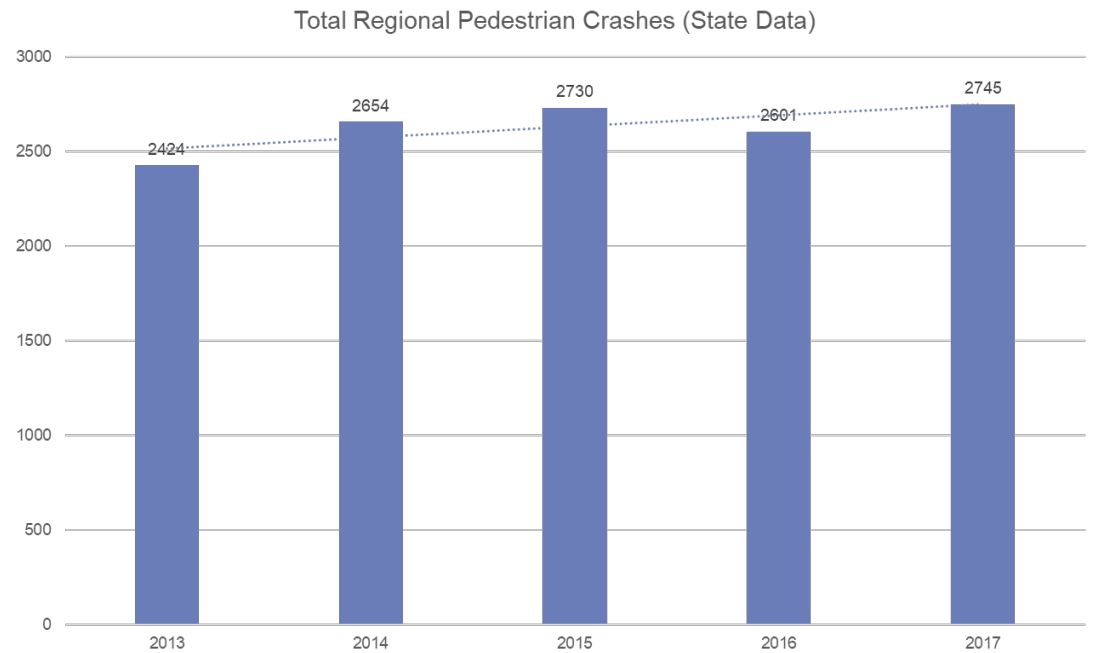
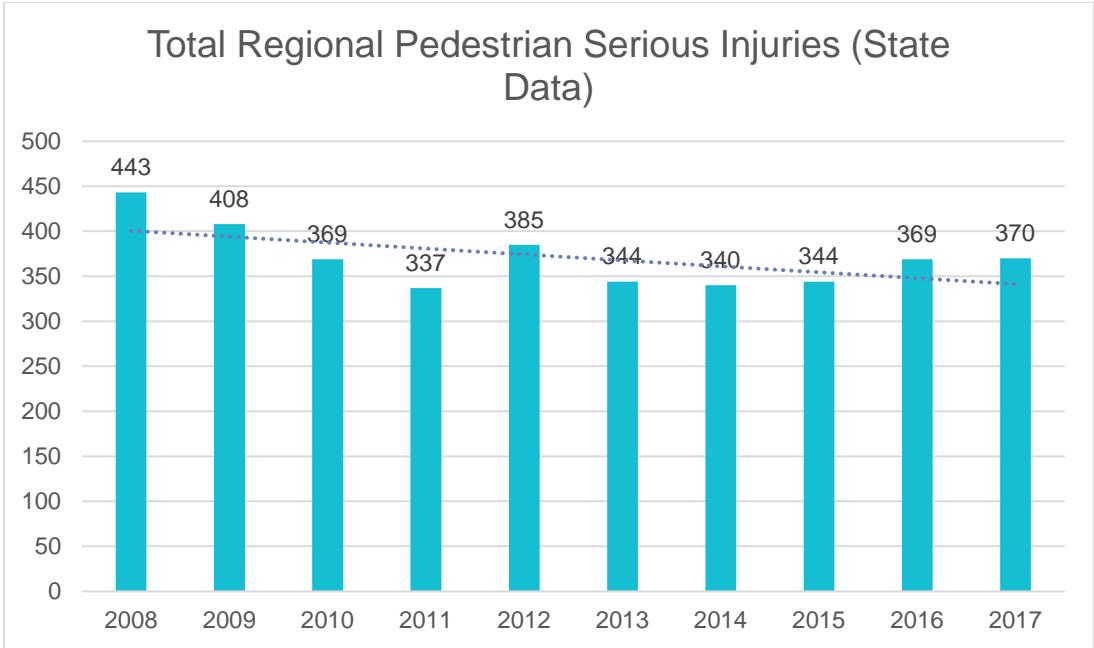


Table 11: Pedestrian Crash Severity

Pedestrian Crash Severity by Jurisdiction, 2013-2017			
Jurisdiction	Fatalities	Serious Injuries	Total Crashes
District of Columbia	50	399	5,431
Charles County, MD	16	49	208
Frederick County, MD	7	36	284
Montgomery County, MD	56	318	2,297
Prince George's County, MD	108	269	2,156
Arlington County, VA	6	74	693
Fairfax County, VA	55	331	1,024
Fauquier County, VA (urbanized area)	1	7	24
Loudoun County, VA	14	57	235
Prince William County, VA	20	96	299
Alexandria, VA	7	58	338
Fairfax City, VA	1	21	54
Falls Church, VA	0	13	30
Manassas, VA	1	39	74
Manassas Park, VA	0	0	7
District of Columbia	50	399	5,431
Suburban Maryland	187	672	4,945
Northern Virginia	105	696	2,778
National Capital Region Total	342	1,767	13,154

The District of Columbia had the largest number of serious injuries and pedestrian crashes, while Prince George's County has the largest number of fatalities. Pedestrian activity is far more intense in DC than in Prince George's, but vehicle speeds are much higher in Prince George's.

Table 12: Pedestrian Injury Severity by Time of Day

Pedestrian Injury Severity by Time of Day	
Time of Day	National Capital Region

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	Fatalities	Serious Injuries	Total Crashes
Midnight - 0:59 a.m.	11	37	206
1:00 a.m. - 1:59 a.m.	13	35	161
2:00 a.m. - 2:59 a.m.	13	35	163
3:00 a.m. - 3:59 a.m.	7	31	131
4:00 a.m. - 4:59 a.m.	10	4	67
5:00 a.m. - 5:59 a.m.	15	29	187
6:00 a.m. - 6:59 a.m.	24	65	390
7:00 a.m. - 7:59 a.m.	12	85	623
8:00 a.m. - 8:59 a.m.	3	88	673
9:00 a.m. - 9:59 a.m.	7	57	543
10:00 a.m. - 10:59 a.m.	11	59	498
11:00 a.m. - 11:59 a.m.	8	64	547
12:00 p.m. - 12:59 p.m.	6	64	531
1:00 p.m. - 1:59 p.m.	5	68	588
2:00 p.m. - 2:59 p.m.	9	84	726
3:00 p.m. - 3:59 p.m.	11	107	872
4:00 p.m. - 4:59 p.m.	12	104	862
5:00 p.m. - 5:59 p.m.	12	151	1,103
6:00 p.m. - 6:59 p.m.	25	166	1,151
7:00 p.m. - 7:59 p.m.	26	137	911
8:00 p.m. - 8:59 p.m.	34	103	757
9:00 p.m. - 9:59 p.m.	33	99	632
10:00 p.m. - 10:59 p.m.	28	92	518
11:00 p.m. - 11:59 p.m.	18	65	311

Pedestrian injuries peaked during the evening rush hour, while deaths peak later, after 8 p.m.

Table 13: Pedestrian Injury Severity by Day of the Week

Pedestrian Injury Severity by Day of the Week			
Day of Week	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
Sunday	39	215	1,272
Monday	41	277	1,838
Tuesday	50	280	2,076
Wednesday	51	278	2,091

Thursday	66	249	2,006
Friday	48	296	2,183
Saturday	58	235	1,688

October-December are the peak months for pedestrian fatalities, serious injuries, and crashes. October is pedestrian safety month

Table 14: Pedestrian Injury Severity by Month

Pedestrian Injury Severity by Month			
Month	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
January	28	151	1,162
February	28	136	929
March	27	145	984
April	23	149	1027
May	31	155	1,101
June	23	150	1,087
July	22	109	892
August	29	160	967
September	24	156	1,117
October	40	180	1,389
November	38	163	1,242
December	40	176	1,257

. “Not at an intersection” is the most dangerous place to cross the street.

Table 15: Injury Severity by Pedestrian Location

Injury Severity by Pedestrian Location

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Pedestrian Location	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
Unknown	65	414	4,270
Unmarked Crosswalk	6	54	386
Marked Crosswalk	61	536	3,927
Sidewalk	7	33	252
In Roadway/Unmarked Midblock/Not at Intersection	197	675	3,770
Median/Island	2	4	28
Outside Roadway	15	114	521

Figure 4: Pedestrian Non-Intersection Fatalities

Pedestrian Fatalities

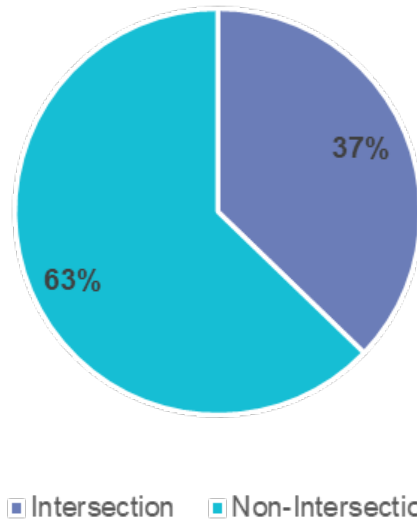


Table 16: Injury Severity by Pedestrian Age

Injury Severity by Pedestrian Age			
Pedestrian Age	TPB Region		
	Fatalities	Serious Injuries	Total Pedestrians in Crashes
Younger than 5	9	27	351
5-9	2	52	488
10-14	2	70	665
15-19	15	148	1088
20-24	28	205	1495
25-29	22	204	1584
30-34	30	145	1344
35-39	29	119	1057
40-44	20	94	828
45-49	24	132	905
50-54	33	129	928
55-59	33	114	843
60-64	35	104	766
65-69	13	80	490
70-74	20	48	314
75-79	16	39	216
80-84	10	14	119
Older than 84	10	25	147

Older pedestrians are much more likely to be killed if they are hit. It should be noted that the Washington region has a relatively young population, and these numbers are not adjusted for exposure. People over the age of 65 may be aware of their vulnerability and exercise greater caution in crossing, or avoid making dangerous crossings.

People aged 15-34 are heavily represented among pedestrian crashes but are less likely to die when hit.

Table 17: Pedestrian Injury Severity by Lighting Condition

Pedestrian Injury Severity by Light Condition			
Light Condition	National Capital Region		
	Fatalities	Serious Injuries	Total Crashes
Dawn	7	41	245
Daylight	90	922	7,443
Dusk	4	41	333
Dark (Lighted)	157	603	4,033
Dark (Not Lighted)	86	188	716
Dark (Unknown Lighting)	4	22	128
Unknown	4	13	256

Far more crashes happen during daylight than at night, but the night-time crashes are much more likely to be fatal.

Table 18: Pedestrian Injury Severity by Functional Class

Pedestrian Injury Severity by Functional Class			
Functional Class	TPB Region		
	Fatalities	Serious Injuries	Total Crashes
Collector	38	288	2220
Expressway	10	40	250
Freeways	26	111	500
Major Arterial	146	674	4875
Minor Arterial	109	641	4650
Ramp	5	18	94

Major arterials are the most dangerous for pedestrians. They have the most crashes, and a higher likelihood of a fatal collision than a minor arterial.

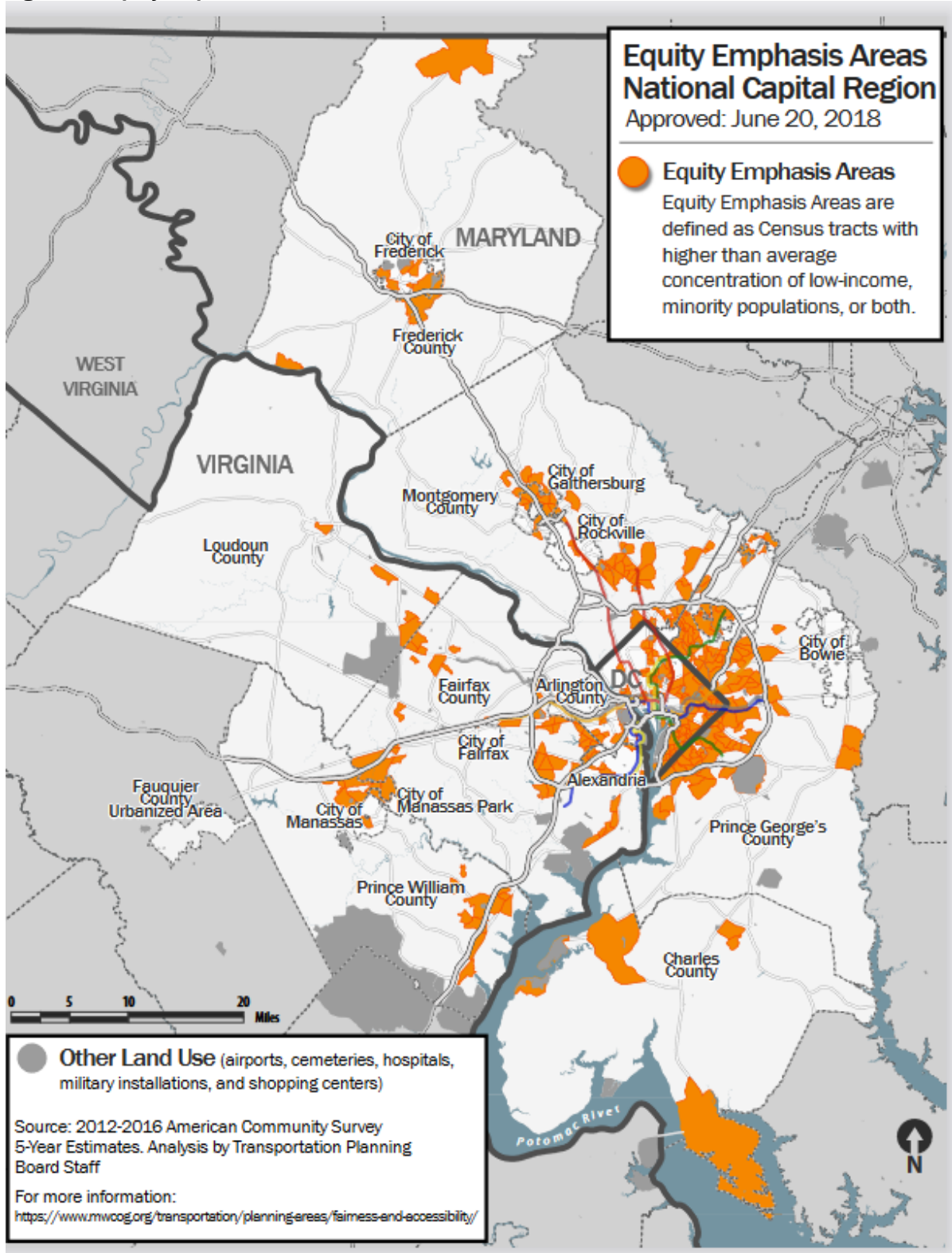
Safety in Equity Emphasis Areas

TPB defines Equity Emphasis Areas (EEAs) as those containing high concentrations of low income and/or minority populations. These areas were approved by the Board in 2017, updated in June 2018 to reflect current census data.

The EEAs contain 29 percent of the region’s population, yet they account for 34 percent of the region’s fatalities. They have higher percentages of fatalities involving young drivers, pedestrians, crashes at intersections, and crashes on major arterials.

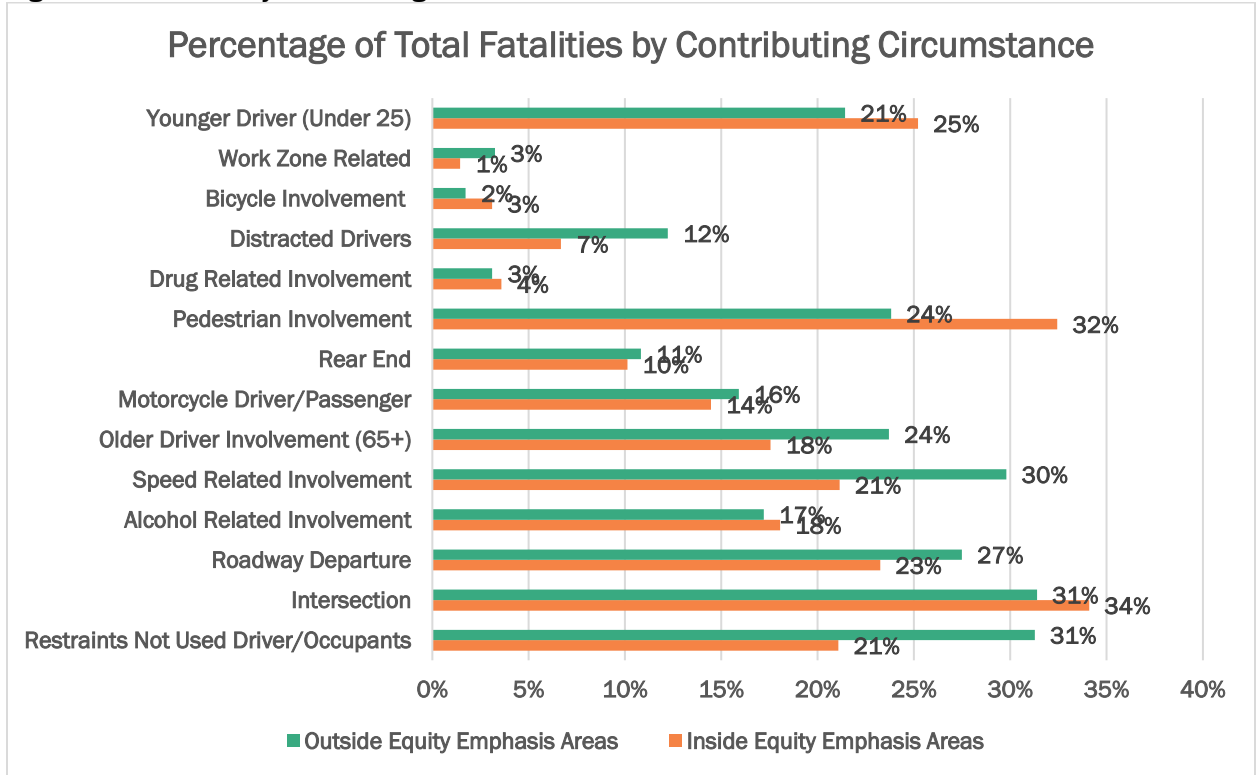
Not all categories of crash are more common in EEAs. Unbelted crashes, speeding-related crashes, and roadway departure crashes are more likely outside an EEA.

Figure 5: Equity Emphasis Areas



Equity emphasis areas have higher rates of pedestrian and bicycle crashes than areas outside of equity emphasis areas.

Figure 6: Fatalities by Contributing Circumstance



APPENDIX C: MODE OF ACCESS TO METRORAIL

Major Modes of Access, by Walk Mode of Access, All-Day
 2016 WMATA Rail Passenger Survey

Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CAPITOL SOUTH	0%	2%	2%	1%	0%	0%	1%	93%
FEDERAL CENTER SW	1%	3%	2%	0%	0%	0%	0%	93%
MT VERNON SQUARE 7TH ST-CONVENTION CENTER	1%	3%	2%	0%	0%	0%	0%	91%
COURT HOUSE	2%	3%	2%	1%	0%	0%	0%	90%
NAVY YARD-BALLPARK	1%	2%	4%	1%	0%	1%	0%	90%
JUDICIARY SQUARE	2%	5%	1%	0%	0%	0%	0%	90%
WATERFRONT	1%	3%	4%	0%	0%	0%	0%	89%
FEDERAL TRIANGLE	1%	5%	2%	1%	0%	0%	0%	88%
U STREET/AFRICAN-AMERICAN CIVIL WAR MEMORIAL/CARDOZ O	1%	1%	8%	0%	0%	0%	0%	88%
FARRAGUT NORTH	1%	3%	4%	1%	0%	1%	0%	88%
VIRGINIA SQUARE-GMU	4%	5%	1%	0%	1%	0%	0%	88%
CLEVELAND PARK	3%	4%	4%	0%	0%	0%	0%	87%
NOMA-GALLAUDET U	1%	2%	4%	1%	1%	1%	0%	87%
WOODLEY PARK-ZOO	1%	3%	5%	2%	1%	0%	0%	86%
METRO CENTER	1%	4%	3%	2%	0%	0%	0%	86%
ARCHIVES-NAVY MEMORIAL-PENN QUARTER	1%	6%	5%	1%	0%	0%	0%	86%
MCPHERSON SQUARE	1%	4%	7%	0%	0%	1%	0%	86%
FOGGY BOTTOM-GWU	1%	3%	6%	1%	0%	1%	0%	85%
GALLERY PLACE-CHINATOWN	2%	3%	6%	1%	0%	0%	0%	85%
FARRAGUT WEST	1%	4%	7%	1%	0%	1%	0%	85%
SMITHSONIAN	2%	5%	2%	2%	0%	1%	0%	85%
ARLINGTON CEMETERY	0%	1%	3%	1%	1%	5%	0%	84%
EASTERN MARKET	1%	2%	8%	1%	1%	0%	0%	84%

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Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
CLARENDON	3%	4%	3%	3%	1%	0%	1%	83%
DUPONT CIRCLE	1%	2%	9%	1%	0%	2%	0%	82%
SHAW-HOWARD UNIVERSITY	2%	3%	11%	0%	1%	0%	0%	81%
VAN NESS-UDC	3%	4%	10%	1%	1%	0%	0%	80%
COLUMBIA HEIGHTS	1%	1%	13%	1%	0%	6%	0%	76%
CRYSTAL CITY	3%	3%	7%	2%	0%	4%	0%	75%
STADIUM-ARMORY	3%	5%	15%	0%	0%	0%	1%	74%
L'ENFANT PLAZA	2%	5%	4%	4%	0%	4%	0%	74%
BALLSTON-MU	4%	6%	11%	2%	1%	3%	0%	72%
EISENHOWER AVENUE	12%	9%	2%	1%	1%	4%	0%	71%
ROSSLYN	5%	3%	7%	6%	0%	6%	0%	71%
GREENSBORO	14%	11%	2%	0%	1%	1%	0%	70%
MEDICAL CENTER	3%	3%	7%	6%	1%	7%	0%	70%
GEORGIA AVE-PETWORTH	3%	3%	22%	1%	0%	0%	1%	69%
FRIENDSHIP HEIGHTS	5%	6%	14%	2%	1%	1%	0%	68%
POTOMAC AVENUE	1%	4%	22%	3%	0%	0%	0%	68%
BETHESDA	5%	9%	5%	8%	1%	2%	0%	67%
KING STREET-OLD TOWN	5%	2%	7%	12%	2%	4%	1%	65%
BRADDOCK ROAD	8%	3%	12%	7%	3%	4%	0%	62%
Total	4.2%	11.1%	10.9%	3.7%	0.6%	2.4%	0.4%	62.0%
SPRING HILL	12%	4%	5%	10%	1%	4%	0%	62%
WHITE FLINT	7%	14%	6%	6%	2%	2%	1%	61%
PENTAGON CITY	4%	7%	10%	1%	0%	12%	1%	61%
TYSONS CORNER	8%	5%	11%	12%	0%	3%	1%	58%
SILVER SPRING	4%	6%	18%	7%	1%	1%	0%	58%
BROOKLAND-CUA	6%	5%	18%	1%	0%	10%	1%	58%
UNION STATION	1%	3%	4%	1%	0%	1%	0%	58%
TENLEYTOWN-AU	5%	8%	12%	3%	1%	13%	0%	56%
TAKOMA	9%	8%	10%	14%	2%	0%	0%	55%
BENNING ROAD	7%	5%	31%	1%	0%	1%	1%	53%
TWINBROOK	5%	27%	7%	5%	1%	1%	0%	51%
MCLEAN	13%	14%	7%	3%	2%	7%	1%	50%
MINNESOTA AVENUE	3%	8%	42%	0%	0%	0%	0%	46%

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Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
FOREST GLEN	13%	27%	2%	3%	1%	0%	0%	46%
WHEATON	10%	23%	16%	3%	0%	0%	0%	45%
PRINCE GEORGE'S PLAZA	5%	18%	22%	1%	2%	6%	0%	43%
WEST HYATTSVILLE	10%	16%	22%	2%	4%	0%	1%	42%
CONGRESS HEIGHTS	6%	13%	37%	0%	0%	0%	0%	41%
DUNN LORING-MERRIFIELD	9%	30%	6%	2%	2%	8%	1%	40%
DEANWOOD	7%	20%	25%	0%	0%	1%	0%	39%
RONALD REAGAN WASHINGTON NATIONAL AIRPORT	2%	3%	6%	2%	0%	5%	1%	37%
ROCKVILLE	12%	17%	7%	14%	1%	2%	0%	37%
PENTAGON	2%	4%	42%	8%	0%	2%	1%	37%
RHODE ISLAND AVENUE-BRENTWOOD	5%	7%	45%	1%	0%	1%	1%	37%
GROSVENOR-STRATHMORE	8%	41%	3%	7%	2%	0%	0%	33%
EAST FALLS CHURCH	15%	21%	17%	3%	3%	4%	1%	31%
MORGAN BLVD	16%	34%	4%	8%	1%	1%	2%	30%
FORT TOTTEN	8%	9%	46%	1%	1%	1%	1%	29%
CAPITOL HEIGHTS	12%	26%	23%	5%	1%	0%	1%	27%
SUITLAND	5%	31%	31%	3%	0%	0%	1%	26%
HUNTINGTON	7%	39%	8%	10%	1%	7%	0%	24%
NAYLOR ROAD	12%	19%	40%	5%	0%	1%	0%	21%
COLLEGE PARK - U OF MD	10%	27%	10%	7%	4%	15%	1%	20%
WEST FALLS CHURCH-VT/UVA	10%	37%	12%	8%	2%	5%	0%	20%
ANACOSTIA	2%	8%	65%	2%	1%	1%	0%	19%
CHEVERLY	16%	37%	19%	2%	0%	0%	0%	19%
VIENNA/FAIRFAX-GMU	10%	42%	6%	15%	1%	5%	0%	16%
ADDISON ROAD	11%	33%	34%	4%	0%	2%	1%	13%
VAN DORN STREET	9%	15%	9%	18%	1%	31%	2%	12%
WIEHLE-RESTON EAST	12%	34%	8%	26%	2%	5%	1%	11%
GLENMONT	13%	45%	12%	7%	1%	0%	1%	11%
LARGO TOWN CENTER	15%	51%	12%	3%	0%	1%	1%	10%

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Station	Dropped off	Drove alone	Metrobus	Other bus	Bike	Shuttle	Taxi/Ride Share	Walk
BRANCH AVENUE	14%	54%	12%	2%	0%	0%	1%	9%
SOUTHERN AVENUE	7%	31%	44%	2%	0%	1%	1%	9%
LANDOVER	6%	48%	23%	6%	0%	2%	2%	7%
SHADY GROVE	9%	42%	9%	20%	1%	7%	0%	7%
GREENBELT	11%	48%	20%	3%	2%	4%	1%	7%
FRANCONIA-SPRINGFIELD	10%	55%	6%	10%	2%	4%	1%	6%
NEW CARROLLTON	11%	52%	19%	1%	0%	1%	1%	6%

APPENDIX D: GLOSSARY OF TERMS

BICYCLE LANE (BIKE LANE)

A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Consists of a 4'-6' lane in each direction, with bicycle traffic moving in the same direction as motorized traffic.

BICYCLE PATH (BIKE PATH)

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way.

BICYCLE PARKING

An area dedicated and designed specifically for storing and locking a bicycle. Includes bicycle racks and bicycle lockers.

BICYCLE ROUTE (BIKE ROUTE)

A segment of a system of bikeways designated by the jurisdiction with appropriate directional and informational markers, with or without specific bicycle route numbers.

BIKE CORRAL

A bike corral transforms a standard parking lane or curbside zone into bike parking, typically by placing bike racks in the space, and using with flexiwands and curb stops to discourage conflicts with automobiles. Often used in areas with narrow and/or busy sidewalks.

BIKE SHARING

Short-term bicycle rental available at a network of unattended locations.

BIKE STATION

A staffed, enclosed bicycle parking facility, usually located at a transit center, which may offer such services as bicycle repair, rental, lockers, and showers.

BIKEWAY

Any road, path, or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

BUFFERED BIKE LANE

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

COMPLETE STREETS

Complete streets are designed and operated to enable safe access for all users.

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Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street

CYCLE TRACK (Protected Bike Lane)

A bicycle-only facility that provides physical separation within the right of way from vehicle travel lanes.

CLASS I, II or III BIKEWAY

Terms sometimes used to describe different types of bicycle facilities. Class I is a shared-use path, Class II a bicycle lane, and Class III a shared roadway. However, Since there is some disagreement on the exact meaning of these terms, the AASHTO terms (listed above) should be used.

GREENWAY

A linear park or recreation facility of limited width, located along the length of an existing or former public utility or railroad right-of-way, or along a stream bed.

HIKER-BIKER TRAIL

A paved path designed for use by both pedestrians and bicyclists, which is completely separated from vehicular traffic.

METROPOLITAN STATISTICAL AREA

A core area containing a substantial population nucleus, together with adjacent communities having a high degree of social and economic integration with that core. Metropolitan statistical areas comprise one or more entire counties. They are used by the United States Census for the purpose of tabulating, enumerating, and publishing data.

RAILS-TO-TRAILS CONSERVANCY

A national membership organization that works to facilitate the acquisition of abandoned railroad lines for use in creating bicycle and pedestrian trails and linear parks.

RAIL-TRAIL

A Shared-Use Path, either paved or unpaved, built within the right-of-way of an existing or former railroad.

REGIONAL ACTIVITY CENTER

A set of locations within the National Capital Region Transportation Planning Board planning area identified by the Council of Government's Planning Director's Technical Advisory Committee as employment centers of regional significance. Five types of Regional Activity Center have been designated, with different employment and residential density criteria for each.

REGIONAL ACTIVITY CLUSTER

An employment center adjacent to a Regional Activity Center, with a lower density than a Regional Activity Center

ROAD DIET

A road diet is a technique whereby a road is reduced in number of travel lanes and/or effective width in order to achieve systemic improvements. An example of a road diet would

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be the conversion of two travel lanes in each direction to a 3-lane section with one travel lane in each direction, optional bicycle lanes, and a two-way turn lane in the middle.

SHARED ROADWAY

A roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

SHARED-USE PATH

A bikeway, at least 8' in width, physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared-Use Paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Also called a multi-use path.

SHARROW

A shared-lane marking or sharrow is a street marking used to indicate the recommended position and direction of travel for the bicyclist.

SIDE-PATH

A shared-used path built within the right-of-way of a non limited-access highway.

SIDEWALK

The portion of a street or highway right-of-way, at least 4' in width, designed for preferential or exclusive use by pedestrians.

SIGNED SHARED ROADWAY

A shared roadway that has been designated as a referred route for bicycle use using warning, directional, and informational signage.

TRAFFIC CALMING

Traffic calming is a way to design streets, using physical measures, to encourage people to drive more slowly.

TRAVELED WAY

The portion of a roadway for the movement of vehicles, exclusive of shoulders.

UNIFORM VEHICLE CODE

The standards for traffic regulations recommended for adoption by state and local jurisdictions, as prepared by the National Committee on Uniform Traffic Laws and Ordinances.

APPENDIX E: GLOSSARY OF ACRONYMS

AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
AFA	Access for All Advisory Committee
CLRP	Financially Constrained Long-Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COG	Metropolitan Washington Council of Governments
DDOT	District of Columbia Department of Transportation
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
MAP-21	Moving Ahead for Progress in the 21st Century Act
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTA	Maryland Transit Administration
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
NCPC	National Capital Planning Commission
NVTC	Northern Virginia Transportation Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users
MDSHA	Maryland State Highway Administration
SOV	Single-Occupant Vehicle
SRTS	Safe Routes to School
TCSP	Transportation and Community and System Preservation Pilot Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	U.S. Department of Transportation
VDOT	Virginia Department of Transportation
VMT	Vehicle-Miles Traveled
WABA	Washington Area Bicyclist Association
WMATA	Washington Metropolitan Area Transit Authority

APPENDIX F: LINKS AND RESOURCES

Alexandria Rideshare

www.alexride.org

America Walks

<https://americawalks.org/>

BikeArlington

www.bikearlington.com

Arlington bicycle information.

BikeWashington

www.bikewashington.org

Bike trails and routes in the Washington region, clubs, and organized rides.

Capital Bikeshare

www.capitalbikeshare.com/

Regional self-service bicycle rental.

Capital Trails Coalition <https://www.capitaltrailscoalition.org/>

Advocacy coalition for a regional trail network. Staffed by the Washington Area Bicyclist Association.

Coalition for Smarter Growth

www.smartergrowth.net

An advocacy group for transit-oriented development in the Washington region.

Fairfax Advocates for Better Bicycling

<http://www.fabb-bikes.org/>

Advocacy Group for bicycling in Fairfax County, VA. ‘

League of American Bicyclists

www.bikeleague.org

LAB is a national cycling advocacy group founded in 1880.

National Center for Bicycling and Walking

www.bikewalk.org

DRAFT Bicycle and Pedestrian Plan
May 4, 2022

A national advocacy group for walking and bicycling.

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002
(202) 962-3200
www.mwcog.org
www.commuterconnections.org

Metropolitan planning organization. Offers ride matching and Guaranteed Ride Home services through its Commuter Connections program, publishes a Bike to Work Guide.

National Aging and Disability Transportation Center
<https://www.nadtc.org/>

National Association of City Transportation Officials
www.nacto.org/

An association of big city transportation officials oriented towards “smart growth” principles.

National Complete Streets Coalition
www.completestreets.org/

Advocacy group for “complete streets”, or provision of pedestrian and bicycle facilities as part of all transportation projects.

Pedestrian and Bicycle Information Center
www.bicyclinginfo.org
www.walkinginfo.org

National clearinghouse for information on walking and bicycling.

Rails to Trails Conservancy
<https://www.railstotrails.org/>

A national advocacy organization for trails.

Ride the City
www.ridethecity.com/dc

A bicycle route finding web site.

Safe Routes to School
www.saferoutesinfo.org

DRAFT Bicycle and Pedestrian Plan
May 4, 2022

The Safe Routes to School programs enables community leaders, schools, and parents across the United States to improve safety and encourage more children, including children with disabilities, to safely walk and bicycle to school.

Shared-Use Mobility Center
<https://sharedusemobilitycenter.org/>

United States Access Board
www.access-board.gov

A federal agency dedicated to design that is accessible to persons with disabilities.

Virginia Bicycling Federation
www.vabike.org

Advocacy group for Virginia bicycling.

WalkArlington
www.walkarlington.com

Arlington walking information.

Washington Area Bicyclist Association
www.waba.org

BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Draft 2022 Update

Andrew Meese
Program Director, Systems Performance Planning

Michael Farrell
TPB Senior Transportation Planner

May 18, 2022

Overview

- The TPB was briefed on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region at its March 16 meeting
- Reviewed by TPB Technical Committee at April 1 and May 6 meetings, and recommended for TPB approval
- Today we will:
 - Summarize staff activities/plan changes following up on the board's March 16 comments
 - Offer the revised draft plan for TPB approval



March 16 Follow-up: Specific Topics (1)

Some topics raised by the board were covered in the draft plan as detailed below.

- *All Ages and Abilities*

A key concept in the draft plan is a low-stress network comfortable for use by people of all ages and abilities

- *E-bikes*

A low-stress network implies a design speed no greater than 20 mph. Dual facilities for pedestrians and bicyclists are sometimes used where volumes are high. The Bicycle and Pedestrian Subcommittee continues to monitor this developing issue.

- *Access to Transit/Pedestrian-Oriented Development*

The draft plan describes best practices for pedestrian planning as well as improvements associated with the Transit Access Focus Areas (TAFA) plan.



March 16 Follow-up: Specific Topics (2)

- *Prioritization of Particular Projects*

TPB offers priority areas, such as the National Capital Trail Network, Transit Access Focus Areas, and Equity Emphasis Areas, but leaves the prioritization of specific projects to the jurisdictions.

- The draft plan addresses topics such as these in a manner consistent with the way they are addressed in member jurisdictional or agency plans
- The TPB's ongoing planning process, including subcommittee discussions, training opportunities, and the grant and technical programs TPB offers, also will continue to address and strengthen coverage of these issues
- Added plan text on *Rails with Trails* following March 16 comments



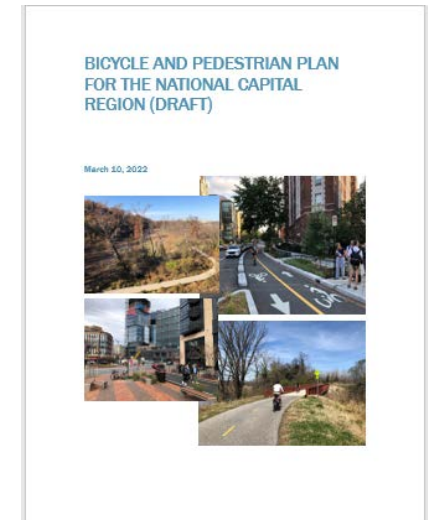
Technical Corrections

- Mostly these involved changes/corrections related to individual project listings
 - Staff has made technical corrections to numerous project listings
 - The Appendix A project list table has been revised to reflect these corrections, as has the summary Table 8 in Chapter 6
 - Buffer analysis remained the same
- The database behind the plan is inevitably a “snapshot” in time, and will be updated more frequently than the plan document itself
 - For further project additions and corrections, we anticipate future annual updates to the project database and online interactive map



Plan Review and Approval

- **Action: Adopt Resolution R14-2022 to approve the 2022 Bicycle and Pedestrian Plan for the National Capital Region**
- Following approval, the live online interactive map will be made available
 - Map/database can be updated with new information
- The plan will be posted in documents section of COG/TPB website



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Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

Additional Slides: Overview of the Draft 2022 Bicycle and Pedestrian Plan for the National Capital Region



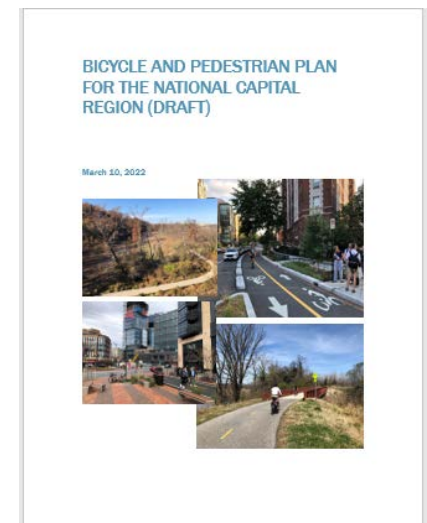
Overview

- This briefing is on the **DRAFT** 2022 Bicycle and Pedestrian Plan for the National Capital Region
 - This plan succeeds the existing plan approved by TPB in 2015
 - Follows development and TPB approval of the National Capital Trail Network in 2020
 - Utilizes recent enhancements to the plan-supporting bicycle and pedestrian projects database
 - Incorporates emerging aspects of bike/ped planning



Why Develop a Regional Bike/Ped Plan?

- Important and growing as components of transportation in the region
- Bicycling and walking support many TPB goals – environmental, land use, health, equity
- Specialized information in more detail than in Visualize 2045
 - Bicycling and walking trends
 - Safety, Complete Streets, and Green Streets
 - Best/recommended practices, evolving design
- Describe and analyze a planned regional bike/ped network
 - Compiled from agency/jurisdictionally approved plans; includes both funded and unfunded projects



What's in the Draft Plan?

Continuing but Enhanced Content

- Local, regional, state, & federal context for bike/ped planning
- Related COG/TPB policies & activities: Complete Streets, Green Streets, Equity
- Pedestrian and bicycle safety; Street Smart
- Existing facilities/types for walking & bicycling; micromobility
- Best/recommended practices

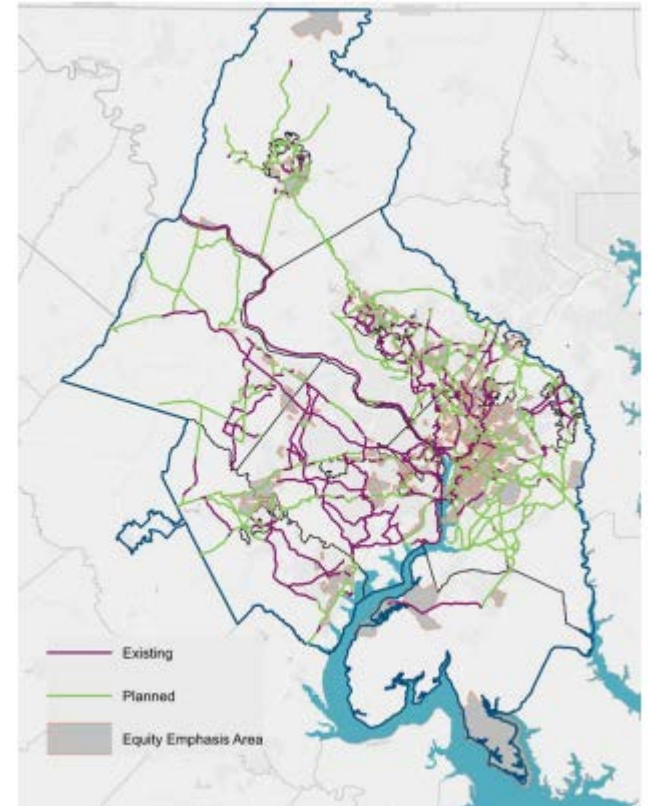
New for 2022

- New federal legislation: IIJA/BIL
- Regional Roadway Safety Program
- 2017/2018 Regional Travel Survey information
- Evolving/emerging facility types
- National Capital Trail Network
- “Fresh start” new 2045 bike/ped network (listings, maps, analyses)
- 2045 bike/ped network interactive dashboard



Planning Context (Chapter 1)

- TPB Plans/Programs – Vision, Visualize 2045, TIP
- Complete Streets and Green Streets policies
- National Capital Trail Network
 - Encouragement & funding programs
 - TLC, TAP, TAFA, RRSP, Commuter Connections, Bike-to-Work Day
- Federal guidance & transportation legislation
- State/local/WMATA plans



2020 National Capital Trail Network Map
(Source: COG/TPB)

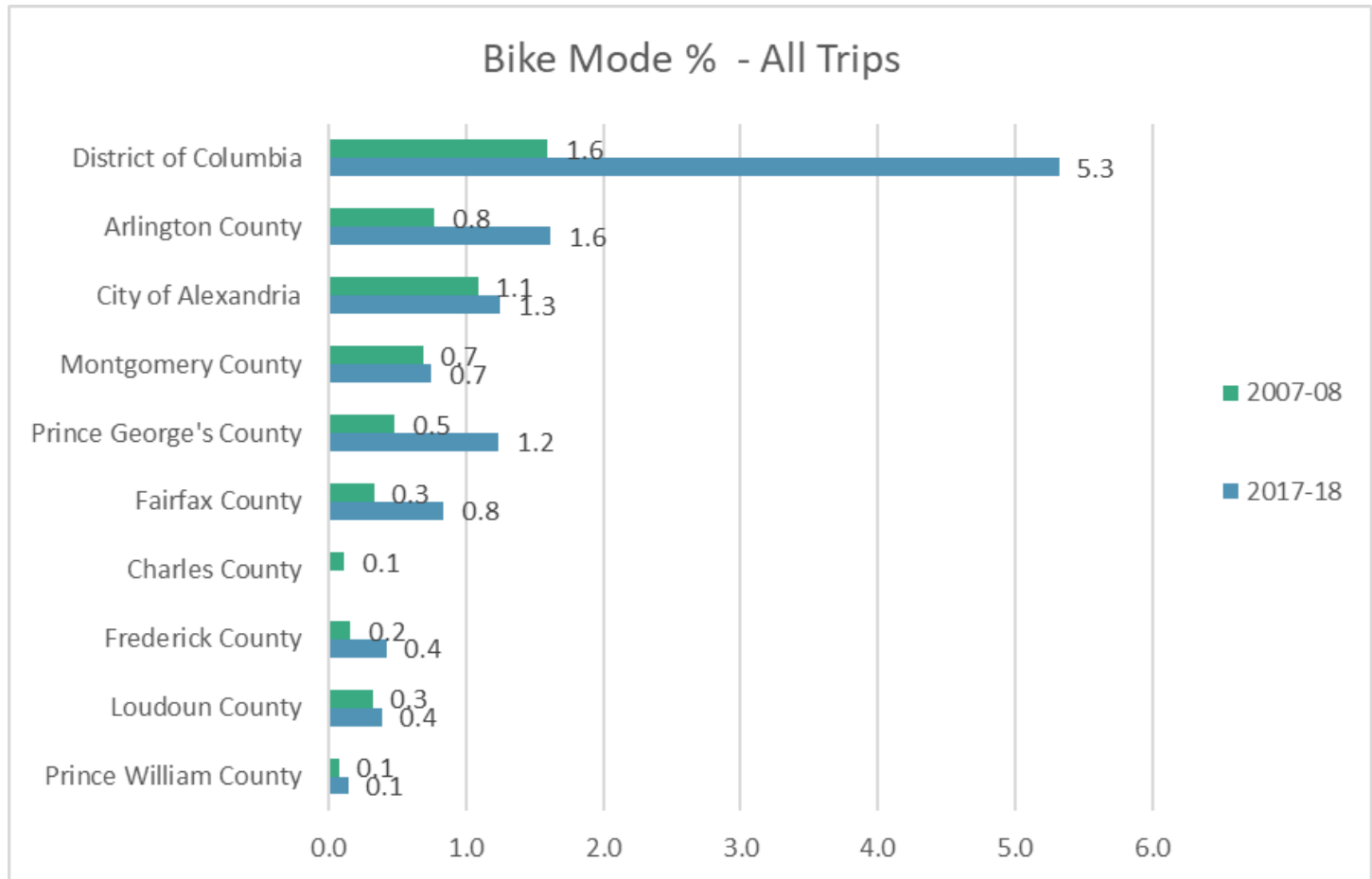
Biking/Walking in the Region (Ch. 2)

- Mode share & travel patterns, drawing on:
 - TPB's Regional Travel Survey
 - Significant increase of bicycling in the region's core
 - US Census Bureau American Community Survey
 - National Household Travel Survey
 - Commuter Connections State of the Commute survey
 - WMATA's Passenger Rail Survey

**62% of
Metrorail
Passengers
Walk to the
Station**



Example: Bike Mode - % of All Trips

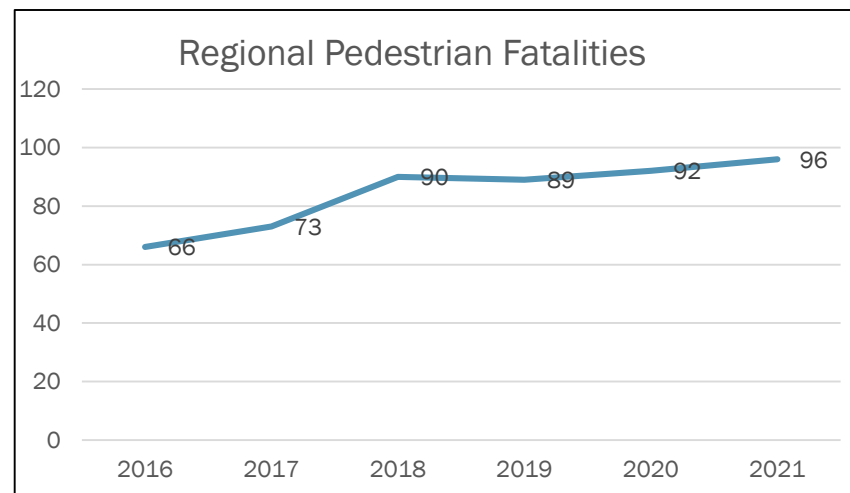


Source: COG/TPB 2007/2008 & 2017/2018 Regional Travel Survey (RTS) staff analysis.



Pedestrian & Bicyclist Safety (Chapter 3)

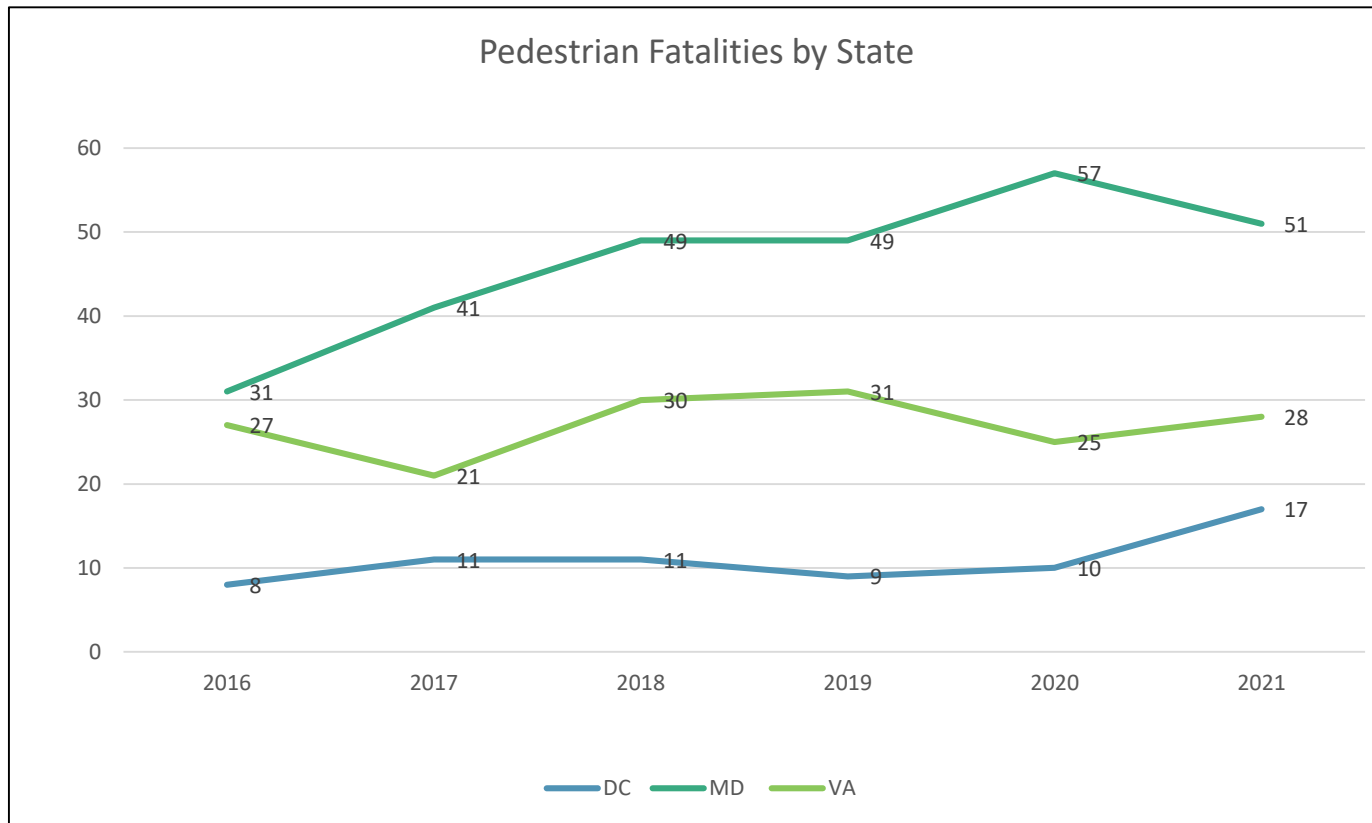
- Pedestrian & bicyclist fatality/serious injury crash trends
- Engineering, education and enforcement
- Pedestrian & bicyclist safety remains a serious concern and challenge – staff and committees are actively working on this through programs such as the Regional Roadway Safety Program and Street Smart



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Pedestrian Fatalities by State



Source: TPB staff compilation of District of Columbia, Maryland, and Virginia safety data.



Bicycling/Walking Facilities (Chapter 4)

- Facility types
- Pedestrian access to transit
- Bike parking
- Capital Bikeshare and other bikesharing
- Shared micromobility



Best/Recommended Practices (Ch. 5)

- Detailed discussion of recommended practices at the local level, developed with Bicycle & Pedestrian Subcommittee input, e.g.:
 - Good bike/ped design/accommodation in all transportation projects; facility design and construction standards
 - Provide/improve access for persons with disabilities
 - Interjurisdictional coordination & connectivity; circulation between and within Activity Centers
 - Appropriate roadway widths, curb radii, crossing distances, speeds
 - Bikesharing, micromobility, supporting facilities
 - Education, enforcement, and encouragement
 - Integration of equity into planning



The 2045 Network (Chapter 6)

- Planned network and project list: 2,500 miles, 1,650 projects
 - New “Project Infotrak” database enables mapping, linking with the Transportation Improvement Program & Visualize 2045
- “Buffer” analysis of 1,880-mile network of low-stress facilities
 - “Low stress” = shared use paths/protected bicycle lanes/boulevards
 - 76% of the population and 87% of the jobs will be within a half mile of low-stress network
 - 94% of Activity Centers, 80% of Equity Emphasis Areas, and 86% of Transit Access Focus Areas have a planned bike/ped facility
- Projected \$5 billion cost (estimated based on mileage)
- Full project list in appendix



The Planned 2045 Network & the NCTN

	Low-Stress Network (Draft Bicycle and Pedestrian Plan)	National Capital Trail Network
Miles (Planned)	1,880	779*
Miles (Existing)	N/A	644
% Population within ½ Mile	75%	71%
% Jobs within ½ Mile	86%	76%
Miles (Total)	1,880**	1,423

*All “planned” miles of the NCTN are also included in the planned draft Bicycle and Pedestrian Plan network.

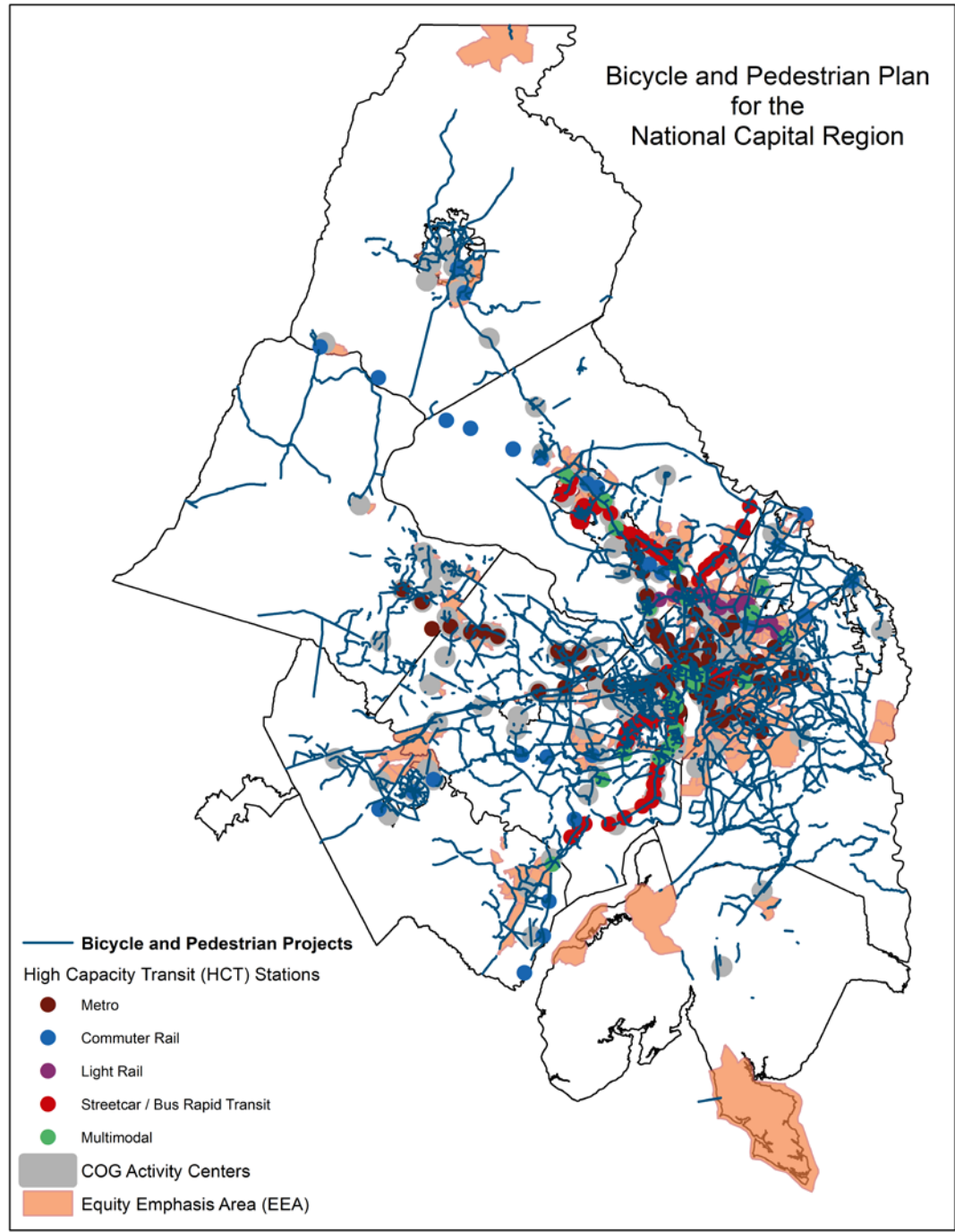
**1,880 of the draft Bicycle and Pedestrian Plan’s overall 2,500 planned miles are considered to be on the “Low-Stress Network”. Source: COG/TPB.



Map of the 2045 Network

Source: COG/TPB

Bicycle and Pedestrian Plan for the National Capital Region



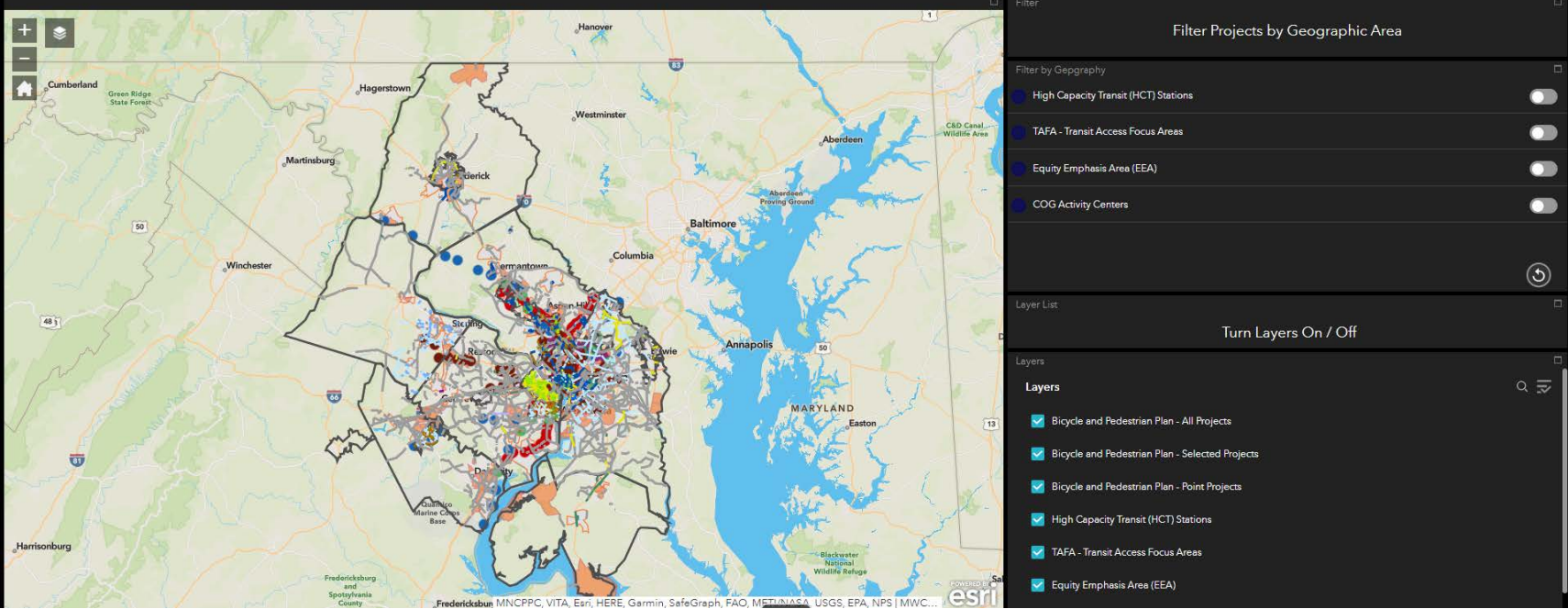
Data Dashboard App

- On-line tool for map-based analysis and visualization
- Public engagement tool

Bicycle and Pedestrian Plan for the National Capital Region - Data Dashboard App National Capital Region Transportation Planning Board (TPB)

Project View - Search by Database Attributes | **Geographic Analysis** | Cooperative Forecast

Bicycle and Pedestrian Plan for the National Capital Region
Projects by Geographic Area



The screenshot displays a web-based application interface. At the top, there's a title bar with the app name and the organization. Below it are navigation tabs. The main area is a map of the National Capital Region, showing various project locations marked with colored dots and lines. A filter panel on the right allows users to filter projects by geographic area and turn layers on or off. The filter panel includes a search bar, a list of filters with toggle switches, and a layer list with checkboxes.

Filter Projects by Geographic Area

Filter by Geography

- High Capacity Transit (HCT) Stations
- TAFE - Transit Access Focus Areas
- Equity Emphasis Area (EEA)
- COG Activity Centers

Layer List

Turn Layers On / Off

Layers

- Bicycle and Pedestrian Plan - All Projects
- Bicycle and Pedestrian Plan - Selected Projects
- Bicycle and Pedestrian Plan - Point Projects
- High Capacity Transit (HCT) Stations
- TAFE - Transit Access Focus Areas
- Equity Emphasis Area (EEA)

Outlook

- Bike/ped plan development has been coordinated with Visualize 2045 update development
- Plan was created with input from committees including Access for All, Community Advisory Committee, Transportation Safety Subcommittee, and Bicycle & Pedestrian Subcommittee, TPB Technical Committee, and TPB
- The Bicycle and Pedestrian Projects in the Project Infotrak database, and the interactive map and data dashboard, will be updated annually.
- The Bicycle and Pedestrian Plan document is anticipated to be updated on a four year cycle.



ITEM 8 – Information

May 18, 2022

Comments on the Air Quality Conformity Analysis of the Plan and TIP,
and the 2022 Update to Visualize 2045, FY 2023-2026 TIP

Background:

Staff will brief the TPB on the comments received during the 30-day public comment period from April 1-May 1 2022, for the Air Quality Conformity Analysis of the draft Plan and TIP, the draft plan, and draft TIP.

Comments on the Air Quality Conformity Findings, 2022 Update and FY 23-26 TIP

Stacy Cook

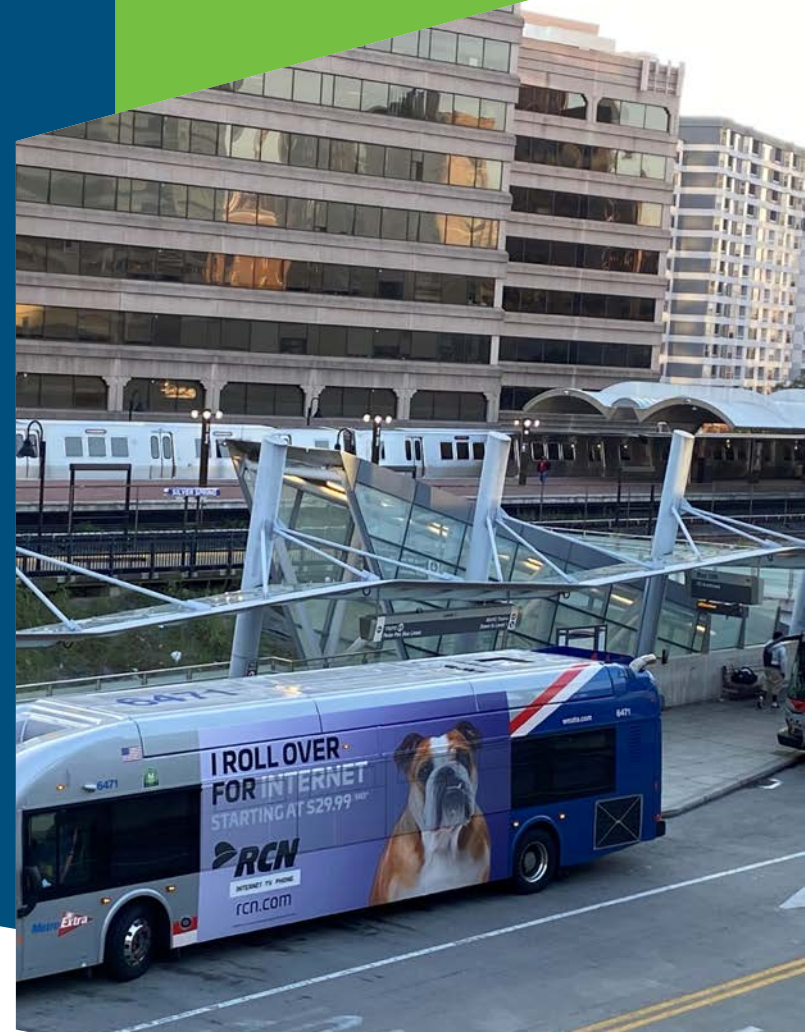
TPB Transportation Planner

Transportation Planning Board

May 18, 2022

Agenda Item #8

visualize
2045 A long-range
transportation plan
for the National
Capital Region



(Cook/TPB)

Agenda Item #8

- What aspects of the plan and TIP can/cannot change now?
- Purpose of Comment Period
- Comment Period Notice
- Comments Received by Number
- Comment Themes
- Project Specific Comments
- Summary review of Comment Period Packet
 - Comment/Response Summary Memorandum
 - Attachment A: Letters Received and Comment Compilation

The plan and TIP: What Can Be Revised Now? What Cannot?

Examples of what can change	What cannot change
<ul style="list-style-type: none">• General text of the plan and TIP• Project descriptions (for clarity, not to include new capacity impacts)• Descriptive data• PBPP targets and data (revisions will capture very recent data and target updates)• URLs, photos• Project costs- many updates expected for the final TIP• Policy Priorities and Goals if the board took action to do so	<ul style="list-style-type: none">• Conformity inputs: projects, programs and policies included in the technical inputs for the Air Quality Conformity analysis (which is complete) cannot be added or deleted until the next plan update• Information required to meet federal requirements cannot be removed

Consistent with past plan cycles, comments on projects, programs and polices included in the constrained element would serve as input of agencies for the next/future updates of the plan.

2022 Comment Period - Notice

Conducted
from April 1 -
May 1, 2022

- The TPB staff advertised the public comment period via:
 - TPB's public comment email distribution list
 - Social media
 - TPB News
 - Newspaper advertisements: Washington Post, Washington Hispanic, and the Afro-American Newspapers.
- Staff shared information about the public comment period with the TPB's Technical, Community and the Access for All Advisory Committees.
- A comment form was available on the TPB comment page: mwcog.org/tpbcomment
- All materials provided for review were available online at: [Draft Plan - TPB Visualize 2045](#)

Comments Received – Summary

Platforms for commenting	Comments received
Sending email to tpbcomment@mwkog.org	483
Writing a letter to the TPB Chair at TPB (USPS)	1
Using the form online at mwkog.org/tpbcomment	34
Calling the TPB Public Comment Line at (202) 962-3262 and leaving a 3-minute message	0

Comments Received – Summary

Commentor	Comments received
Individuals	506
Non-Profit Organizations	10
Members of TPB	1
Advisory Committee	1
Business & For-Profit Organizations	0

TPB staff also worked with technical staff from jurisdictions in their review to correct or clarify information, primarily in Appendix B of the plan and the TIP.

Overarching Comment Themes

1. Concerns over official status of the MDOT Op Lanes projects in the constrained element of the plan (143 comments)
2. Stop climate change: adopt the full slate of climate strategies (263 comments)
3. Improve the safety of the transportation system (5 comments)
4. Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
5. Consider Equity in Transportation Planning (41 comments)
6. Opposition to and support for highway expansion and road widening (303 comments)
7. Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

Project Specific Comments

- A. Maryland 270 Dynamically Managed Op Lanes Project (143 comments)
- B. New Hampshire BRT (1 comment)
- C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897) (1 comment)
- D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) (1 comment)
- E. Manassas National Battlefield Park Bypass (CE3061) (1 comment)
- F. VA 28 Manassas Bypass (CE1865) (1 comment)
- G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737) (1 comment)

Also, a letter was received that includes a series of tables with comments or suggestions for numerous projects. This will be included in the comment listing for TPB member and technical agency consideration.

Public Comment Topics

- Topic 1: Concerns over the official status of the MDOT Op Lanes projects in the constrained element of the plan (143 comments)

- Example excerpt:

“....Item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development will move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).”

“Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges.”

Public Comment Topics

- Topic 2: Stop climate change: adopt the full slate of climate strategies (263 comments)
 - Example excerpts:
 - “Specifically, I call on you to:*
 - Set specific, numerical performance targets in Visualize 2045 informed by TPB’s climate study....*
 - Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2...”*

Public Comment Topics

- Topic 3: Improve the safety of the transportation system (5 comments)

- Example excerpt:

“To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also, to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas.”

Public Comment Topics

- Topic 4: Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
 - Example excerpt:

“... I urge you to invest in transit, biking, walking and other active transportation modes that are healthy financially, physically and ecologically. Highway widenings are expensive and have yet to solve our region’s transportation woes because solo driving does not scale.”

Public Comment Topics

- Topic 5: Consider Equity in Transportation Planning (41 comments)

- Example excerpt 1:

“Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.”

- Example excerpt 2:

“The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.”

Public Comment Topics

- Topic 6: Opposition to and support for highway expansion and road widening (303 comments)

- Example excerpt 1:

“There is ample evidence that increasing freeway capacity does not reduce traffic in the long term. Indeed, look at LA and the Bay Area, which have been building freeways for decades and still boast the nation's worst traffic.”

- Example excerpt 2:

“Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.”

Public Comment Topics

- Topic 7: Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

- Example excerpt:

“As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects. We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.”

Next Steps

- In June, the TPB will be asked to take the following actions:
 - Accept recommended responses to comments received for the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis. They will be included in the conformity report.
 - Adopt a resolution finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990.
 - Approve the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.
 - Self certify that the TPB is following the metropolitan transportation planning process.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, Sergio Ritacco, TPB Transportation Planner
SUBJECT: Summary of comments received on the draft determination of the Air Quality Conformity Analysis of the constrained element of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP), the draft plan and TIP
DATE: May 12, 2022

PURPOSE

The purpose of this memorandum is to provide information to the board members as the board continues its review of the draft findings of the regional Air Quality Conformity analysis.

A compilation of the comments submitted by individuals, organizations and businesses have been posted on the TPB's website at <https://visualize2045.org/get-involved/>. These comments include comments on the draft findings of the Air Quality Conformity analysis, the draft Visualize 2045 long-range transportation plan (2022 Update) and the draft FY 2023-2026 Transportation Improvement Program (TIP). All comments are included as an attachment at the end of this memorandum.

This memorandum also provides a summary of the comments submitted during the April 1-May 2, 2022, Public Comment and Interagency Review Period. As the comment period also serves as interagency review, the comments received by the agencies regarding minor technical corrections will be reflected in the updated documentation provided to the TPB for its June 2022 meeting.

This memorandum includes the following attachments:

- Attachment A: Comment Compilation and Letters Received

BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the Air Quality Conformity analysis of the TPB's long-range transportation plan, Visualize 2045 (2022 update), and the FY 2023-2026 TIP. The TPB staff provided a public comment and interagency review period for the technical inputs from April 2, 2021 through May 3, 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that the TPB staff used to conduct the required federal Air Quality Conformity analysis, approximately a nine-month task. [Appendix C of the Visualize 2045, 2022 Update](#) lists these inputs¹.

¹ Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

The staff completed the Air Quality Conformity analysis and the TPB staff made the draft findings for the Air Quality Conformity analysis available for public comment from April 1-May 1, 2022. The draft 2022 update to Visualize 2045, the region's draft long-range transportation plan, and the FY 2023-2026 TIP were also available for comment during this same period.

Find these online at: <https://visualize2045.org/plan-update/draft-plan/>

After the public comment period was completed on May 1, the TPB staff summarized the comments as a courtesy to the board, producing this memorandum.

At its May meeting, the TPB's staff will present the comment summary to the board and make all comments received on the draft plan, draft TIP, and draft Air Quality Conformity determination available for board review. **The board will have a month to consider comments before the plan is recommended for approval at its June meeting.** Also, following the April TPB work session to discuss potential climate goals and mitigation strategies, and subsequent to any action in May by the board, the TPB staff will update as needed, and finalize the plan.

In June, the TPB will be asked to take the following actions:

- Accept comments and recommended responses to comments received for the 2022 Update to Visualize2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis. They will be included in the conformity report.
- Adopt a resolution finding that the 2022 Update to Visualize 2045 and the FY2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990.
- Approve the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.
- Self-certify that the TPB is following the metropolitan transportation planning process.

2022 PUBLIC COMMENT PERIOD

The TPB held an open public comment period and interagency review of the following draft documents for public comment from April 1-May 1, 2022:

- Air Quality Conformity Analysis of the plan and TIP: Summary (this is Appendix C of the plan)
- 2022 Update to Visualize 2045, TPB's long-range transportation plan
- FY 2023-2026 Transportation Improvement Program

Members of the public were invited to review the public comment materials available on 2022 Update to Visualize 2045 draft plan page: <https://visualize2045.org/plan-update/draft-plan/> and they were invited to submit comments on the draft materials.

TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees. The TPB also mailed out more than more than 3600 postcards announcing the comment period, the location of the draft materials, as well as conducted three virtual forums.

Interested parties were able to submit a comment through four different platforms. The options and the number of comments received via each platform is shown in Table 1.

Table 1 Platforms for Comments and Number of Comments Received

<i>Platforms for commenting</i>	<i>Number of Comments Received by platform</i>
<i>Sending email to tpbcomment@mwkog.org</i>	483
<i>Writing to the TPB Chair at TPB</i>	1
<i>Using the form online at mwkog.org/tpbcomment</i>	34
<i>Calling the TPB Public Comment Line at 202-962-3774 and leaving a 3-minute voice mail.</i>	0

This memorandum provides a summary of the comments in two sections: a section that summarizes and provides examples of general themes and topics, and a section on project-specific comments. Where examples of specific comments are provided, minor editorial corrections may have been made without changing the meaning of the comment. Acknowledgements and clarifications from TPB staff and the implementing transportation agencies are provided as responses to these summarized comments.

SUMMARY: COMMENTS THEMES/TOPICS AND PROJECT SPECIFIC COMMENTS

The TPB conducted a public comment period from April 1-May 1, 2022, to provide an opportunity for public comment on and interagency review of the following draft documents: Air Quality Conformity analysis, 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

The comments are provided entirety in Attachment A. The TPB staff provided the following comment summary for the convenience of the board.

Summary

The comments received included:

- 1 comment from a member of the board, Mayor Newton of the City of Rockville
- 1 comment from the Metropolitan Washington Air Quality Committee (MWAQC)
- 1 comment from the TPB Access for All Advisory Committee
- 506 comments from individuals
- 10 comments from organizations, including:
 - The Coalition for Smarter Growth
 - The Greater Washington Board of Trade
 - Northern Virginia Families for Safe Streets (NoVA FSS)
 - The Southern Environmental Law Center
 - The Washington Airports Task Force,

Additionally, staff worked directly with technical staff throughout the TPB member jurisdictions and agencies in their review to correct or clarify information they had entered. These edits were largely

focused on updates to the draft TIP and some additional text to provide clarification for two project descriptions.

The summary is organized into the three sections as summarized below: air quality, comment topics, project-specific comments. Excerpts of example comments that demonstrate the themes and topics are provided in italics within the summary.

Comment Specific to the Air Quality Conformity Determination

- One Comment from MWAQC was received confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards.

Comment Topics

Most of the comments included referenced the following topics:

1. Concerns over the official status of the MDOT Op Lanes projects in the constrained element of the 2022 update to Visualize 2045 (143 comments)
2. Stop climate change: adopt the full slate of climate strategies (236 comments)
3. Improve the safety of the transportation system (5 comments)
4. Invest in sustainable, walkable communities and continue to improve options for biking and walking in the region (275 comments)
5. Consider Equity in Transportation Planning (41 comments)
6. Opposition to highway expansion and road widening [303 comments]
7. Approve Visualize 2045 which invests in ALL modes of transportation (38 comments)

Project Specific Comments

- A. Maryland I-270 Dynamically Managed Op Lanes Project (143 comments)
- B. New Hampshire Avenue BRT
- C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897)
- D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738)
- E. Manassas National Battlefield Park Bypass (CE3061)
- F. VA 28 Manassas Bypass (CE1865)
- G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737)

The TPB also received a letter with a series of tables offering opinions and suggestions on numerous projects.

COMMENT SPECIFIC TO AIR QUALITY CONFORMITY DETERMINATION

The TPB received a comment from MWAQC confirming that the draft determination Air Quality Conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program (TIP) meets applicable standards.

Comment Excerpt: The technical component of the comment follows:

“MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan.

However, the 2022 amendment to the Visualize 2045 plan continues to require the use of Tier 2 transportation buffers for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.

The draft Design Value data for ozone for the Washington region for the period 2019 through 2021 is 70 ppb parts per billion (ppb). This shows that the region is barely in compliance with the 2015 ozone NAAQS despite the low 2020 data resulting from pandemic related restrictions. Therefore, the region needs to continue reducing its emissions to maintain this compliance in the future. The base year 2017 emissions inventory for the region submitted to EPA in 2020 shows on road sources to be the greatest contributor (39%) of NOx emission in the region. Therefore, it is essential that the region reduce its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including on-road mobile sources.

MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB’s continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.”

TPB’s Response

The TPB appreciates MWAQC’s concurrence that the Air Quality Conformity analysis of the 2022 Update to the Visualize 2045 Plan and FY 2023-2026 TIP meets all of the required emissions tests. The TPB notes that the Tier 2 budgets were put in place to account for changes in technical inputs or assumptions for the travel demand or emissions models, or for changes in the analysis methodology from when the budgets were originally set, compared to those used in the current conformity analysis. As described in the regional air quality conformity analysis report, there were numerous updates to input data and methods in this conformity analysis, relative to the analysis used to set the mobile budgets, that necessitated using the Tier 2 levels of emissions budgets. The TPB notes that even under the current circumstances on-road vehicular emissions are well within the levels needed for the region to maintain compliance with the 2008 ozone national Ambient Air Quality Standards (NAAQS). It is also noted that on-road vehicular source emissions have steadily declined over the past couple of decades, and are forecast to continue to decline, both overall, and as a percentage of the whole inventory. The TPB agrees that there should be a greater effort to reduce emissions across all sectors to meet current and future tougher air quality NAAQS. The TPB agrees with MWAQC on the need for greater investment in public transit, ridesharing, pedestrian and bicycle infrastructure, and other programs to reduce emissions.

COMMENT TOPICS

TOPIC 1: CONCERNS OVER OFFICIAL STATUS OF THE MDOT OP LANES PROJECTS IN THE CONSTRAINED ELEMENT OF THE 2022 UPDATE TO VISUALIZE 2045

The TPB received comments from the Council of the City of Rockville, Maryland, including the Mayor (member of the TPB) expressing concerns over the MDOT Op Lanes project (dynamically managed lanes). The letter comments on the text description of one of the three listings for the MD Op Lanes project (T6432, Appendix B, page 95) and also addresses a clarification issued by TPB staff to an April 13, 2022, press release by Sierra Club of Maryland on the MD Op Lanes project, related to the eastern segment of the MD Op Lanes project (on I-495 from MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge). The above comment and the opinion are excerpted and responded to, below, and the letter with the entire comment is in Attachment A. Similar comments were provided by 142 individuals.

The TPB clarification and correction that staff issued on April 13, 2022, to the Sierra Club's press release was provided to the Sierra Club, the TPB chair and Vice chairs, and board members that had inquired about the Sierra Club press release. This clarification and correction by the TPB was also posted to the [Visualize2045.org website](https://visualize2045.org), and is included in Table 1, following TPB's response 1, below.

Comment Excerpt 1: City of Rockville Comment: *"....Item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development will move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).*

"Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges."

This text contradicts the TPB vote of July 2021, that identifies most of this area only for study. (Resolution R2-2022 – Add MDOT TRP and transit commitments3.pdf)."

TPB Staff Response 1: The listings in Appendix B are summaries of the financial information for projects in the plan and TIP. Item T6432 on page 95 of Appendix B is one of the three listings for the MD Op Lanes project and related to the construction of the southern segment of the I-495 managed lanes (on I-495 from George Washington Memorial Parkway interchange to MD 187) that the TPB approved as part of its July 2021 action (Resolution R2-2022), as well as a study of the eastern segment of the of the I-495 managed lanes (on I-495 from the MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge) which the TPB approved as part of its June 2021 action (Resolution R19-2021). The funding amount listed is for the planning, preliminary engineering, and design of the southern segment, approved for construction, and for studying the eastern segment that has NOT been approved by the TPB for construction. In order to communicate the above clearly, TPB staff has secured a revised description from MDOT.

MDOT's revised project description for T6432, on page 95 of draft Appendix B is as follows:
“Planning, design, and stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and along I-495, from south of George Washington Memorial Parkway to west of MD 187. For those segments of I-495 from west of MD 187 to the Maryland/Virginia state line at the Woodrow Wilson Bridge, this project includes only future study activities to evaluate HOT lanes.”

Table 1. TPB Clarification and Correction to Sierra Club, Maryland's press release, as posted 4/13/2022

Clarification in response to the Sierra Club Press release

The TPB staff has been made aware of a press release issued by Sierra Club about the status of the Maryland TRP/Op lanes project in the TPB's long-range transportation plan, Visualize 2045 (2022 update), a draft of which was released for public review and comments on April 1, 2022. This information is intended to correct the information contained in Sierra Club's release.

Summary of this clarification: The TPB's action from the summer of 2021 still stands and is reflected in the draft long-range transportation plan, Visualize 2045.

The Sierra Club communique notes, in part, that *“The Metropolitan Washington Council of Governments’ (COG’s) new long-range transportation plan revives Governor Hogan’s original proposal to build private toll lanes along the entirety of the Maryland Beltway, from the American Legion Bridge to the Woodrow Wilson Bridge. COG staff buried its approval of the multi-billion-dollar Beltway widening on page 95 of Appendix B of Visualize 2045’s more than 1,000 pages of documentation. The inclusion of the widely rejected Beltway plan ignores the July 2021 decision of the National Capital Region Transportation Planning Board not to include toll lanes on the majority of the Beltway.”*

The TPB's Clarification and correction:

- The 2022 update to Visualize 2045, the region's long-range transportation plan, all associated documents, and the ongoing regional planning work activity are of the National Capital Region Transportation Planning Board (TPB) and not Metropolitan Washington Council of Governments (COG). COG and the TPB are two independent regional entities. The TPB is housed at and staffed by COG. The TPB is the federally designated metropolitan planning organization tasked with the responsibility of developing the long-range transportation plan.
- The Sierra Club communique incorrectly states that the draft plan ignores the July 2021 decision of the TPB. In July, the TPB voted to include three different segments of the proposed express/managed lanes project in Maryland: (1) managed lanes on I-495 from George Washington Memorial Parkway to the I-270 spur and on I-270 from the I-495 spur to I-370, referred to as the I-270 southern segment, to be constructed by 2025; (2) managed lanes on I-270 from I-370 to I-70, referred to as the I-270 northern segment, to be constructed by 2030 and (3) managed lanes on I-495 from the I-270 spur to the Woodrow Wilson Bridge, referred to as the eastern segment, to be **studied** but NOT to be constructed.

This is exactly what was done by the TPB and what is included in the Visualize 2045 (2022 Update) plan documents. Appendix C of the plan lists the projects that are included in Visualize 2045 (2022 Update) conformity analysis. On page 39-40 (page numbers as printed in on the page) is a listing of the managed lanes on I-495 (project ID 6432)– the southern segment that is to be constructed and the eastern segment that is to be studied only; and on pages 36 and 37 are listed the I-270 managed lanes both for the southern and northern segments. Only the segments identified for construction were included in the region's air quality conformity analysis. The segments that reference the study are listed for informational purposes. It is worth noting that the eastern

segment of the I-495 managed lanes project was downgraded to a study by MDOT prior to the June and July 2021 TPB votes.

- The Sierra Club communique specifically notes page 95 of Appendix B asserting that the listing here indicated TPB's inclusion of segment that was not approved. The listings in Appendix B are a summary of the financial information for both the southern segment of the I-495 managed lanes (included for construction) as well as the eastern segment of the of the I-495 managed lanes included as a study only. The funding amount listed is for the planning, preliminary engineering, and design of the southern segment that has been approved for construction and funding for studying the eastern segment that has NOT been approved for construction. The TPB understands that the description for this listing does not make this clear. For the final documentation, the TPB will work with MDOT to clarify the description for this listing on page 95 of Appendix B of the plan.
- In conclusion: The TPB's action from the summer of 2021 still stands and is reflected in the draft long-range transportation plan, Visualize 2045.

Comment Excerpt 2: City of Rockville, opinion on TPB staff's April 13, 2022, clarification:

"The 'clarification' offered on the TPB web page (Clarification-in-Response-to-Sierra Club-Press-Release .pdf (visualize2045.org)) gives little comfort since it validates the main thrust of the Sierra Club communique. "

TPB Staff Response 2: TPB staff understands the main thrust of the Sierra Club press release, from the text in the document, to be: "that " (the) new long-range transportation plan revives Governor Hogan's original proposal to build private toll lanes along the entirety of the Maryland Beltway, from the American Legion Bridge to the Woodrow Wilson Bridge."

As was noted in the TPB staff's Clarification and Correction to Sierra Club, Maryland's April 13, 2022, press release, the 2022 update of Visualize 2045 does not revive the construction of toll lanes on I-495 between MD 187 and the Maryland/Virginia state line at Woodrow Wilson Bridge. The Visualize 2045 plan includes three different segments of the proposed express/managed lanes project in Maryland: (1) managed lanes on I-495 from George Washington Memorial Parkway to MD 187 and on I-270 from the I-495 to I-370, referred to as the I-270 southern segment, to be constructed by 2025; (2) managed lanes on I-270 from I-370 to I-70, referred to as the I-270 northern segment, to be constructed by 2030 and (3) managed lanes on I-495 from MD 187 to the Woodrow Wilson Bridge, referred to as the eastern segment, to be studied (NOT for construction). The TPB approved the segments one and two above as part of its action on July 21, 2021 (Resolution R2-2022) and segment 3 as part of its action on June 16, 2021 (Resolution R19-2021). Appendix C of the draft plan documents lists the above three segments of project that are included in the Air Quality Conformity analysis: on page 39-40 (page numbers as printed on the page) is a listing of the managed lanes on I-495 (project ID 6432)–the southern segment that is to be constructed and the eastern segment that is to be studied only; and on pages 36 and 37 are listed the I-270 managed lanes both for the southern and northern segments.

TOPIC 2: STOP CLIMATE CHANGE: ADOPT THE FULL SLATE OF CLIMATE STRATEGIES (263 COMMENTS)

The Coalition for Smart Growth submitted a letter, and then a second letter with 30 organizations signing on the second letter, describing concerns that the plan does not sufficiently respond to climate change goals and public opinion on the need for climate action. The letter urges the TPB to adopt a full slate of climate strategies and set specific goals and targets for inclusion in the final 2022 update to Visualize 2045. This comment was mirrored by 117 additional comments and another 146 comments were very similar in content. An example of one of the comments is below, and the full set of letters and individual comments can be found in Attachment A.

Example Comment Excerpt: Adopt the Full Slate of Climate Strategies

“84% of the DC region’s residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies “

Example Comment Excerpt:

- *“Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.*
- *It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.*
- *Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.*
- *84% of the region’s residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn’t do enough to meet our climate goals.*
- *Yet, almost no projects changed since the last plan. This was despite our elected officials’ pledges to support climate action, transit-oriented development, and regional housing targets.*

I call on you to make the necessary and feasible changes to Visualize 2045:

- *Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.*
- *Commit to pursue the full slate of strategies that TPB’s own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.*
- *Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.”*

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

Please note, the opportunity to adjust technical inputs to the constrained element of the plan (used to conduct the federally required Air Quality Conformity analysis) occurred prior to the board action on those inputs which were approved in June and July 2021. Also, please note that developing new projects can take many years. However, unfunded projects that have already advanced through the

local planning process, which is required before being included in the MPO's plan, could possibly be accelerated for inclusion in the next plan update, due to new funding made available through the law that President Biden signed into law in November 2021, the Infrastructure Investment and Jobs Act.

TOPIC 3: IMPROVE THE SAFETY OF THE TRANSPORTATION SYSTEM (5 COMMENTS)

Several comments identified the need to improve the safety of the transportation system, including a desire to achieve 'vision zero' goals and improve safety for people that walk and bike.

Example Comment Excerpt: We need to get to vision zero.

"To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also, to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas."

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

TOPIC 4: INVEST IN SUSTAINABLE, WALKABLE COMMUNITIES AND CONTINUE TO IMPROVE OPTIONS FOR BIKING AND WALKING IN THE REGION (275 COMMENTS)

The TPB staff received 275 comments asking the board to prioritize funding for projects, programs and policies that support walkable, bikeable, sustainable communities. Within this topic, people expressed the following issues:

Example Comment 1: Invest in transit, biking and walking, not highway expansion:

"... I urge you to invest in transit, biking, walking and other active transportation modes that are healthy financially, physically and ecologically. Highway widenings are expensive and have yet to solve our region's transportation woes because solo driving does not scale."

Example Comment 2: Consider lessons learned from the pandemic about lifestyle changes and walkable communities and complete streets.

"The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture."

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

TOPIC 5: CONSIDER EQUITY IN TRANSPORTATION PLANNING (41 COMMENTS)

Numerous comments offered a range of perspectives to consider when planning for equity in transportation projects, programs and policies. Examples of these perspectives are provided in two excerpts below:

Example Comment Excerpt 1:

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Example Comment Excerpt 2:

“The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region’s goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

TOPIC 6 OPPOSITION FOR HIGHWAY EXPANSION AND ROAD WIDENING (303 COMMENTS)

The TPB staff received comments explicitly opposing any road widening and high expansion projects.

Example Comment Excerpt:

“... we continue to see a troubling disconnect between the TPB’s climate goals and many of the projects included in the Draft LRTP and accompanying documents. This disconnect is evident in the fact that the Draft LRTP proposes spending \$28.2 billion on highway expansion projects, versus only \$14.3 billion on projects to expand transit and add to bicycle and pedestrian infrastructure—modes that help cut down on driving and reduce transportation emissions. The disconnect is also apparent in the results of the Visualize 2045 performance analysis, which indicate that the suite of projects proposed for funding in the Draft LRTP will result in a 15% increase in vehicle miles traveled (VMT) and a 10% increase in single-driver trips over the life of the plan.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation. Also, please note that there are many bicycle and pedestrian projects in the region are represented in the TPB’s Bicycle and Pedestrian Plan that cannot be included in the federally required Air Quality Conformity analysis and therefore are not listed in the constrained element of the plan.

TOPIC 7: APPROVE VISUALIZE 2045 WHICH INVESTS IN ALL MODES OF TRANSPORTATION

The TPB received an email from the Northern Virginia Transportation Alliance urging the TPB to approve the 2022 update to Visualize 2045 as presented in draft form as it represents all modes of transportation. This comment was mirrored by 36 additional comments, some which provided additional personal statements or emphasis.

Example Comment Excerpt 1

“Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure. Visualize 2045’s smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045. Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.”

Example Comment Excerpt 2:

“As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects. We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.”

TPB Staff Response: The TPB has provided the comments to the members of the TPB and their technical agencies who are responsible for project implementation.

PROJECT- SPECIFIC COMMENTS AND RESPONSES

Comments were received that focused on specific projects. TPB staff have reviewed each comment and summarized their main points in this memorandum. For comments that are project-specific in nature, the implementing agencies have provided responses. Section L includes a series of other non-project specific comments on the plan development process or inputs for consideration.

Comments on specific projects that are existing or proposed as technical inputs:

PROJECT-SPECIFIC COMMENTS

TPB received several sets of comments on specific projects. Additionally, the Coalition for Smarter Growth included a list of project specific recommendations in its letter, to view that set of project-specific comments, please view the letter that is in the compilation in Attachment A to this memorandum.

- A. Maryland I-270 Dynamically Managed Op Lanes Project (143 comments)
- B. New Hampshire Avenue BRT (1 comment)
- C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897) (1 comment)
- D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) (1 comment)
- E. Manassas National Battlefield Park Bypass (CE3061) (1 comment)
- F. VA 28 Manassas Bypass (CE1865) (1 comment)
- G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737) (1 comment)

PROJECTS IN MARYLAND:

A. Maryland Dynamically Managed Op Lanes Project (143 comments)

A letter was received from Mayor Newton and the Council of the City of Rockville asking for the Maryland Op Lanes project to be removed from the plan. This comment was also reflected by 142 additional comments from individuals associated with the Sierra Club, some of these comments provided additional personal statements or emphasis.

Example Comment Excerpt: (public comment)

“Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home....”

...The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the Region's long range plan!”

Maryland Department of Transportation Response

The comments incorrectly assert that Op Lanes Maryland would cause houses to be lost, privatize State highways, increase traffic and unnecessarily impact the environment and social equity. These claims are not accurate and ignore the significant benefits the program will provide to the National Capital Region.

The I-495 & I-270 Managed Lanes Study's Preferred Alternative would provide a two-lane, high occupancy toll (HOT) managed lanes network on I-495 and I-270 within the limits of Phase 1 South only. On I-495, the Preferred Alternative would add two new HOT managed lanes in each direction from south of the George Washington Memorial Parkway in Fairfax County, Va. to west of MD 187. On I-270, the alternative would convert the one existing high occupancy vehicle (HOV) lane in each direction to a HOT managed lane and add one new HOT managed lane in each direction from I-495 to north of I-370 including on the I-270 east spur. Potential improvements in the northbound section of I-270 being evaluated under a separate pre-NEPA study are also included in Visualize 2045 for construction by 2030. No action or no improvements would be included at this time on I-495 east of

the I-270 east spur to MD 5 and are only included in Visualize 2045 for study. This is consistent with the TPB Resolution R2-2022 and MDOT's statements when the Preferred Alternative for Phase 1 South was announced in May 2021 that any improvements on I-495 east of the I-270 east spur would be subject to additional environmental studies, analysis and collaboration with the public, stakeholders, and local agencies.

The Phase 1 South Preferred Alternative would **replace the more than 60-year-old American Legion Bridge (ALB)**, address existing traffic and long-term traffic growth, reduce congestion, enhance trip reliability, support regional transit improvements, foster new opportunities for transit and increased carpool/vanpool/ridesharing that would help reduce reliance on single occupancy vehicles in the National Capital Region, and improve the movement of goods and services.

Using toll rates approved during the Maryland Transportation Authority's Phase 1 South Toll Rate Range Setting Process in 2021, the HOT managed lanes will use dynamic pricing on a real-time basis to optimally manage traffic capacity to provide more reliable free-flowing highway travel speeds and travel times. This is an important congestion-pricing tool to keep the facility meeting or exceeding the operational metrics of travel speed and travel volumes that has been successfully implemented in many locations around the country, including in Virginia. The average toll in the new HOT lanes is estimated to be \$3.95 per trip in Phase 1 South.

Further, the **existing general-purpose lanes will remain free** for everyone's use. Travelers would have the option either to travel for free in the general-purpose lanes or pay a toll to use the HOT lanes. The HOT lanes would also result in **new opportunities for rapid transit bus services** connecting people and jobs throughout the region. The HOT lanes in Phase 1 South: American Legion Bridge I-270 to I-370 will allow toll-free travel for buses, carpools/vanpools with three or more people (HOV-3+), and motorcycles. As the detailed traffic analysis for Phase 1 South has revealed, it will also result in reduced congestion in most segments of the general purpose lanes so even those who choose not to pay anything will see travel time benefits.

In consideration of MDOT's interest in having an equitable transportation solution for all users, MDOT SHA has incorporated elements into the Preferred Alternative that support fair, accessible, and affordable transportation options for all users. Some of those elements include:

- Toll-free travel for new buses, carpools/vanpools with three or more (3+) occupants on managed lanes for a faster, more reliable trip,
- Replacing, upgrading or constructing new pedestrian and bicycle facilities consistent with local master plans including a new shared use path across the American Bridge allowing for interstate bicycle travel, and
- Enhancing transit connectivity and mobility by providing direct and indirect access from the HOT lanes to transit stations, increasing the number of bus bays at the WMATA Shady Grove Metrorail Station, and increasing parking capacity at the Westfield Montgomery Mall Transit Center.

Transportation experts have analyzed pandemic traffic conditions and future traffic demand inputs and note that traffic volumes have continued to recover since the rollout of the vaccines in early 2021, and pre-pandemic projections for job and population growth in the National Capital Region remain on track. To adapt to the ongoing and potential long-term travel impacts associated with the pandemic, MDOT SHA developed a COVID-19 Travel Analysis and Monitoring Plan. This plan was

included in the Managed Lanes Study's Supplemental Draft Environmental Impact Statement (SDEIS) and will be updated as well in the Final Environmental Impact Statement with Sensitivity Analysis using the MWCOG Regional Forecasting Model for 2045.

Regarding the State of Maryland's decision to utilize a public-private partnership (P3), a P3 is an alternative model for delivery of a capital project in which the governmental sector works with the private entities, bringing new capital investment that would not otherwise be available today. The particular P3 model identified for the Managed Lanes Study is a progressive multi step approach. This P3 model, like others, seeks to make the most of private sector expertise, innovation, and financing to deliver public infrastructure for the benefit of the public owner and users of the infrastructure. This P3 Agreement includes designing, building, financing, operating, and maintaining a transportation facility, however, **MDOT SHA would continue to own all lanes and infrastructure on I-495 and I-270** and ensure the highway meets their intended transportation function.

The letter erroneously asserts that houses will be lost, but the Preferred Alternative of the I-495 & I-270 Managed Lanes Study requires no residential or business displacements and **avoids significant environmental and community impacts, including** more than 100 acres of parkland. MDOT SHA has developed a comprehensive mitigation plan for unavoidable impacts, which includes reforestation, water quality improvements, and stormwater management.

Finally, the letter claims that the environmental study found that drivers would need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. This comment appears to be based on singling out selected data that was included in Appendix A of the SDEIS, while ignoring the bulk of the data and the overall conclusions of the study. The main conclusions of the study are that the Preferred Alternative will increase speeds, improve reliability, and reduce travel times and delays along I-495, I-270, and the surrounding local roadway network compared to the No Build Alternative.

Overall, the Preferred Alternative will improve travel time for all users, including those using the general purpose lanes. In general, the results presented in the SDEIS meet this goal. The average speed in the general purpose lanes under the Preferred Alternative is **5 mph greater** than the average speed under the No Build Alternative (SDEIS Table 3-4) and the average travel time index in the general purpose lanes is also improved under the Preferred Alternative (SDEIS Table 3-7). This is despite build improvements only being included within about one-third of the limits of the Managed Lanes Study.

Since the SDEIS, the design of the Preferred Alternative has been refined in response to feedback from the public and stakeholders. The below tables demonstrates that travel speeds improve in both the morning and evening peak hours:

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	35	50	+15 mph
		HOT Lanes	-	62	+27 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	38	55	+17 mph
		HOT Lanes	-	63	+25 mph
PM Peak	I-495 Outer Loop from I-270 West Spur to George Washington Memorial Parkway	GP Lanes	22	52	+30 mph
		HOT Lanes	-	63	+41 mph
	I-495 Inner Loop from George Washington Memorial Parkway to I-270 West Spur	GP Lanes	14	15	+1 mph
		HOT Lanes	-	62	+48 mph

Peak Period	Corridor	Travel Lanes	Alternative (mph)		
			No Build	Preferred	Difference
AM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	55	61	+6 mph
		HOT Lanes	-	63	+8 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	44	45	+1 mph
		HOT Lanes	-	62	+18 mph
PM Peak	I-270 Northbound from I-495 to I-370	GP Lanes	27	27	0 mph
		HOT Lanes	-	45	+18 mph
	I-270 Southbound from I-370 to I-495	GP Lanes	57	58	+1 mph
		HOT Lanes	-	63	+6 mph

B. New Hampshire BRT

A comment was received suggesting that there was an error in the constrained element and plan document regarding the extent of the Montgomery County, MD New Hampshire BRT project limits. The project sponsors provided clarifying information as to why the constrained element and other text regarding this project are correct. The commentor also suggests that the project completion date be accelerated.

Comment Excerpt:

"I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

A Comment on Timing:

In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Montgomery County Department of Transportation Response

Thank you for these comments. The comment is correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. Any infrastructure improvements included beyond Eastern Avenue would be in the District of Columbia, and DDOT would need to identify them in their element of the LRTP. In terms of the completion year, it could be earlier than 2045 depending on funding availability and the nature of the project that emerges from the planning study.

District of Columbia Department of Transportation Response

DDOT is always pleased to coordinate with our neighboring jurisdictions to improve mobility throughout the region. Montgomery County has been in touch with DDOT's Transit Delivery Division regarding this project and discussions are currently ongoing about the potential to extend the project beyond Eastern Avenue to the Fort Totten Metro Station

PROJECTS IN VIRGINIA

C. Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE1897)

Comment Excerpt:

"The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the "VA 234 Bypass Extension North" beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.



The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.”

Virginia Department of Transportation Response

We agree that this project title and description is confusing. Staff will work with TPB to update the title and description for the update to Visualize 2045.

Prince William County Department of Transportation Response

As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be focusing on analyzing local improvements and solutions.

D. US 15 Widening between Battlefield Parkway and Montresor Road (CE3738) Comment Excerpt

“We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.”

Loudoun County Department of Transportation Response

The [US 15 Widening between Battlefield Parkway and Montresor Road](#), is already under design and is fully funded, including NVTAs 70% funds. The project has received design endorsement from the Loudoun County Board of Supervisors. The design of the segment of Route 50 between Montresor Road and Point of Rocks is being presented to the Board of Supervisors remains under consideration and will be presented to the Board of Supervisor’s at a future meeting.

E. Manassas National Battlefield Park Bypass (CE3061)

Comment Excerpt

“Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park

Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.”

Virginia Department of Transportation Response

The construction and alignment of Manassas Battlefield Bypass was tied to the construction of Bi-County Bypass. The Bi-County Bypass has been removed by Prince William County from the County’s Comprehensive Plan. VDOT is unable to proceed with further design or right of way acquisition for the CTB-approved West Two alignment (Bi-County Bypass) due to significant opposition expressed for that alignment from the public and several legislators, lack of locality consensus about the preferred alignment, and uncertain funding prospects since applications for competitive funding programs are submitted by localities or NVTVA.

The Manassas Battlefield Bypass (planned as a new construction road from US Rte 29 west of Centreville to East of Gainesville via Rte 234) status is “on hold” pending decision by National Park Service (NPS) to proceed with Environmental Study.

Here is the link to NPS site showing the road alignment:

https://www.nps.gov/orgs/1548/upload/Manassas_Bypass-03_2016.pdf

The yellow line on the map starting at “Interstate 66” and ending at State Route 234 (black line to the North) indicates the Bi-County alignment.

NPS decision is shown on the following web

page: <https://parkplanning.nps.gov/projectHome.cfm?projectId=39958>

Last paragraph is copied below for your convenience, summary is shown on the highlighted link;

“This Draft Environment Impact Statement was published in 2005

- https://parkplanning.nps.gov/battlefield_bypass_DEIS

Due to the period of time that has passed since the 2005 Draft EIS, and changes in the land use in some areas surrounding the park, the National Park Service has decided to not pursue the Battlefield Bypass Final EIS at this time. This decision has been documented in the Federal Register on February 9, 2018 - <https://federalregister.gov/d/2018-02602> .”

Prince William County Department of Transportation Response

The Manassas Battlefield Parkway is currently in Prince William County’s Comprehensive Plan. As part of the Prince William County Comprehensive Plan Mobility Chapter Update, staff will be analyzing multiple options in the Traffic Demand Model, including the Manassas Battlefield Parkway and Route 29 Alternate Road, to alleviate current congestion and meet traffic future demands for the project area.

Fairfax County Department of Transportation Response

Fairfax County Department of Transportation awarded a Design-Build contract to Shirley Contracting Company in June 2020 to widen Route 28 within Fairfax County from the Prince William/ Fairfax County line (Bull Run bridge), north to Upperridge Drive/ Old Centreville Road (just south of RT 29)



from four to six lanes (three lanes in each direction). Substantial completion is expected by summer 2023, with final completion by late 2023.

Prince William County has proposed the Manassas RT 28 Bypass. Fairfax County has been and will continue to coordinate with Prince William County as they develop this project, but Fairfax County is not providing any funding for this project.

F. VA 28 Manassas Bypass (CE1865)

Comment Excerpt

“In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.⁸ Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.”

Prince William County Department of Transportation Response

Prince William County continues to support efforts to improve existing Route 28 through operational and safety improvements identified in the VDOT Route 28 STARS study. The Route 28 Bypass was the preferred project location identified in an extensive planning effort that began in 2016 and endorsed by the Board of County Supervisors in September 2020, to provide the greatest long-term positive impacts on traffic congestion at the lowest cost. Since the Board endorsed the Bypass, Prince William County has hosted eight public meetings, including meetings focused exclusively on environmental and right-of-way impacts, and continues to work with the community to mitigate these impacts through the design phase. The County is also installing flood gauges and evaluating options for additional efforts as part of the project to reduce the flooding that occurs in this area.

G. Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE3737)

Comment Excerpt

“Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.”

Loudoun County Department of Transportation Response

This project provides for the planning, design, right-of-way acquisition, and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared-use path along the new travel lanes, a grade separated pedestrian crossing of Northstar Boulevard to facilitate pedestrian access to John Champe High School, modification of new traffic signals where warranted. Construction is currently planned for 2028.

ATTACHMENT A - COMMENT COMPILATION AND LETTERS RECEIVED

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City of Rockville
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Rockville, Maryland
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240-314-5000
TTY 240-314-8137

April 29, 2022

Hon. Pamela Sebesky
Chair, Transportation Planning Board
777 North Capitol Street, NE
Suite 300
Washington, DC 20002-4239

Re: TPB Climate and Transportation Plans

Dear Chair Sebesky, Vice Chair Collins, Vice Chair Henderson, and members of the TPB,

The Rockville Mayor and Council hereby submits comments in response to the TPB request for comment released on April 1, 2022 ([DRAFT-FINAL 2022-Update-to-Visualize-2045 LRTP.pdf \(visualize2045.org\)](#)). We continue to see this as a plan from the 1980's with no regard for today's values of equity, inclusion, and protection of our environment. Buried in the over 1,400 pages released, item T6432 on page 95 of Appendix B includes text stating that the Op Lanes Maryland Program Development *will* move forward along the entirety of I-495 from the American Legion Bridge to the Woodrow Wilson Bridge (text below).

"Planning, preliminary design, and full delivery stream restoration activities in support of the Op Lanes Maryland program, which will implement high-occupancy toll (HOT) lanes along I-270, between I-495 and I-70, and I-495, between the American Legion and Woodrow Wilson bridges."

This text contradicts the TPB vote of July 21, 2021, that identifies most of this area only for **study** ([Resolution R2-2022 - Add MDOT TRP and transit commitments3.pdf](#)).

The 'clarification' offered on the TPB web page ([Clarification-in-Response-to-Sierra-Club-Press-Release .pdf \(visualize2045.org\)](#)) gives little comfort since it validates the main thrust of the Sierra Club communique. From the penultimate bullet of the 'clarification':

"The funding amount listed is for the planning, preliminary engineering, and design of the southern segment that has been approved for construction and funding for studying the eastern segment that has NOT been approved for construction."

The clarification says that the TPB will "work with MDOT to clarify the description".

MAYOR
Bridget Donnell Newton

COUNCIL
Monique Ashton
Beryl L. Feinberg
David Myles
Mark Pierzchala

CITY MANAGER
Robert DiSpirito

CITY CLERK/DIRECTOR OF
COUNCIL OPERATIONS
Sara Taylor-Ferrell

CORPORATE COUNSEL
Robert E. Dawson

Rockville is unconvinced that the original wording was accidental. It seems to us that the continual shifting of the title and scope of the project is intended to ensure public confusion and therefore completion of the entire project as originally proposed. The omission of this area from construction was an important reason that several jurisdictions reversed their positions from the June 16, 2021, TPB vote. This is important to the City of Rockville because the June 16, 2021, TPB vote deleted the entire Op Lanes Maryland project, including the I-270 portion.

The Op Lanes Maryland project will not address congestion where it truly occurs (north of Clarksburg) where 6 lanes change to 4 and then 2. The Op Lanes Maryland Project threatens nine (9) abutting neighborhoods of the City of Rockville, 5 parks and open space where animals and fowl have found respite from previous habitat destruction. The Op Lanes Maryland project will further contribute to climate change through increase of traffic, due in turn, to further development sprawl. The climate change impacts include greenhouse gas emissions which will be in conflict with the goals as stated by TPB.

Recent international events, including the pandemic and Russia's invasion of Ukraine, remind us that the international supply of oil is volatile and that consumers in the U.S. and throughout the world remain vulnerable to large swings in fuel prices. The Op Lanes Maryland project will exacerbate this situation by increasing demand for fossil fuels.

The City of Rockville encourages the TPB to reconsider this entire proposal with its roots in a pre-pandemic era, to review the environmental costs associated with adding more pavement, air and noise pollution, and destruction of natural habitats. We ask that you consider the changes in workplace arrangements with more flexibility for work from home and tele-med visits. The environmental and social injustices that we are finally acknowledging and working towards remediating will be negated by a pay to drive system on one of our Regions most important corridors.

The Op Lanes Maryland Program, like its counterpart in Virginia, works for those who can and want to afford the toll lanes, and by design, keeps those who cannot or will not, in continual and planned-for congestion. That's why it doesn't work in Virginia and it why it won't work in Maryland. Please reconsider and support a plan that includes alternatives that addresses our mutual goals of

Equity, Inclusion and Protection of our Climate.

Sincerely,


Bridget Donnell Newton, Mayor


Monique Ashton, Councilmember


Beryl L. Feinberg, Councilmember


David Myles, Councilmember


Mark Pierzchala, Councilmember

Mayor and Council, City of Rockville

cc: Chuck Bean, Executive Director of Metropolitan Council of Governments
Kanti Srikanth, TPB Staff Director; COG Deputy Executive Director for
Metropolitan Planning



April 13, 2022

The Honorable Pamela Sebesky, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Sebesky:

Thank you for providing an opportunity to comment on the draft air quality conformity analysis for the 2022 amendment to the Visualize 2045 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan.

However, the 2022 amendment to the Visualize 2045 plan continues to require the use of Tier 2 transportation buffers for 2025 and 2030. Therefore, TPB had to use the Tier 2 MVEBs buffers for demonstrating conformity in those two years. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future mobile emission budgets remain within Tier 1 MVEBs to fully protect the health of our residents.

The draft Design Value data for ozone for the Washington region for the period 2019 through 2021 is 70 ppb parts per billion (ppb). This shows that the region is barely in compliance with the 2015 ozone NAAQS despite the low 2020 data resulting from pandemic related restrictions. Therefore, the region needs to continue reducing its emissions to maintain this compliance in the future. The base year 2017 emissions inventory for the region submitted to EPA in 2020 shows onroad sources to be the greatest contributor (39%) of NOx emission in the region. Therefore, it is essential that the region reduce its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including on-road mobile sources.

MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Thank you again for the opportunity to comment on the draft conformity analysis for the 2022 amendment to the Visualize 2045 plan.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Takis Karantonis'.

Hon. Takis Karantonis
Chair, Metropolitan Washington Air Quality Committee



MEMORANDUM

TO: Transportation Planning Board
FROM: Canek Aguirre, Chair, Access for All Advisory Committee
SUBJECT: AFA Comments on the Visualize 2045 Draft
DATE: May 1, 2022

At the April 8, 2022 Access for All Advisory (AFA) Committee meeting, TPB staff presented on the region's long-range metropolitan transportation plan, Visualize 2045. A question/comment session followed the presentation, from the perspective of the populations the AFA represents, traditionally underserved communities. Due to time constraints and to capture comments from those who could not attend, a follow up email was sent to AFA members with materials and instructions for additional comment.

The AFA had 4 summary comments and the following pages categorize them. Comments are organized in two categories: general recommendations and specific recommendations.

In making these recommendations the AFA wants to stress to the TPB the importance of increasing access to all modes of transportation for traditionally underserved communities by decreasing equity disparities.

GENERAL RECOMMENDATIONS

THE AFA RECOMMENDS THAT VISUALIZE 2045:

- Prioritize alternatives to driving
 - Provide more incentives for not driving to work and for using of public transportation
 - Expand the construction and use of bike and walking trails
 - Promote teleworking
 - Increase light and commuter rail frequency by MARC and VRE
- Promote the use of electric vehicles to reduce greenhouse gases by increasing electric bus fleets across the region
- Increase funding and opportunities for implementing transportation projects by encouraging public/private partnerships, especially in jurisdictions that don't have enough funding to support their projects
- Reduce accidents, road Rage, and fatalities on the region's roads by enforcing speed
- Reduce congestion on the region's roads

SPECIFIC RECOMMENDATIONS

THE AFA RECOMMENDS THAT VISUALIZE 2045 and the TPB should:

- Analyze the impact of congestion on quality of life for people with disabilities who cannot drive themselves and are most likely to be in a core area that is close to downtown so they can access public transit or paratransit
- Analyze demographic change for a particular population, like the percentage of people with disabilities, when looking at the change in population
- Measure mobility for things that do not involve jobs, like walking to worship, recreational activity, visiting family, etc
- Consider a special/partial analysis of the impacts of COVID on things like congestion and transit use
- Consider separating out the percentages of biking vs. walking and make efforts to reach out to all populations, not just the younger people who bike who would be more likely to respond to a survey
- Extend the Metrorail system in locations with expected future growth to relieve congestion. For example, Indian Head Highway in southern Prince George's County, and in Charles County
- Incorporate Superconducting Magnetic Levitation into the transportation matrix

**Comments Received on the Draft Visualize 2045
Long-Range Transportation Plan, Draft Air Quality Conformity Analysis of the
Constrained Element of Visualize 2045, and the Draft FY 2023-2026 TIP**

Visualize 2045

Submitted by: A non-profit

Mayer, Doug *Annapolis, Maryland 21401*
Traffic Relief NOW

Subject: Traffic Relief NOW Coalition Letter to TPB

Please find attached a coalition letter to TPB signed by Traffic Relief NOW Coalition Members.

Conca, Cheri *Leesburg, Virginia 20176*
Sierra Club Virginia Chapter

Subject: Visualize 2045

Submitted by: An individual

Kistler, Jacqueline *Silver Spring, Maryland 20910*

Subject: Strong Opposition to Widening 495

As a homeowner and resident of one of the communities that would be directly impacted by the project, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The pollution, reduction to parks and green space, and the impact on trees in our community is unacceptable. That the project would impact 15 parks and over 1,200 trees is devastating. At a time when our nation is grappling with climate change, all investments in transportation should be green or to encourage more environmentally friendly modes of transportation. Let's make public transportation the future of Montgomery County and enrich our future with preservation of our parks and green space and reduced emissions. I reiterate that I remain strongly in opposition to widening 495 fully, beyond the American Legior Bridge.

Glaw, Lydia *Gaithersburg, Maryland 20878*

Subject: Plan needs to address climate

Dear TPB Chair Sebesky and Board members, This draft of Visualize 2045 does not reduce emissions any more than the last one, despite 84% of residents calling for it. The proportion of spending on highway expansion vs. transit is very skewed. There is no real focus on attempting to shift commuters to transit. Please make the the following feasible changes to Visualize 2045: - Set specific goals: emissions reduction, electric vehicles (20 to 25% of vehicles on the road by 2030), and reduction of per capita passenger vehicle miles traveled by 15 to 20% by 2030. - Pursue walkable, transit-oriented land use; provide commuter benefits that encourage transit; invest in electric vehicle infrastructure and programs. -Don't expand highways - it's unnecessary and induces more driving and sprawl. Sincerely, Lydia Glaw

Wasserstein, Joyce *Bethesda, Maryland 20817*

Subject: Widening Beltway 495

Having lived in the neighborhood that will be directly impacted by widening the Beltway, I know well the concerns of those living there. Despite Gov Hogan's promise that "not a single home will be destroyed," in fact several will be demolished to create the exit ramp onto Colesville road and the character of the neighborhood will be impacted very negatively. The construction will take property from Blair High School, the YMCA and part of Holy Cross Hospital. This area in Silver Spring is densely populated and neighborhoods are close knit. Encroaching on these areas for a wider highway is short-sighted and a very negative step for the county.

Hemming, Heidi *Silver Spring, Maryland 20910*

Subject: Beltway Widening

I have lived in my silver spring neighborhood that adjoins 495 for 20 years and I know that traffic congestion is a problem. But widening the beltway is not the answer. This project would destroy my neighborhood, one that is full of smaller, more affordable housing where many immigrant families live. Toll lanes are a regressive tax that is all about profit for the construction company and its shareholders. Creating toll lanes on the beltway would disproportionately hurt lower and even medium income people and in the end, not solve the problem of traffic. In fact, it could lead to more congestion in the free lanes and on adjoining roads, not to mention make any kind of commuting a living hell while being constructed. Estimates are that 500 acres of tree canopy will be lost, not to mention the degradation of waterways. Public roads should be public and I and my neighbors should not have to pay as much as 40\$ to drive the length from 370 to 270. Why are we being ignored? Please listen!!!

Patti, Kevin

Silver Spring, Maryland 20910

20910

Subject: 495

Please don't expand the beltway. It is the wrong response to the problem we face with traffic. If the project goes forward, I am sure it will have a negative effect on my home and neighborhood which is close to 495 in Silver Spring. In addition the project would have a unjust effect on the Order of Moses Cemetery on Seven Locks Road.

Fallon, Angela

Silver Spring, Maryland 20910

Subject: Stop Beltway Expansion

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with east accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

Daugherty, Megan

Falls Church, Virginia 22044

Subject: Don't Widen the roads

Widening the roads has proven not to assist with traffic. Instead, we should work on increasing the availability of public transport. Why not start with opening the silver line extension and increasing the number of trains?

Powers, Stephanie

Silver Spring, Maryland 20904

Subject: The Beltway should not be expanded in Maryland

Please do NOT expand 495 in Maryland. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Ongoing studies have not predicted any long term reduction in traffic with lane expansions, nor has this ever worked historically; traffic always increases to fill new roadways. We need public transportation expansion and plans which preserve our green belts and neighborhoods. Environmentally speaking, rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our family's green spaces. Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). It is also a much more cost effective solution. We need to prioritize public transportation above car-centric suggestions.

Hicks, Neal

Arlington, Virginia 22204

None

Subject: Invest in biking and micro mobility

The most efficient way to travel in this region is to bicycle to the metro and take your bike on the train to your next destination. I live 1 mile from Ballston and it is very easy to bike there and use Metro to get into DC. Currently, it is difficult to take your bike onto the train and get inside metro stations. We should find ways to make it easier to bring your bike into the station and also bring it onto an actual train. Right now I find I am in the way of other commuters and would love if I had a dedicated train car to put my bike up onto a hook vertically. Also, please remove cars from Wilson blvd in Arlington from Ballston to Clarendon. It would do so much for this region. Look to NYC open streets and king street in Alexandria. No one is begging to bring cars back there

Holland, Frank

SILVER SPRING, Maryland 20910

Subject: Misguided Beltway Expansion

As a current homeowner in Woodside Forest and a native Californian with a deep historical understanding of the negative impacts of freeway expansion on urban and suburban communities, I beg you to reconsider the plan to widen the Beltway through Montgomery County. There is ample evidence that increasing freeway capacity does not reduce traffic in the long term. Indeed, look at LA and the Bay Area, which have been building freeways for decades and still boast the nation's worst traffic. In addition to facilitating increased GHG emissions and noise pollution, the Beltway expansion will destroy large swaths of neighborhoods and green space in a way that directly contradicts best practices for smart growth and environmental quality. Across the nation, cities and counties are grappling with the ill-conceived highway construction of the past. Please don't do it for the sake of our children, our homes, our neighborhoods, and our planet - do not ignore the hard-earned lessons of the past.

Silver, Ellen

Silver Spring, Maryland 20910

Subject: Do not expand the Beltway

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys our green spaces. Public transportation should be the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue).

Davison, Jennifer

Silver Spring, Maryland 20910

Subject: beltway expansion

As a Montgomery County and Woodside Forest resident, I'm concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of Montgomery County.

Yuan, Morgan

Silver Spring, Maryland 20910

Subject: Beltway expansion

Please remove the beltway expansion from the long-range plan - many of us live in close proximity to the beltway already and this would present not only a personal nuisance to us but overall would degrade the quality of the community. Why don't we focus on improving public transportation and reducing the number of cars on the road guzzling gas overall instead?

Wall, Rebecca

Silver Spring, Maryland 20910

Subject: Don't expand the beltway

I am writing to express my vigorous opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities. I am writing to express my vigorous

opposition to the plans for Beltway expansion through the Silver Spring area. Doing so will compromise vulnerable park systems (Sligo Creek, Rock Creek) further and destroy neighborhoods. Expanding the beltway is a step in the wrong direction. We should be investing in mass transit systems, not paving more greenspace to add even more cars to the roads. The plans for the Beltway expansion through Maryland have not shown that they would bring a clear benefit to the surrounding communities.

Schauf, Lauren

Silver Spring, Maryland 20910

Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

I am saddened and horrified that such an environmentally destructive plan is being considered. The losses of mature trees, green space, habitat, and suburban nature are not small. Now is the time we need to be protecting these treasures and preserving these healthy natural spaces for our children. Please do not destroy such a resource in our community. Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer. Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities. Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Vasse, Mary

Silver Spring, Maryland

Potomac Conservancy

Subject:

I am Montgomery County resident, I believe the Transportation Planning Board makes a huge mistake with the draft long range plan's inclusion of an expanded beltway through the northern section, from 270 to the east. It defies the July 2021 decision. Is irresponsible and will be ineffective. Let's do better. Let's NOT add toll lanes to the majority of the Beltway. If you need more lanes between 270 and the bridge, that's the only part that makes sense from a traffic management perspective. I have a graduate degree in regional planning. Evidence shows no long term reduction in traffic with lane expansions. Let's be proud of our region for solving a traffic problem with a real solution - public transit. Instead of making this a has-been community with a degraded environment. Let's enrich our county with a clean environment, business centers and accessibility. All of this will add tax revenue and economic success. An expanded Beltway throughout this plan will not. -Mary Vasse Why do you support wrecking our local environment?

Peabody, David

Alexandria, Virginia 22305

Subject: Visualize 2045

I am concerned that the Visualize 2045 Plan makes no substantive changes in transportation policy and simply offers a BAU approach to more roads, more traffic, and more ghg emissions. For economic reasons alone, not to mention climate change component, this plan is fundamentally flawed. It is flawed because it does not consider the huge disruption now underway in transportation: the advent of autonomous on-demand electric vehicles (AODEVs). This disruption is already underway and by 2030 will be here. The change will be simple but profound: instead of nearly every individual owning a car that is parked 96% of the time, fleets of AODEVs, with each vehicle in use 96% of the time, will provide the transportation needs of most of the population. Economics is driving this, because individual's cost of transportation will drop ten-fold with the advent of transportation as a service (TAS). (see concluding comments below) continued from above... The implications of this for our transportation system, and indeed the economy itself, are profound. Because the number of vehicles on the road will be decimated, we will no longer need the vast network of roads and parking areas you now plan to expand. It is totally irresponsible for anyone in transportation planning not to take this disruption into account. To learn more about it, listen to Stanford professor Tony Seba's 2020 keynote address to the North Carolina DOT Transportation Summit. (<https://www.youtube.com/watch?v=y916mxioi0E>)

Muchnick, Allen

Manassas, Virginia 20110

Subject: Visualize 2045 Financial Plan (Appendix A)

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees. In particular, the various revenue sources should be reported & aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal general fund support, private sector) and 3) transit fares. Most motorists falsely believe that motorist user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

Withheld, Name

NVA, Virginia 20000

Subject: Transportation Capacity

An aggressive work from home posture during COVID-19 solved the NCR's transportation challenges almost completely. No capacity became excess capacity almost over night. Now, executives expecting that their professional staff resume their daily commute should be required to have a much greater level of skin in the game for transportation cost-sharing now that their shortsightedness and arguably obsolete cling to daily office life has been shown to be unnecessary. Aggressive tax overlays should be applied to the NCR business districts to compel corporations contributing to congestion to subsidize regional transportation improvements if we're just going to pretend we didn't learn any lessons since 2019. Relief from these taxes should be tied to a progressive telework program.

Patwardhan, Kripa

Herndon, Virginia 20171

Subject: please help foster a shift AWAY from car culture!

Any plan that is remotely serious will involve making it easier to not drive and discourage driving and car ownership. We need to reduce VMT altogether. That's it.

Landry, Gail

Gaithersburg, Maryland 20877

Subject: Vision for a better transportation future

The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture. Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city. Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't own cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving. These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

Malpeli, Eric

Arlington, Virginia 22207

Subject: TPB Comment

The plan is heavily biased towards new freeway construction. For example, on page 175 the document states the Visualize 2045 update calls for 682 new lane miles of expressways and freeways. The same page says the envisioned expansion of metro rail and light rail combined is five miles. Only 87 miles of BRT are added and 16 miles of commuter rail. Significantly more emphasis should be given to mass transit, particular in already built up urban and suburban areas that can absorb more people through more density and improved transit. This would be financially more viable for local governments than new greenfield development.

Ward, Steve

McLean, Virginia 22012

Subject: Re-Balance Visualize 2045 Plan

The draft plan needs to be reworked to:

- Prioritize infrastructure spending to shift more travel to transit, biking, and walking.
- Expand existing and build new trail and shared use path networks and install connected and protect bike lane networks.
- Set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and expand bike share networks featuring e-bikes.
- Alter plans to reduce per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary.
- Adopt a plan that will foster more walkable, transit-oriented communities.

McMahon, Melissa

Alexandria, Virginia 22314

Subject: Draft Visualize 2045 Plan doesn't get us where we need to go

To whom it may concern, I'm writing a short personal note to emphasize how disappointing the current draft 2045 plan is with respect to helping the region achieve its mobility, land use, equity and sustainability goals. There is no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan. We must reduce car dependence. It devotes twice as much to highway and road capacity expansion compared to expanding pedestrian, bicycle and transit networks. This makes no sense when the latter investments most strongly achieve our goals. The plan can be improved by setting specific numeric targets for shifting more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Please revise this plan to take the lead in moving us toward a sustainable and equitable future.

Villemarette, John

Kensington, Maryland 20895

PPC, LLC

Subject: Visualize 2045 Plan

The document does not present well online and certainly is not written as a Vision for 2045. It contains endless detail on SHA and its standard way of doing business. It contains no forward thinking. I would of thought given the evolution in transportation, integration of climate and environment, and increased human interaction it would of been something more than this. First off, for public viewing it should be accessible via smart phone. It needs serious editing to remove all that static business as usual verbiage. Bike path construction is constrained due to funding source, priority is given to "black, areas of poverty or both" to make sure their not "racist", is this the vision? Are there racist roads, bike paths, and sidewalks? Who wrote this stuff? Did anyone above mid management actually this document? This can't an organizational vision statement. Sorry guys this misses the mark --people of changed, their needs have changed, this document is a miss on all accounts I believe the TPB has a responsibility to distribute and communicate with the citizens. By their very charter they can not absolve themselves from responsibility for not pushing back on SHA. I'm sure everyone was to busy to read all 236 pages of this "report". Never fear I can assure you few people will, its a hulking patchwork of government ease. Heavy with traffic, passive prose, engineering jargon its sole purpose is make it appear as though SHA has a vision 2045. In reality this plan is business as usual, more bigger highways, optimize traffic flow, minimize interference from pedestrians and all other forms of transportation. And if they can keep the public out of the conversation -goal achieved. Thats what SHA does, and their good at it. Traffic is speeding up everywhere in the county.

Koenig, Stephen

Alexandria, Virginia 22301

Subject: Visualize 2045 : Comments on Draft

Weaknesses of the draft:

- No greenhouse gas emissions reduction from previous plan.
- No reduction of single occupancy vehicles from previous plan.
- Under investment in transit, bicycle, and pedestrian networks.
- Over investment in highway and road capacity.
- Inadequate targets for shifting to non-auto travel modes.
- Inadequate targets for adopting electric vehicles.

Harmic, Sam

Fairfax, Virginia 22030

Subject: Would like to see less automobile focus

Hello, as someone who was born and raised here in the DMV I am convinced that the only correct way forwards is to drastically reduce the amount of car trips as soon as possible. I was delighted to see the increased emphasis on multimodal transportation in the plan, however I would like to see even more budget prioritization on reducing environmental impacts through bicycling, pedestrian, & transit infrastructure. I would also like to see plans to reduce

vehicle trips traveled by 2045. I truly believe that, while by no means easy, we can turn the DMV into a better place to live, work, and coexist though creating walkable vibrant communities. Thank you, Sam Harmic

Clark, Alexander

Alexandria, Virginia 22314

Subject: Concerning absence of ambition

This plan is grossly inadequate, and guarantees that the region will fail to meet objectives for emissions reduction that are necessary for maintaining a livable planet for the Earth's most vulnerable people. Proposed plan makes no progress in reducing greenhouse gas emissions or car dependence from TPB's previous plan adopted four years ago. The plan devotes twice as much to highway and road capacity expansion (\$28.2B) compared to expanding pedestrian, bicycle and transit networks (\$14.6B). This is intentionally willing a catastrophe into existence. Plan can be improved by setting specific numeric targets for shifting drastically more travel to non-auto modes and for adopting electric vehicles for other travel, and it needs to shift its investment to projects that better support the region's goals for walkable, bikeable and transit-friendly communities. Must we live in a way that consigns the global poor (and the unfortunate in our own communities), to lives of misery, instability, and inescapable heat? This plan, gives a loud, clear answer: YES. Yes, we want the climate to change rapidly. Yes, we want droughts and heatwaves and crop failures. That is what half-hearted, incremental changes mean. Transit policy is climate policy. It could be otherwise. Together we can build an effective, and sustainable future, but that future requires bolder planning.

Kuschmider, Rebekah

Kensington, Maryland 20895

Subject: Beltway Widening

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan could hasten plans to add toll lanes to the majority of the Beltway. This is in direct contradiction to the July 2021 decision on the issue. There is no evidence to suggest a long term reduction in traffic with lane expansions. Moreover, the expansion would encroach on residential and park land in an inexcusable way, We need public transportation expansion and to preserve our green belts and neighborhoods. This plan destroys mature trees and decreases our children's green space. It encourages automobile use, which is a negative impact on air quality. MoCo should focus on drawing workplaces closer to residential areas and improving public transit. That would reduce commute times, improve quality of life, and preserve our natural environment.

Snyder, Joanna

Silver Spring, Maryland 20910

Lawrence Hall of Science

Subject: evidence-based investment in climate and future

As a MoCo resident, I'm deeply concerned that the TPB includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Let's make public transportation the future of MoCo. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up. Let's enrich our county with accessibility to business and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green spaces.

Bruns, Stephen E

Frederick, Maryland 21701

Subject: Toll Roads

No Toll Roads. Period!

Hillsberg, Bonnie

Silver Spring, Maryland 20910

Subject: Beltway Expansion -not the way to go

The expansion of the Beltway is the wrong thing to do. When you build they will come. This is 20th century thinking. The evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion to preserve our green belts, our health and our neighborhoods. This is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space. Expanding the beltway will raze homes & construction sites will impinge upon neighborhoods

for years to come Let's make public transportation the future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easy accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. A 50 year public partnership is ludicrous. These arrangements generally fail. It will wind up where the tax payer who will bear the brunt financially. Public partnerships only work when the private sector has incentives to complete the work on time and within budget Just look at the Purple line -a prime example of a project that was poorly managed and was delayed numerous times and is well over budgeted. Larry Hogan and cronies are pushing the beltway expansion at the cost of the taxpayer with no consideration to the damage this will do to Maryland in the end. Last but not least - look at Europe. No country expands there roads - they expand their public transportation and it works like a charm. Stop the expansion of the beltway carnage from happening! It does NOT make sense!

April 29, 2022

The Honorable Pamela Sebesky, TPB Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

By E-mail TPBcomment@mwkog.org

Dear Chair Sebesky,

We urge you and the TPB board to approve the “Visualize 2045 Long Range Transportation Plan” and ask that none of the projects listed in the plan be removed, especially the New American Legion Bridge, I-270 Traffic Relief Plan.

These projects will improve access to key economic centers, reduce congestion, and boost regional economic activity and job creation.

According to a recent study by George Mason University (GMU), Phase 1 will support about 43,600 construction related jobs. These are much needed jobs with good wages, translating to \$3.3 billion in labor income for the region (salaries, wages and benefits). This will provide a much-needed boost to our economy, area residents, and workers.

Long-term forecasts indicate continued growth in traffic, as the National Capital Region is projected to add another 1.3 million more residents and 1 million more jobs by 2045. The analysis of the current plan shows that it will meet all federal air quality standards to reduce regional air pollution, increases transit trips by 28%, and walk and bike trips by 39%.

A significant reduction in traffic congestion will improve our region’s quality of life and make the region a more attractive place to do businesses, live and visit.

We thank you for the opportunity to provide comments and available to answer questions you or other board members may have.

Sincerely,



Jack McDougale
President and CEO



Washington Airports Task Force



www.washingtonairports.com

April 29, 2022

Dear Transportation Planning Board:

The Washington Airports Task Force, a 501(c)(3) Virginia Corporation dedicated to enhancing and expanding aviation services to Virginia and the Metropolitan Washington Region, is asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving, including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,



Keith W. Meurlin
President

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Walsh Colucci Lubeley & Walsh, PC

David C. Whitestone
Holland & Knight, LLP

Paul J. Wiedefeld, A.A.E.
WMATA

The Honorable Anthony A. Williams
Federal City Council

EX-OFFICIO

Victor Hoskins
Fairfax County EDA

Buddy Rizer
Loudoun County EDA



April 30, 2022

TPB Chair, Hon. Pamela Sebesky
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear TPB Chair Sebesky and other elected officials of the National Capital Region,

On behalf of the Board of Directors and our 1,100 members of Northern Virginia Families for Safe Streets (NoVA FSS) we ask that you consider changes to the TPB Visualize 2045 plan. We ask that the plan be modified by:

- Setting specific, numerical targets for:
 - adopting electric vehicles (20 to 25% of vehicles on the road by 2030),
 - reducing per capita passenger vehicle miles traveled by 20% by 2030 and,
 - shifting more travel to transit, walking and biking
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl

NoVA FSS has three chapters. Namely,

- Alexandria FSS,
- Arlington FSS and
- Fairfax FSS.

We are focused on pedestrian, cyclist and all vulnerable road user's safety on our streets and roads. We are an all-volunteer, not-for-profit organization that advocates for traffic regulation and road infrastructure changes to improve safety on our streets. Learn more at <https://novasafestreets.org>

Thank you.

Respectfully,
Mike

Mike Doyle

Founding Member - Alexandria Families For Safe Streets (AFSS)

Member - Arlington Families for Safe Streets (Arl FSS)

Member - Fairfax Families for Safe Streets (Ffx FSS)

Founding Member – Northern Virginia Families for Safe Streets (NoVA FSS)

Northern Virginia Families For Safe Streets
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<https://novasafestreets.org>

Coalition for Smarter Growth | Faith Alliance for Climate Solutions | Audubon Naturalist Society | Sierra Club - Maryland Chapter | Virginia Conservation Network | Washington Area Bicyclist Association | Prince William Conservation Alliance | Active Prince William | Citizens Against Beltway Expansion | Fairfax Alliance for Better Bicycling | Northern Virginia Families for Safe Streets | Piedmont Environmental Council | YIMBYs of Northern Virginia | Green New Deal - Virginia | Sierra Club - Virginia Chapter | Center for Sustainable Communities | Audubon Society of Northern Virginia | Southern Environmental Law Center | Friends of Dyke Marsh | TAME Coalition | Lewinsville Faith in Action | Don'tWiden270.org | Lynnhaven River NOW | RVA Rapid Transit | Sustainable Mobility for Arlington County | Indivisible Howard | Conservancy for Charles County | Alexandria Bicycle and Pedestrian Advisory Committee | Mobilize Frederick | Bike Loudoun | Audubon Society of Central Maryland | Mattawoman Watershed Society | Chapmans Forest Foundation | Livable Alexandria | Greater Washington Clean Cities Coalition

May 1, 2022

TPB Chair, Hon. Pamela Sebesky
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Dear TPB Chair Sebesky, TPB members, and other elected officials of the National Capital Region:

The following comments are provided by 35 organizations spanning the Greater Washington region. At the start of the Visualize 2045 process, in December 2020, the TPB board voted to craft a different plan that would better reflect the region's adopted policy. The solicitation guide for projects stated this clearly:

TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals as they submit their inputs for inclusion in the TPB's LRTP and TIP.

Before finalizing the draft list of projects, TPB members were briefed on the initial results of their [Climate Change Mitigation Study](#). They heard a clear consensus of national research and studies from this region that only by both shifting more travel to transit, biking and walking combined with adopting electric vehicles would they meet their climate targets

Then, a year ago, after looking at the proposed projects, the public overwhelmingly commented to TPB that the draft plan didn't do enough to meet our climate goals and needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Yet the TPB board members made no substantive changes, and the Visualize 2045 plan and its performance on important measures like greenhouse gas emissions and car dependence is largely the same as the last adopted plan from 2018. This is unacceptable.

There are other major developments since the previous plan that we would expect to see reflected in this plan's mix of projects and performance:

- The Council of Governments adopted a new climate plan in November 2020, with multiple transportation recommendations that are relevant to Visualize 2045 – and TPB even endorsed the plan's new 2030 climate target.
- The region's officials made new policy commitments to prioritize planning, development and infrastructure investment around transit stations. Representatives on COG adopted in 2019 the Regional Housing Targets, which seek to focus 75% of new housing near transit, and TPB last Fall voted unanimously to endorse the COG high-capacity transit station planning framework and directed its members to make it a priority.
- TPB board members heard the results of the agency's Voices of the Region scientific survey of 2,400 residents, in which 84% said they wanted their elected officials to consider climate change in planning transportation. The responses to other questions also made clear that residents want to prioritize clean transportation and options to driving and that your investments should reflect that.
- A significant lasting increase in telework is anticipated, reducing the purported need for many road widening projects that are premised on addressing peak-hour vehicle congestion.
- And if those weren't enough, the increasingly dire warnings of scientists on climate change – and effects experienced now in your communities – would be sufficient for decisionmakers to make real changes with some urgency.

However, almost no projects changed since the last plan: one major project had a change, one new major transit project was added, and one major new road project was added – a new arterial cutting through a forest. While this Visualize 2045 adds 100 more pages since the last one and devotes ink to worthwhile policy topics, it's the projects that matter and that are reflected in the performance:

- This Visualize 2045 makes no progress in reducing greenhouse gas emissions since the previous plan. Its forecast emissions levels in 2030 and 2045 are far above the region's targets and are essentially the same as those achieved by the 2018 plan.
- Despite more evidence on the impacts of induced demand, this plan devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.

- These project priorities and the land use decisions of various TPB jurisdictions leave too many residents stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.¹
- The plan maintains and, in the case of Prince George's County and other areas, even worsens the east-west divide of inequitable job access. At a regional level the almost \$30 billion in road expansion leaves job access barely above current levels. While the transit-oriented land use and transit investments in the plan - albeit modest and below the levels the region needs - provide much more improvement in job access at a regional level, at much less cost. This transit-oriented development, infrastructure and housing strategy, which you endorsed, should be the core focus of the projects you are funding and would result in far better outcomes for access to jobs, equity, climate, and overall performance of the transportation network.
- There are worthwhile projects in this plan that we support. However, the plan also commits to adding nearly 900 new lane miles of highways and other major roads, which will result in billions of miles of additional driving per year - on top of that anticipated from population and job growth – and undermining your transit investments.
- Key findings of the TPB's climate study need to be more clearly articulated in the plan's text: that the region can achieve its climate targets but only by shifting more travel to walking, biking and transit; by reducing trip distances through better land use and more housing options near transit; and by rapid adoption of electric vehicles.

We call on you to make the necessary and feasible changes to this Visualize 2045 plan and set the stage for a more comprehensive overhaul of the plan by 2024:

1. Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these informative goals, which are based on the findings of TPB's climate change study, will this plan be informative to our decisionmakers and hold them accountable.
2. Endorse the full slate of strategies that TPB's own climate study shows are necessary, including walkable, bikeable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.

¹ For passenger vehicles, this translates to a 5.6% reduction in per capita VMT; however, TPB's climate study found that the region needs a reduction of 15-20% by 2030, in addition to quickly adopting electric vehicles, to achieve safe levels of greenhouse gas emissions.

3. Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.
4. Commit to a major regional study to develop actions that reduce the east-west jobs and housing divide, put more homes near transit, and more equitably and sustainably price our transportation system. TPB can begin the work as soon as this summer using the climate funding in its adopted FY23 Unified Planning Work Program.

This is the minimum that you must do now toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,

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To: TPB Public Comment

From: Stewart Schwartz, Executive Director
Bill Pugh, Senior Policy Fellow

Date: May 1, 2022

Re.: Comments on draft Visualize 2045 long-range transportation plan

Summary:

1. Our primary comments are contained in the joint letter with over 30 other organizations from across TPB's region. In summary, these are:
 - Many TPB members put business-as-usual projects into the plan despite TPB requirements, adopted regional policies, and overwhelming public comments which call for prioritizing projects that support transit-oriented communities, non-auto modes and fighting climate change.
 - As a result, this Visualize 2045 fails to make progress on climate change or car dependence since TPB's last plan from 2018.
 - This is unacceptable, but you can still change this, through the steps our groups ask for in that letter.
2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members submissions drafted by transportation staff claim that they will reduce climate pollution. Research shows that road expansion induces additional demand and increases greenhouse gas emissions.
3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George's County being left behind in job access and also without robust transit options.
4. The "Mitigating Climate Change" section of the plan needs revision to clearly communicate the key takeaways of TPB's climate study:
 - Achieving regional climate targets to keep emissions at safe levels is doable,
 - This requires specific levels of per capita VMT reduction and EV adoption,
 - The full slate of mode shift and vehicle strategies are needed, and
 - TPB members must commit to these goals and strategies and take action.
5. The Voices of the Region surveys and focus groups were excellent but the results were presented to board members late in the process. Nevertheless, they show strong support for addressing climate change in our transportation plan and prioritizing transit, walk, and bike modes.
6. The performance results need to be further broken out by sub-areas (core, inner, outer) and also reported in detail in a technical appendix to inform TPB members and stakeholders.
7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies.

8. There are Important lessons learned from this process that TPB staff need to start applying now to prepare for a successful update to the plan starting this Fall and due in 2024 per resolution of the TPB.
9. Comments on specific projects are provided in the attached tables.

Details:

1. Our primary comments are provided in the joint letter with over 30 other organizations from across TPB's region.

In summary these are:

- Many TPB members submitted a business-as-usual set of projects heavy on roadway capacity expansion that ignored the new project submission policy guidance, the initial results of TPB's climate change mitigation study, Voices of the Region survey results, and public comments received on the draft project list and conformity inputs.
- Too many TPB members ignored their own adopted policy commitments, including the COG 2030 Climate and Energy Action Plan, 2010 Region Forward vision plan, 2019 Regional Housing Targets, and 2021 high-capacity transit station planning framework.
- TPB members were offered an opportunity to change their project inputs last summer but made no substantive changes in the current plan.
- The letter lays out changes necessary to improve the Visualize 2045 plan, such as setting specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030, and committing to pursue the full slate of strategies that TPB's climate change study shows are necessary to meet the region's adopted 2030 climate target.

Below are additional points not covered in the joint letter.

2. Highway and arterial expansion projects in Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled per year - yet many TPB members claim road expansion projects will reduce climate pollution.

- Visualize 2045 fails to address and explain the important factor of induced demand or induced travel, which is critical for understanding how transportation investments, in particular road expansion, perform over time. The plan needs to analyze and report how its \$28.2 billion in highway and arterial expansion projects will induce more vehicle miles traveled and explain to TPB member agencies and the public why many of these projects – and the auto-oriented land use that accompanies them – will not improve accessibility to jobs, services and homes in the long-term.
- Using the State Highway Induced Frequency of Travel calculator (shift.rmi.org), CSG estimates that the 893 new lane miles of highways and arterials proposed in this Visualize 2045 would generate 3 to 4 billion additional vehicle miles traveled each year.¹ This travel would largely occur

¹ CSG reports this induced VMT as an order-of-magnitude number. Visualize 2045 (p. 175) does not provide a breakdown of the 682 miles of new freeway/expressway lanes and 211 miles of new arterial lanes by functional class or jurisdiction. CSG estimated the portions of these lane mile totals likely to

on top of that anticipated from population and job growth, and is a significant relative increase in highway and arterial VMT.

- Without this massive increase in driving demand – and by instead shifting much of that investment to build walkable, bikeable transit-oriented communities – Visualize 2045 could achieve the much larger reductions in per capita VMT that TPB’s own climate study says are needed.
- The plan notes that for 185 projects, their sponsor agencies claimed the projects would help the region attain its goal of reducing greenhouse gas emissions by 50% by 2030. However, many of these projects are for roadway capacity expansion and the boilerplate justification statements by several agencies are unsubstantiated, choosing to ignore the evidence that induced demand offsets the short-term emissions benefits of reducing stop-and-go driving. See the clear explanation in [this article by transportation expert Joe Cortright](#).
- Here are the statements used by several agencies for their road expansion projects in the “Regional Policy Documentation – Technical Inputs Policy Question Responses for all Projects”:
 - **Fairfax County:** “This project helps to alleviate traffic congestion on [road name] and allows for a more efficient transportation network. The project enhances continuity and lowers emissions from automobiles,”
 - **Maryland Department of Transportation:** “While the project will increase auto capacity, it also will improve level of service (LOS), reducing congestion, idling, and emissions in the corridor.”
 - **Prince George’s County:** uses this same language as MDOT for its many highway and arterial expansion projects.
 - **City of Manassas:** “Project will improve operations and reduce congestion to mitigate GHG emissions,”
 - **Prince William County:** “Project alleviates congestion to reduce GHG emissions and includes ped/bike facilities to provide non-motorized transportation options.”
 - **Loudoun County:** “The project assumption is that building this project will reduce congested streets and or intersections leading to a reduction in vehicle emissions.”

Note that this regional policy documentation for most of the Visualize 2045 projects (all projects carried over from the last plan without any major changes) – and statements such as these – was not available during the April 2021 public comment period on the conformity inputs and escaped public scrutiny.

3. The shortcomings of the road expansion approach and the benefits of transit and TOD are shown in the much larger increase in job access from transit, with auto access hardly improving despite twice the investment. These job access data also show that the plan fails to adequately address the east-west divide of regional economic and racial equity, with a wide area of Prince George’s County being left behind in job access and also without robust transit options.

- Regionwide, expanding job access by auto through road capacity expansion is not an effective strategy compared to expanding job access by land use planning, transit-oriented development,

correspond with interstate and principal arterial roadway classifications and applied them with the SHIFT calculator. TPB should provide more precise breakdowns of the new lane miles by roadway class and jurisdiction location to help its member jurisdictions and the public understand the impacts of induced demand by these projects.

and transportation demand management, in coordination with transit investment. As a result of regional transit-oriented development efforts, jobs accessed by transit would grow more than jobs accessed by auto from present until 2045, despite the plan spending twice as much on highway expansion as transit expansion.

- The HOT lanes are not a good deal for Prince George’s County residents, who would have the lose-lose choice of paying very high tolls or sitting in the traffic congestion in the general purpose lanes that the private toll road company counts on. More jobs at transit stations in Prince George’s is the more effective transportation solution. TPB members and the State of Maryland could do much more to help Prince George’s County realize its transit-oriented development plans.

4. Mitigating Climate Change section (p. 129) needs revision to clearly communicate the key takeaways of TPB’s climate study: that this is doable, requires specific levels of per capita VMT reduction and EV adoption, needs the full slate of mode shift and vehicle strategies, and that TPB members must step up.

- The section needs to be revised to clearly communicate the key findings of TPB’s climate change study, which were that:
 - Achieving the necessary reductions in on-road transportation emissions is feasible to meet the region’s climate plan.
 - The key strategies required to achieve the region’s targets are both mode shift/travel behavior *and* rapid adoption of electric vehicles.
 - The levels of implementation needed are 1) achieving adoption of electric vehicles in the range of 20 to 25% of passenger vehicles on the road by 2030, and 2) reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.²
 - These strategies would promote other adopted regional goals such as prioritizing walkable transit-oriented land use and investments to support it, reducing VMT, and improving air quality.
- The section presents a misleading message – its apparent takeaway in the prominent text box on the first page is that nothing decisionmakers can do will meet important greenhouse gas reduction targets. The key takeaway on the first page should instead be: *We can achieve the 2030 target with feasible strategies that are consistent with many other adopted regional goals for equity and livability – but only if TPB member agencies show leadership.*
- Greenhouse gas performance of the current plan is buried at the very end of the plan on page 225, without referencing TPB’s adopted targets or noting how the plan performs relative to COG and TPB’s newly adopted 2030 regional goal. Please add this important context and give these results more prominent treatment.
- The section needs to set a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030. Only by setting these sub-goals, which are based on the findings of TPB’s climate change study, will this plan be informative to our decisionmakers and hold them accountable in fighting the climate crisis.

² These needed implementation levels are based on TPB’s climate study, Combination Scenarios #2, 3, and 4, which successfully met the COG 2030 climate plan reduction levels for on-road transportation. The COG climate plan’s level of greenhouse gas reduction should be considered a minimum, since metropolitan areas will need to achieve deeper levels of reduction in transportation emissions to help their states (which include rural areas) meet greenhouse gas reduction targets.

- The resiliency section (pp. 135-136) needs to acknowledge the role of massive highway expansion and auto-oriented sprawl in decreasing the region’s climate resiliency, exacerbating stormwater runoff from increased flooding and making heat island effects worse from their pavement. Spending \$28.2 billion to expand highways and arterials also diverts needed funding from improving the resiliency of our existing infrastructure, which this plan section notes is a challenge.
- We are glad this section points out the importance of providing affordable housing near transit on page 136. However, this section should reframe this not just as a way to make transportation-climate strategies more equitable, but as a critical and very effective transportation-climate strategy in and of itself. Shifting funding from road expansion to affordable housing near transit would not only reduce VMT and emissions, it would help address the social and economic inequity in our region.
- The TPB staff summary presentation also needs to better communicate this fundamental issue of climate change. The Top 3 Things to Know slide says, “We make progress on our goals - but also face challenges”, and lists delay and congestion first, but doesn’t even mention the existential threat of climate change.

5. Voices of the Region surveys and focus groups were excellent but the results were presented to board members too late in the process.

- The public involvement had a great public opinion survey and focus groups but came too late in the process
 - Voices of the Region results were not presented to Board members until February 2021, after their deadline for submitting projects
 - Focus group results were not presented to the Board until November 2021, well after the conformity inputs had been finalized
 - Aspiration to Implementation public engagement was launched after the conformity inputs were already finalized in July 2021, making it of little to no value for the public’s time.
- Public comment materials on the draft plan in April 2022 did not provide any easily digestible summary information, just a 150MB PDF that was 236 pages long and technical appendices.
- The plan’s main document, while including good new background information on transportation in the region and the factors shaping it, is simply too long, with some redundant content.
- The climate section of the plan is incomplete, with anticipated revisions noted on page 133 pending Board action; however, TPB staff indicated that the revised climate section will not be advertised for public review and comment before the Board considers adoption in June. We think the public (and all parties commenting on this current draft) should be notified of the revised section and given a chance to comment, given the importance of climate change to the region’s residents, as indicated in TPB’s survey results and comments received.
- The public engagement and opinion surveys already conducted will be useful for the next, early update of Visualize 2045 starting at the end of 2022. However, this will depend on TPB members providing serious consideration to the public input and using Voices of the Region to inform their agency project prioritization and submissions to Visualize 2045 and the TIP.
- The Visualize 2045 process needs to allow for in-person or live virtual public testimony to TPB board members. Having staff summarize comments is inadequate and undermines the democratic process. The time has come for TPB to restore live public testimony.

6. Performance results need to be further broken out by sub-areas and also reported in detail in a technical appendix to inform TPB members and stakeholders

- Travel data at the sub-regional level reflect the different transportation and land use policy decisions made by jurisdictions as well as other factors. These forecast outcomes are often washed out when results are simply reported at the regional level.
- Sub-area data (core, inner, outer suburbs) are important and need to be expanded in the Performance Analysis section of the plan (pp. 215-225) to inform TPB members and the public.
 - Breakdown of mode share for core, inner and outer suburbs should have the base year 2023 as well as 2045, and there need to be charts that show this for both all trips as well as for commute trips.
 - For example, Fig. 8.19 only has 2045 data, rather than also showing the 2023 base year data that would make this more informative. Also, it only reports commute trips; a second chart for all trips is needed that likewise compares 2023 and 2045 data by sub-area.
 - VMT data likewise need to be broken down into sub-areas (2023 and 2045, total, per capita, and per capita for residents)
 - The plan does a good job reporting similar performance information for the past decade in figures 2.12 and 2.13. It should provide similar levels of detail for the forecast performance analysis.
- As 2030 is a crucial milestone year for slashing greenhouse gas emissions, Visualize 2045 should also report key measures like VMT and mode share for that year. This interim year would also inform TPB members on the forecast performance of their near and mid-term transportation investments which require funding decisions in the coming years.
- A separate appendix on the Performance Analysis is needed to provide more data relating to the analyses and results summarized in pages 215-225.

7. Several aspects of the plan update are commendable and we look forward to these continuing in further TPB work and informing member agencies

- The Voices of the Region survey and focus groups were very impressive.
- Incorporating quotes by the region’s residents and workers in the plan was a powerful way to communicate their mobility needs and the real world impact of transportation plans and projects.
- The new equity analysis on exposure to heavy traffic volumes contributes important information. We are looking forward to the new analyses that TPB staff proposed to the Technical Committee and Board this spring that will be incorporated in plan updates.
- The long narrative and discussion of climate and equity issues among others is well-illustrated, but it is unfortunate that the TPB and COG goals expressed in this section did not lead to a reshaping of the project list.

8. There are important lessons learned that TPB staff need to start applying *now* to prepare for a successful update to the plan starting this Fall

- Agencies ignored the submission guide requirements and new regional policies, and submitted the projects they would have anyway. More accountability needs to be built into the process.
- Performance data on this plan and public engagement results need to be broken down and shared in workshops with member agencies *before* the project submission process.
- TPB members need to be informed about induced demand and its impact on increased GHG emissions, as the TPB climate change study did not address this topic in detail.

9. Comments on specific projects. See attachment on the following pages.

Attachment: CSG Comments on Projects in Visualize 2045 Plan, April 2022 draft

Proposed Major Highway Projects (includes HOT, HOV and Toll Lane Projects)

Location	Project Description (Map #, project #, description)	CSG Comments
DC	1. I-295 (T5723) - reconstruct interchange at Malcolm X Blvd, 2022 (\$215M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (T3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt these road configurations as a primary strategy in lieu of road expansions.
Charles	11. US-301 (Governor Harry Nice 'Mac' Middleton Memorial Bridge) (T5527): replace with new 4-lane bridge, 2023 (\$636M)	Modify project in LRTP - Current program needs to include protected ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	8. US-15 (Frederick Fwy and Catoclin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$840M)	Remove from LRTP
Frederick	16. MD-85 (Buckeystown Pke) (CE1210, T6483) - widen to 4, 6 lanes, 2035 (\$230M)	Remove from LRTP

Montgomery/ Prince George's/Frederick	6. I-270 (T6432, T11582, T11583): So called "Traffic Relief Plan," construct 1 managed lane and convert HOV to managed lane in each direction, 2025 (\$3.97B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	9. US-29 (Columbia Pike) (CE1197, T3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$738M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	15. MD-28 (Norbeck Rd) / MD-198 (Spencerville Rd) (T3476) - reconstruct, widen portions to 4 lanes, 2045 (\$287M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	17. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	18. MD-97 (Brookeville Bypass) (T3106) - construct 2 lane bypass, 2021 (\$44M)	Bypasses open up new land to sprawling development and undermine downtowns; should use roundabouts as alternative.
Montgomery	19. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	20. MD-124 (Woodfield Rd) (CE3057) - widen to 6 lanes, 2035 (\$120M)	(No comment)
Montgomery	25. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP

Montgomery	26. Montrose Pkwy East (T3703) - construct 4 lanes, 2045 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (T2894) - interchange at Greenbelt Metro Sta, 2030 (\$124M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	7. US-1 (Baltimore Ave) (CE1202, T3108) - reconstruct 4 lanes, 2023, 2035 (\$169M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	10. US-301 (Crain Hwy)(CE1004) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	12. MD-3 (Robert Crain Hwy) (T6394) - widen to 6 lanes, 2035 (\$906M)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-4 (Pennsylvania Ave) (CE1194, T3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$750M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	14. MD-5 (Branch Ave) (CE1196, T3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$804M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	21. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.

Prince George's	22. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase walk, bike and transit access and safety in the area
Prince George's	23. MD-210 (Indian Head Hwy) (CT6524, T4879) - upgrade to 6 lanes and interchange improvement, 2040 (\$585M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	24. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	27. I-66 HOT (Inside Beltway) (CE3484, CE2096), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	29. I-66 (CE3484): Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	28. I-66 HOT (Outside Beltway) (CE3448): widen/ construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	30. I-95/Fairfax County Parkway (CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	32. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	35. I-495 (CE2069, CE3186, CE3208): construct 4 HOT lanes with northbound shoulder lane and new ramps and interchanges at VA 267, 2025, 2030, 2045 (\$570M)	Remove from LRTP. Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	36. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)

Fairfax	37. Dulles Toll Rd (VA-267) (CE3151, CE3154) - East- bound and west-bound Collector-Distributor Roads, 2035, 2036, 2037 (\$186M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	38. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	39. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	41. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$415M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	42. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	50. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.

Fairfax	51. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$86M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	53. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	55. VA-7 (Leesburg Pike) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	56. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Portion of project is under construction but should call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	57. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.
Fairfax	58. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	60. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.

Fairfax	61. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	62. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	63. VA-286 (Fairfax County Pkwy) (CE2106, T6694) - widen to 6 lanes, 2030, 2035, 2040 (\$198M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	48. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$111M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	52. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	54. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	31. I-95 (T6682) - add southbound auxiliary lane, 2022 (\$32M), under construction	Keep in LRTP - To be complete in 2022
Prince William	33. I-95 (T11510) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	34. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes

Prince William	43. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	44. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	45. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and Transforming Rail in VA provides additional capacity for Quantico.
Prince William	46. US-15 (James Madison Hwy) (T6693) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	48. US-15 (James Madison Hwy) (CE3738)- widen to 4 lanes, 2026 (\$111M)	No comment
Prince William	49. US-29 (Lee Hwy) (T4794) - widen to 5 lanes, completed (\$212M)	No comment, as status is completed
Prince William	59. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	64. VA-294 (Prince William Pkwy) (CE2718): widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	65. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	66. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.

Prince William/ Manassas	67. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (\$228M)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.
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Proposed Major Transit-Rail Projects

We generally support these valuable transit and rail projects. In the case of a few, we request that they be modified or replaced with better alternatives that do not involve expanded highway lane capacity and promote auto-dependence. In addition, we note projects that need to be explicitly incorporated into Visualize 2045. See comments in table below on major transit/rail projects.

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040 (\$545M)	Keep in LRTP - Prioritize the Benning Road Streetcar Extension
2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022 (\$2M)	Keep in LRTP
4	DDOT H and I Street Bus-Only Lanes (part of T3212)(\$1.1M)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035 (\$545M)	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030 (\$115)	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2030 (\$82M)	Keep in LRTP

8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040 (\$102M)	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045 (\$285M)	Keep in LRTP
10	MD-355 BRT (T6396) - from Bethesda Metro to Clarksburg, 2030 (\$1B)	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029 (\$1B)	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, 2023 (\$2.7B)	Keep in LRTP. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030 (\$52M)	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022 (\$2.9B)	Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027 (\$19M)	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022 (\$26M)	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022 (\$268M)	Project is in the final phase of construction. Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (T6680): 2030 (\$504M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035 (\$37M)	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.

20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035 (\$420M)	Keep in LRTP
21	VRE (CE2832, CE2420): 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, 2025, 2028, 2035 (\$105M)	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030 (\$254M)	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040 (\$375M)	As HOT lanes is a done deal, keep in LRTP. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge (T6727): railroad crossing with two-tracks and pedestrian/bike access, 2027 (\$1.9B)	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

May 1, 2022

The Honorable Pamela Sebesky
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239
TPBComment@mwkog.org

VIA EMAIL

RE: Public Comments on Visualize 2045 Draft Documents

Dear Chair Sebesky and Members of the Transportation Planning Board:

The Southern Environmental Law Center (SELC) provides the following comments on the draft 2022 update of the Visualize 2045 long-range transportation plan (“Draft LRTP”), the draft FY2023-2026 Transportation Improvement Program (“Draft TIP”), and the accompanying air quality conformity analysis (“AQC analysis”). Please note that this letter supplements the comments submitted to you in a letter of the same date signed onto by SELC and a number other of organizations working on transportation, land use, and environmental issues in the region. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

In the May 3, 2021 comment letter we submitted to the Transportation Planning Board (TPB) on the proposed air quality conformity project list, we commended a number of actions that the TPB and the Metropolitan Washington Council of Governments (COG) had recently taken that recognized the need for rapid and significant reductions in the region’s greenhouse gas emissions (GHG). The actions we cited included, among others, the COG Board’s adoption of a goal to **reduce GHG emissions 50 percent below 2005 levels by 2030**.

As the Draft LRTP acknowledges, on-road transportation contributes a major share—nearly one-third—of the region’s GHG emissions.¹ We are encouraged by the Draft LRTP’s further recognition that steps that help lessen our dependence on automobiles and reduce driving—such as locating housing in and near activity centers, increasing and improving travel options, and enhancing transit service—help lower GHG and other harmful transportation emissions while offering a number of other significant benefits.² And we applaud the TPB for undertaking the Climate Change Mitigation Study last year to help determine the best strategies for reducing climate pollution from the transportation sector.

At the same time, we continue to see a troubling disconnect between the TPB’s climate goals and many of the projects included in the Draft LRTP and accompanying documents. This disconnect is evident in the fact that the Draft LRTP proposes spending \$28.2 billion on highway expansion projects, versus only \$14.3 billion on projects to expand transit and add to bicycle and

¹ Draft LRTP at page 130.

² See, for example, Draft LRTP at pages 84 and 89.

pedestrian infrastructure—modes that help cut down on driving and reduce transportation emissions.³ The disconnect is also apparent in the results of the Visualize 2045 performance analysis, which indicate that the suite of projects proposed for funding in the Draft LRTP will result in a 15% increase in vehicle miles traveled (VMT) and a 10% increase in single-driver trips over the life of the plan.⁴

As the Draft LRTP points out, these projected increases in VMT and single-driver trips are smaller than the 19% increase in regional population that is projected over the same period, and this differential—in conjunction with more encouraging projections such as a significant increase in transit, bicycle, and walking trips—helps result in a slight (3%) projected decrease in per capita VMT over the life of the plan.⁵ Although this is a step in the right direction, it is not sufficient. The net result of the draft plan is a significant increase in total driving that would make it nearly impossible to attain the level of GHG reductions needed to meet regional goals and mitigate against the worst effects of climate change. Indeed, the Draft LRTP points out that the annual GHG emissions from the region’s mobile sources will only be **18% below 2005 emissions levels by 2045**, and that total emissions are expected to start *increasing* again between 2040 and 2045 when benefits from fuel efficiency standards can no longer keep pace with projected VMT increases.⁶

It is therefore clear that the Draft LRTP needs to go much further to make a sufficient dent in regional GHG emissions from the transportation sector. We offered several recommendations related to GHG reduction goals, targets, and strategies in our April 19, 2022 comment letter to the TPB, which we summarize again here:

- Reducing overall GHG emissions by at least 33-45%, and reducing per capita VMT by at least 15-20%, by 2030;
- Adopting an electric vehicle adoption target that surpasses the federal target of 50% of new vehicle sales by 2030, and establishing a supportive EV charging network;
- Promoting land use measures to direct a greater amount and share of new development to locations with strong transit and pedestrian orientation; and
- Committing to pursue other strategies from the TPB’s climate mitigation study’s “Mode Shift and Travel Behavior” scenarios, while ensuring that the equity implications are carefully considered and addressed.

In addition, we highlight below some specific projects that would undercut the region’s GHG goals by fueling more driving and far-flung development. Several of the projects we discuss would also damage important natural resources such as forested areas and wetlands that absorb carbon dioxide and help provide natural resiliency to the region’s residents and

³ Appendix A (Financial Plan) to the Draft LRTP at page 9.

⁴ Draft LRTP at page 215, Figure 8.13.

⁵ *Id.*

⁶ Draft LRTP at page 225.

businesses by absorbing floodwaters.⁷ Notably, some of the projects would also undermine the TPB’s renewed dedication to equity and safety. We discussed many of these same projects in our May 2, 2021 comment letter on the proposed air quality conformity project list, but we offer similar comments again because the projects have now been included in the Draft LRTP.

Belmont Ridge Road Reconstruct/VA 234 Bypass Extension North (CE 1897)

The description of this project in Appendix B of the Draft LRTP (Summary of Projects in the Fiscally Constrained Element) describes relocating and widening VA 659 from where it intersects with VA 234 at the Prince William/Loudoun County boundary to where it intersects with US 50, and then widening the remaining portion of VA 659 all the way north to VA 7. However, the description of the proposal with the same identification number (CE 1897) in Appendix C (AQC analysis) of the Draft LRTP refers to construction of the “VA 234 Bypass Extension North” beginning at the current terminus of the VA 234 Bypass at I-66 and extending north to US 50. The discrepancy between these differing descriptions attached to the same project number must be addressed for the public to even understand what this project is.

The confusion regarding the differing descriptions notwithstanding, we read both projects as possibly encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C. and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Regardless of what name may currently attach to it, a major highway linking I-66 with US 50 that runs alongside the western border of the Manassas Battlefield and cuts through the rural lands to the north of the Battlefield would spur more driving and automobile-dependent development, and it therefore should not be included in the region’s long-range transportation plan.

US 15 Widening between Battlefield Parkway and Montessor Road (CE 3738)

We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new

⁷ We are glad to see that the discussion of resiliency on page 135 in the Draft LRTP mentions how preserving and improving the region’s tree canopy can provide a resiliency benefit by lessening the “heat island” effect that occurs in more developed areas. The environmental functions and benefits that natural systems provide are a key aspect of resiliency that is often overlooked when transportation agencies start thinking about where a new proposal should be routed. Just as we need to design transportation projects to be resilient to the impacts of climate change, we also need to ensure they do not damage or disrupt the invaluable resiliency services that wetlands, forests, and other natural areas provide. There is some discussion of preserving and maintaining the environmental functions of natural areas in the Draft LRTP section labeled “Environmental Consultation and Mitigation,” but we urge you to include discussion of the importance of doing so in the section labeled “Planning for a Resilient Region” as well.

bottlenecks it generates upstream will generate pressure to widen the next segment. The result is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. Indeed, Loudoun County is already considering amending its comprehensive plan to include widening the next section of US 15 to the north to address congestion expected to worsen along that segment after the proposed widening between Battlefield Parkway and Montresor Road is complete. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to remove the proposed widening from the LRTP.

Manassas National Battlefield Park Bypass (CE3061)

Although we support removing through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield, we have long opposed the so-called Manassas National Battlefield Park Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of surrounding the northern half of the Battlefield with a new highway, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass should be removed from the LRTP.

VA 28 Manassas Bypass (CE 1865)

In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and Prince William County officials recently estimated the project could require taking more than 60 homes—including up to 16 mobile homes in a mobile home park where most of the residents are Hispanic.⁸ Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should not be included in the LRTP.

Northstar Boulevard between Tall Cedars Parkway and Braddock Road (CE 3737)

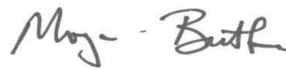
Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas farther to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.

⁸ Daniel Berti, *Supervisors OK \$15 million design contract for Va. 28 Bypass*, Prince William Times (Oct. 20, 2021), https://www.princewilliamtimes.com/news/supervisors-ok-15-million-design-contract-for-va-28-bypass/article_f973fc88-3152-11ec-b0b5-c358c735a9aa.html.

In summary, we strongly support the emphasis that the TPB is placing on reducing greenhouse gas emissions in recent resolutions and studies, as well as that emphasis in the text of the Draft LRTP. However, there are too many harmful projects included in the draft plan that would take the region backwards at a time when rapid progress is needed. We urge you to strengthen the Draft LRTP consistent with the recommendations we have offered.

Thank you for your consideration. Please contact me if you would like to discuss any of our comments further.

Sincerely,

A handwritten signature in black ink that reads "Morgan Butler". The signature is written in a cursive, slightly slanted style.

Morgan Butler
Senior Attorney

TPB Public Comment

From: Gail Landy <ag7dollar@msn.com>
Sent: Friday, April 1, 2022 5:17 PM
To: TPBcomment
Subject: Vision for a better transportation future

Categories: V45 - Other emails

Dear National Capital Transportation Board ,

The pandemic propelled lifestyle changes and we discovered new interests that are beneficial even as the virus wains. One of them is the desire to have more walkable cities and neighborhoods with parks and green spaces that keep us in touch with our natural world. I believe provisions for outdoor dining should be continued, possibly rerouting traffic and narrowing streets with lower speed limits to enhance pedestrian and bicycle safety. We need protected bike lanes that connect to park trails and allow bikes to access public transportation and be a viable mode of transit. Complete streets will support multimodal transportation with priority bus lanes. Streets and parkways should be occasionally blocked from vehicle traffic for neighborhood block parties. Vehicle accessibility does not require the use of every street and fairway to navigate the city. We have experienced these provisions during our two year jaunt with Corona virus and grown to like the diversions from our car culture.

Vision Zero must be implemented for pedestrian and bike safety which is greatly lacking in Montgomery County, and a leading us to choose to drive unnecessarily. The goal is to reduce air pollution and greenhouse gas emissions by reducing vehicle traffic and congestion. Our physical stamina will increase as we walk rather than drive, enjoying the sights and sounds of the city.

Denser and affordable housing near Metro and MARC will encourage us to leave our cars in park and ride transit. Free bus service and special deals on Metro will accommodate frontline workers who don't cars. Transit needs to be reliable and maintained so we can arrive at jobs and appointments on schedule or it is useless and encourages single-vehicle driving.

These are not unachievable goals and will boom our economy and improve the life of DMV residents, if these investments are made in transit and the infrastructure.

Sincerely,
Gail Landy
17600 Silver Dollar CT
Gaithersburg, MD 20877

TPB Public Comment

From: Ruth Woollett <rgwoollett@yahoo.com>
Sent: Monday, April 11, 2022 11:08 AM
To: TPBcomment
Cc: psebesky@manassasva.gov; chair@pwcgov.org; VSAngry@pwcgov.org;
j.rishell@manassasparkva.gov
Subject: Visualize 2045
Categories: V45 - Other emails

The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction. Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."

It would be instructive to both transportation decision makers and the general public if the Financial Plan for Visualize 2045 also broke down the various sources of transportation revenue by the nature of the various taxes and fees.

In particular, the various revenue sources should be reported and aggregated by 1) motor vehicle user fees (e.g., federal and state fuel taxes, state vehicle registration fees, state taxes on motor vehicle sales, mileage fees, parking fees, tolls), 2) general revenue sources (e.g., retail sales taxes, local real property tax support, real estate grantor's tax, transient occupancy tax, state and federal fund support, private sector) and 3) transit fees.

Most motorists falsely believe that motorists user fees fully cover the capital, operating, and maintenance costs for the region's roadways and that bicyclists and pedestrians are freeloaders who don't actually pay for the infrastructure they already use or the improvements they may seek.

Thank you for your time,
Ruth Woollett

TPB Public Comment

From: David Foster <dfoster342@aol.com>
Sent: Friday, April 15, 2022 10:27 AM
To: TPBcomment
Subject: Decarbonization of the transport sector

Categories: V45 - Other emails

While most electric vehicle advocacy is focused on highways, promoting things such as delivery vans, trash trucks, and school buses, such things have limited daily range and hours of operation. Meanwhile railroad electrification is widely ignored. It is the low-hanging fruit here because it is commonplace worldwide except in North America, where only Amtrak's Northeast Corridor is electrified. Every day thousands of railroad locomotives operating tens of thousands of miles use fossil fuel and emit diesel exhaust. Especially in urban areas it is critical to replace these with electric locomotives, reducing pollution and greenhouse gases.

David Foster

TPB Public Comment

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Friday, April 15, 2022 1:01 PM
To: TPBcomment
Cc: Kate Stewart; Councilmember Glass; Chris Conklin; Erenrich, Gary; Joana Conklin; Glenn Orlin; Sandra Marks; Cicero Salles
Subject: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT
Attachments: COGATION Feb2018.pdf

Categories: Novel, V45 - Other emails

Thank you for the opportunity to provide comments on the latest update to Visualize 2045. I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

An Error:

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus. Attached is the 2018 TPB action with documents showing the origin of the confusion.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

A Comment on Timing:

The initial planning for the New Hampshire BRT was started this fiscal year by Montgomery County Department of Transportation as has the North Bethesda Transitway. The New Hampshire BRT is critical to serve mixed-use development which is currently moving forward toward permitting and construction along New Hampshire Avenue in the White Oak/Hillandale area. Additionally, the FDA White Oak Campus on New Hampshire is anticipated to grow to 18,000 on-site employees by 2035. Given these hopeful signs, seeing a completion date of 2045 is not reasonable. In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Regards,
Eileen Finnegan

TPB Public Comment

From: Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>
Sent: Wednesday, April 20, 2022 8:13 AM
To: Eileen Finnegan; TPBcomment
Cc: kates@takomaparkmd.gov; Glass's Office, Councilmember; Erenrich, Gary; Conklin, Joana; Orlin, Glenn; Marks, Sandra; Salles, Cicero
Subject: RE: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Novel

Dear Eileen,

Thank you for these comments. You are correct that the concept has been for this service to connect to the Fort Totten Metro station. The planning study now underway will more definitely identify the project limits. If infrastructure improvements were included beyond Eastern Avenue, the District of Columbia would need to identify them in their element of the LRTP, I believe.

In terms of the completion year, I believe you are correct that it could be earlier than 2045; 2035 might be a more appropriate target, dependent of funding availability and the nature of the project that emerges from the planning study.

Sincerely,

Chis

Christopher Conklin, Director
Montgomery County Department of Transportation
240-777-7198

From: Eileen Finnegan <finnegan20903@yahoo.com>
Sent: Friday, April 15, 2022 1:01 PM
To: TPBComment@mwcog.org
Cc: kates@takomaparkmd.gov; Glass's Office, Councilmember <Councilmember.Glass@montgomerycountymd.gov>; Conklin, Christopher <Christopher.Conklin@montgomerycountymd.gov>; Erenrich, Gary <Gary.Erenrich@montgomerycountymd.gov>; Conklin, Joana <Joana.Conklin@montgomerycountymd.gov>; Orlin, Glenn <Glenn.Orlin@montgomerycountymd.gov>; Marks, Sandra <Sandra.Marks@montgomerycountymd.gov>; Salles, Cicero <Cicero.Salles@montgomerycountymd.gov>
Subject: Visualize 2045 2022 Update: An Error and A Comment re New Hampshire BRT

[EXTERNAL EMAIL]

Thank you for the opportunity to provide comments on the latest update to Visualize 2045. I have two specific points regarding the Montgomery County New Hampshire BRT, PIT #CE3672.

An Error:

The text and charts in the Draft and the Appendices incorrectly identifies the southern terminus of the Montgomery County New Hampshire BRT as the Takoma Metro. The graphic more correctly shows the terminus as Eastern Avenue at New Hampshire Avenue.

The New Hampshire BRT, as planned, will terminate at the Fort Totten Metro Station in The District. Although the documentation submitted in 2018, specifies Eastern Ave (The District Line), the plan has always been to connect the New Hampshire Corridor to the Metro at Fort Totten. It appears that the confusion regarding which Metro Station may have begun with then-Director Roshdieh's letter of January 16, 2018 which incorrectly provided the Takoma Metro as the terminus. The Project Form submitted with that letter however shows Eastern Ave as the terminus. Attached is the 2018 TPB action with documents showing the origin of the confusion.

Having Visualize 2045 correct and acknowledge the Fort Totten terminus would clarify how this congested corridor would finally achieve efficient transit service.

A Comment on Timing:

The initial planning for the New Hampshire BRT was started this fiscal year by Montgomery County Department of Transportation as has the North Bethesda Transitway. The New Hampshire BRT is critical to serve mixed-use development which is currently moving forward toward permitting and construction along New Hampshire Avenue in the White Oak/Hillandale area. Additionally, the FDA White Oak Campus on New Hampshire is anticipated to grow to 18,000 on-site employees by 2035. Given these hopeful signs, seeing a completion date of 2045 is not reasonable. In collaboration with Montgomery County Department of Transportation, please reassess the completion date for this project. Having a goal of 2030, 2035 or even 2040 would be an improvement for this under-served community.

Regards,
Eileen Finnegan



For more helpful Cybersecurity Resources, visit: <https://www.cisa.gov/be-cyber-smart>

TPB Public Comment

From: Susan Tate <flowers15@verizon.net>
Sent: Monday, April 18, 2022 1:55 PM
To: TPBcomment
Subject: Reducing greenhouse gas emissions from the region's transportation system

Categories: V45 - Other emails

I'm a longtime resident of Alexandria, a retired biology teacher, and have children and grandchildren--I worry about what kind of world we are leaving to them.

The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan. This is unacceptable. Targets need to be set to measure progress and promote citizen participation. Targets will also hold decision makers accountable--this needs to be a priority if we plan to spend the future with livable air to breathe.

As usual, money is an important part of the solution and choices need to be made. Can we convince folks to pay more in taxes to fund electric vehicle infrastructure and transit buses, to use higher price parking and penalizing driving when there are reduction free greenhouse gas alternatives?

Please commit to pursuing climate strategies for a world with the air quality that we have squandered. We can't continue to live here without it, and those of us who have plenty to eat and good health care, etc need to step up help pay for the luxury of door to door automobile travel--a thing of the past.

Thank you,
Sue Tate

TPB Public Comment

From: Warren Beeton <wlbeeton@gmail.com>
Sent: Monday, April 18, 2022 3:47 PM
To: TPBcomment; Wheeler, Ann; vsangry@pwcgov.org; psebesky@manassasva.gov; j.rishell@manassasparkva.gov
Subject: Citizens' Climate Lobby Comments on 1) Draft 2022 update to Visualize 2045, 2) Draft Air Quality Conformity Determination for Visualize 2045, 3) Draft Fiscal Year 2023-2026 Transportation Improvement Program (TIP)
Categories: V45 - Other emails

The Prince William Chapter of Citizens' Climate Lobby would like to submit public comments as follows on the Draft 2022 Update to Visualize 2045, its long-range (20+ year transportation plan; the Draft Air Quality Conformity Determination for Visualize 2045; and the Draft Fiscal Year 2023–2026 Transportation Improvement Program (TIP):

The MWCOG jurisdictions have set a target to reduce greenhouse gas emissions to 50% of the 2005 level by 2030. The Visualize 2045 Plan should identify how the emissions from the transportation sector will contribute to that reduction.

Vague policy statements in the current draft should be strengthened by the addition of one simple statement: "Projected changes in greenhouse gas emissions will be quantified for all projects in the Visualize 2045 Plan, with a commitment that all MWCOG jurisdictions will plan and fund future mobility infrastructure so the 2030 target will be achieved on schedule."

Thank you for considering our comments.

Your truly,
Warren Beeton, Group Leader
Prince William County Chapter, Citizens' Climate Lobby



TPB Public Comment

From: Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 5:46 PM
To: TPBcomment
Subject: Reject the entire I-495 and I-270 toll lanes plan from Visualize 2045!
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please protect Marylanders and future generations from misguided plans to privatize I-495 and I-270 with toll lanes!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson
4555 Longfellow
Hyattsville, MD 20781
lindsey.mendelson@mdsierra.org
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joanne Hutton <joannerhutton@gmail.com>
Sent: Tuesday, April 19, 2022 9:24 AM
To: tkaratonis@arlingtonva.us; dmalouff@arlingtonva.us; TPBcomment
Subject: TPB must adopt strong climate targets and policies for Visualize 2045 on April 20

Categories: V45 - Other emails

The current work of this Transportation Planning Board fails to rise to the standard "Think global, act local." As a member of the Faith Alliance for Climate Solutions, I am concerned with the following shortcomings:

- The draft Visualize 2045 plan makes no progress on reducing greenhouse gases or car dependence since the last plan; this is unacceptable.
- The Plan's climate strategies are vague and don't commit to any targets; supposedly TPB board members will be adding more climate details to the plan in May - but without public review and comment before they adopt the plan in June.
- On April 20, at their climate workshop TPB board members need to add specific, numeric 2030 targets for EV adoption and per capita VMT reductions to the plan, and include the whole slate of necessary strategies from TPB's climate study. These specific targets are needed, in addition to an overall GHG target for transportation, to inform decision makers and hold them accountable in addressing our largest source of climate pollution.

Necessary climate strategies that TPB must commit to pursue are: walkable transit-oriented land use, pricing parking and road congestion, making commuter benefits equitable for those who walk and depend on transit or biking compared to driving, investing in electric vehicle infrastructure and transit buses, and shifting funding to transit, walking and biking investments and away from highway capacity expansion.

Thank you for your attention and responsiveness.

Joanne Hutton
3806 27th Street N
Arlington, VA. 22207

TPB Public Comment

From: Barbara Sahli (bsahli@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 12:43 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am concerned about air quality, traffic congestion, and choosing between the expensive tolls to make a short trip or driving with more anticipated traffic through the neighborhoods.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

We are community-centric, residential Maryland and not the futuristic highway conglomerate and graphic novel of Northern Virginia.

Sincerely,

Barbara Sahli
115 Indian Spring Drive
Silver Spring, MD 20901
bsahli@aol.com
(301) 585-5982

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Hope Clark <hope@climate-xchange.org>
Sent: Tuesday, April 19, 2022 12:45 PM
To: TPBcomment
Subject: Please address climate NOW in your Visualize 2045 plan

Categories: V45 - Other emails

Hello,

As you adopt climate strategies, please note:

- The current draft of Visualize 2045 fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.
- The draft plan's climate section is vague and sets no specific measures.
- However, TPB's climate study provides very clear findings on what is needed and achievable.
- Visualize 2045 needs to identify not just an overall greenhouse gas reduction target for transportation but also specific numeric targets for electric vehicles and vehicle miles traveled.
- TPB's climate study and national research indicate we need 20-25% of passenger vehicles on the road to be EVs by 2030, and per capita VMT for passenger vehicles reduced 15-20% by 2030.
- Likewise, the strategies that you adopt should reflect what is necessary to keep our region and world safe from disastrous climate change.
- We appreciate the leadership of TPB members who are making this a priority.

Thank you so much,

Hope Clark (she/her)
Maryland Organizer
443-399-6131



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[Sign Up](#) for [Our Newsletter!](#)

TPB Public Comment

From: Yvette White <yvette@fabb-bikes.org>
Sent: Wednesday, April 20, 2022 9:21 AM
To: TPBcomment
Subject: Invest in climate saving transportation

Categories: V45 - Other emails

For your upcoming planning meeting today, I urge you to invest in transit, biking, walking and other active transportation modes that are healthy financially, physically and ecologically. Highway widenings are expensive and have yet to solve our region's transportation woes because solo driving does not scale.

Please invest in a transit, active transportation model for our region.

Thank you,
Yvette White

TPB Public Comment

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Wednesday, April 20, 2022 10:25 AM
To: TPBcomment; psebesky@manassasva.gov; chenderson@dccouncil.us; collinsr@charlescountymd.gov
Cc: Bill Pugh; lee.hockstader@washpost.com; ian.duncan@washpost.com; Richardson, Timothy; Semel, Mike; Olivo, Antonio; Lazo, Luz E; George, Justin; Armus, Teo; rebecca.tan@washpost.com; sarah.kaplan@washpost.com; Samenow, Jason; brady.dennis@washpost.com
Subject: To TPB: Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future - The U.N.
Categories: V45 - Other emails

TPB Members:

As you meet today on whether you will act on climate and transportation...

We have just a few years to act aggressively on climate. Will you set strong GHG, VMT reduction goals? Set strong EV goals too. But EVs will not be enough. We must reduce vehicle miles traveled by 15-20% by 2030 and you must change your transportation plans to help us reach our goals. We need to focus on TOD, transit, and pricing to get there.

Humanity has a 'brief and rapidly closing window' to avoid a hotter, deadly future, U.N. climate report says

Washington Post, Feb 28, 2022

<https://www.washingtonpost.com/climate-environment/2022/02/28/ipcc-united-nations-climate-change-adaptation/>

Will you act?

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth

PO Box 73282

Washington, DC 20056

www.smartergrowth.net | @betterDCregion

stewart@smartergrowth.net

(703) 599-6437 (cell)

\$

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TPB Public Comment

From: Paula Posas (pposas@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:09 AM
To: TPBcomment
Subject: Beware the I-495 and I-270 toll lanes CONTRACT, we should not move forward with this project.

Categories: V45 - Other emails, V45 - I-495 & I-270

Dear Transportation Planning Board,

I support NOT moving forward with the toll lanes with Transurban. One of the main reasons? Because of the contract. The deal is only good for taxpayers the minute the construction (section) contract is inked. From then on, we will NEVER stop owing money to Transurban. Look at the phase developer term sheet at the compensation and relief events. We owe them for pandemic, we owe them for mistakes made in VA at the tie-in area, we owe them for changes in law, competing facilities, anything done that could impact their revenue generation. There are 30 items plus more force majeure events. It's a big, big trick to make us a cash cow for an Australia-based multinational company and its investors AT MARYLAND TAXPAYERS' EXPENSE. There is no free lunch. This is a very bad deal.

See Items 35 and 40 in the term sheet - https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fplanesmd.com%2fwp-content%2fuploads%2f2021%2f06%2fPhase-1-P3-Agreement-Exhibit-8-%e2%80%93-Section-P3-Agreement-Term-Sheet.pdf&c=E,1,6mxSuhWpZegaXG51VeRj1DRbiel3ZsoUHOA_9ur1got1Kbl37CrVYZmggsU9kyg_8NM-UDDJqqB5kxg1XJY5iuMEf38mjwgxQHZZsdn&typo=1

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045, and do not otherwise support it. The details matter. One cannot make these decisions just on a perception or belief of the marketing literature.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan and any other plan.

Sincerely,

Paula Posas
11003 Easecrest Dr
Silver Spring, MD 20902
pposas@gmail.com
(301) 832-2153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: David Kosterlitz <david.s.kosterlitz@gmail.com>
Sent: Saturday, April 23, 2022 9:13 AM
To: TPBcomment
Cc: Delegate Ariana Kelly; Barbara Coufal; arlene Montemarano; Marc Korman; Sara Love; Ross Capon; BEN ROSS; Shruti Bhatnagar
Subject: Don't widen I-495 or I-270
Categories: V45 - Other emails

Visualize 2045 would widen the entire beltway despite earlier representations that the plan would not widen the beltway east of I-270. This entire process by MDOT over the last several years has been characterized by stealth, deception of the public and misrepresentation. Time to end the entire project. It is a fiscal, environmental and social disaster.

--

David S. Kosterlitz
6209 Hollins Dr
Bethesda, MD 20817

(301) 928-1818

TPB Public Comment

From: Tacey Battley <taceybattley@gmail.com>
Sent: Saturday, April 23, 2022 10:56 AM
To: TPBcomment
Subject: Street Marking Reflective Painting for Safe Driving in the Dark

Categories: V45 - Other emails

Dear Planners,

To ensure the reduction of accidents, lane markings on curbs and between lanes must be refreshed with reflective paint at frequent intervals.

Current vehicle headlights are blindingly bright. Without painted lines on the sides of the roads and between lanes it is difficult to stay in lane when driving in the dark. Repainting only when there is re-pavement is not frequent enough. The lane markings of the George Washington Parkway northbound of Alexandria are horribly pale.

Reflective paint is much cheaper than putting up a lot of street light poles. Please prevent accidents with more road reflective paint marking.

Thank you for your help,
Tacey Battley

TPB Public Comment

From: Corina Cooling <antoinettesmasher@gmail.com>
Sent: Monday, April 25, 2022 10:03 AM
To: TPBcomment
Subject: I495/I270 Visualize 2045 Long Range Plan

Categories: V45 - Other emails

Hello,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling
2317 Fire House Rd
Hyattsville, MD 20785
antoinettesmasher@gmail.com
(936) 355-2536

TPB Public Comment

From: Bee Ditzler <bee.ditzler@gmail.com>
Sent: Wednesday, April 27, 2022 11:15 AM
To: TPBcomment
Subject: TPB 2045 Plan

Categories: V45 - I-495 & I-270, V45 - Other emails

The 2045 Plan should encompass good environmental stewardship which includes, air, water and land. Each section of the plan should incorporate the idea of changing and adapting to how we grow, build, and with our behaviors. In looking at this plan, every section does not comply with the goals of the plan.

I draw particular attention to Page 95 Section A of the plan that incorporates both the study and preliminary design work for beltway expansion for the entire Maryland section of the Beltway. That entire section should be eliminated from the Plan. These plans were never voted to be incorporated in the plan and should be eliminated. They are wrong.

As the Plan is discussed at the May meeting, please remove erroneous material. This should be a forward thinking document and not one that is mired in the past.

Barbara Ditzler
Montgomery County, Maryland

TPB Public Comment

From: Mark <mark@rensoftware.com>
Sent: Wednesday, April 27, 2022 1:06 PM
To: TPBcomment
Subject: Long Term Beltway Expansion is a Bad Idea

Categories: V45 - I-495 & I-270, V45 - Other emails

I oppose the draft long range transportation plan for Montgomery County as written.

As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway.

Evidence demonstrates no long term reduction in traffic with lane expansions. We need public transportation expansion and to preserve our green belts and neighborhoods, not construction disruption, noise and bad air.

This draft is also an environmental problem. Rather than decreasing Maryland's emissions and carbon footprint, this plan destroys mature trees and decreases our children's green space.

We ought to make public transportation _the_ future of Montgomery County. In cities and suburbs with excellent public transport, civil society is stronger, carbon footprint is lower, and property values go up (raising revenue). Let's enrich our county with easier accessibility to business/shopping centers and decreased car ownership/use - both of which redirect money into the economy and tax revenue. Let's enrich our future with preservation of our parks and green space and reduced emissions.

Please reverse that provision.

Mark Leymaster
Silver Spring, MD

TPB Public Comment

From: Douglas Stewart <douglasbstewart@gmail.com>
Sent: Friday, April 29, 2022 3:31 PM
To: TPBcomment
Subject: Visualize2045 plan

Categories: V45 - Other emails

I am submitting these comments on the 2022 update to the Metropolitan Washington region's Constrained Long-Range Plan for transportation. I appreciate that COG and the Transportation Planning Board and staff have made significant strides in planning a more resilient transportation network with more travel choices. However, the Maryland and Virginia DOTs, and many member jurisdictions, haven't adjusted their plans or priorities. This must change if we are serious about expanding clean transportation choices and reducing greenhouse gas emissions.

For the Visualize2045 plan, the TPB approved new guidelines to screen submitted projects against the 7 aspirational transportation strategies approved with the previous CLRP and the region's goals for reducing greenhouse gas emissions. But under the draft CLRP, we will be driving almost as much as we did before. Modeling of the plan projects only a modest reduction in per capita driving, a 3% change by 2045 – no different than the previous CLRP.

Expanding transit should be the main focus for providing a more resilient and less polluting regional transportation network. Instead, the plan has \$28 billion allocated for highway expansion, vs. \$13.8 billion for transit expansion. Fairfax, Prince William and Loudoun's submissions are mostly road expansion projects that will only continue to make their residents and commuters more rather than less dependent on driving. This will only add to our traffic congestion and greenhouse gas emissions, while diminishing residents' quality of life by essentially compelling them to have to spend more time in their cars and less with their families and in their communities.

The TPB should set more definitive targets for reducing vehicle miles traveled and screen future projects against these targets. If local jurisdictions and states' packages of projects fail to reduce VMTs by 20% and reduce greenhouse gas emissions needed to meet their share of regional GHG reduction goals, these entities' shortcomings should be called out in the plan analysis. While the TPB may have limited options for removing projects from the plan, a more transparent analysis of where we are falling short in meeting goals for reducing VMTs and greenhouse gases might help better identify the incentives we need to change course.

Thank you for considering my views.

--

Douglas Stewart
10822 Maple Street
Fairfax, VA 22030
douglasbstewart@gmail.com
703-407-2790 (cell)

TPB Public Comment

From: Drew Veysey <drew.veysey@gmail.com>
Sent: Friday, April 29, 2022 4:31 PM
To: TPBcomment
Cc: Kate Light
Subject: Comments in response to Visualize 2045

Categories: V45 - Other emails

Good afternoon,

I received a postcard in the mail from the National Capital Region Transportation Planning Board inviting me to "Comment. Learn. Get Involved!"

My name is Drew Veysey and I live in the Brightwood neighborhood of Washington DC. For transportation I use a car, bicycle, bus, metro rail, and my legs.

The Visualize 2045 Plan is massive - 236 pages! So while on the one hand it is a great accomplishment for you and your staff, on the other hand it is fanciful to expect any regular constituent to read the whole thing. Therefore the comments that follow are based upon keyword searching and my requests for my local Brightwood community - not a reaction after meticulous reading of the whole plan.

- I'm very concerned about climate change. That is heightened because although you've modeled emissions reduction scenarios I'm afraid that the TPB and associated governments won't do what it takes to evolve the transportation system to zero emission.
- Please don't add more roads, add lanes, or widen lanes. I see you added up all the mentions of "more roads" on page 65; well please count me as a "minus 1" in that tally. What an awful awful suggestion.
- Do not expand the highway network. Seeing aspirations like "Expand the Express Highway Network" is very upsetting to me and is a waste of taxpayer money. Please obey the law of induced demand and improve the transportation system without more highways.
- To get to vision zero there will need to be a tremendous improvement to walking and biking infrastructure. Also to get to vision zero there will have to be street redesign to slow the cars down in dense pedestrian/cycling areas. I found no reference to traffic calming in the document, although you may have chosen to use different terminology.
- Need traffic calming and 10 times more pedestrian safety measures on Georgia Ave. I appreciate that there has been some traffic calming on Piney Branch in some portions, but there needs to be much more. I'd be delighted if there were raised crosswalks at Piney Branch and Underwood St, Piney Branch and Van Buren, and Georgia Ave near Underwood St. I have actually seen a pedestrian get hit by a car while the pedestrian was crossing using the Georgia Ave crosswalk near Underwood - that should be made much much safer!
- Need to replace the Georgia Avenue buses with a dedicated lane streetcar.
- Please replace all diesel buses with electric ones by 2030 at the latest.
- Please more dedicated bus lanes and bus rapid transit.
- Replace cycling sharrows with protected bike lanes. Sharrows are dangerous.
- We need more public fast chargers for electric vehicles (not Level 2 chargers). The phrase "852 EV Charging Stations 2,424 and EV plugs" really needs to be split up between public level 2 chargers and public fast chargers; both those things fill really different needs.
- The report lacks mentions of infill, in-fill, or in fill. The region needs land use policy to encourage more density and less sprawl.

- There should be encouragement for the generation of renewable electricity (solar pv, wind turbines, micro hydro) integrated into transportation infrastructure and facilities. The region is full of big box stores with enormous parking lots that could be shaded with solar panels; obviously government facilities should lead by example and cover their parking lots with solar.
- Don't design the future transportation system in the region around automated vehicles (CAVs), design it around PEOPLE. Part of the promise around automated vehicles is that the transportation system won't have to change to accommodate them! So don't anticipate the possibilities with CAVs, focus all efforts on making the transportation system safe, clean, and efficient for people.

Thank you for reading my comment. I hope the ideas from my comment can be incorporated into the final draft of Visualize 2045.

Drew Veysey

--

Drew Veysey

TPB Public Comment

From: Gail Landy <ag7dollar@msn.com>
Sent: Saturday, April 30, 2022 2:48 PM
To: TPBcomment
Subject: Visualize 2045 Comment

Follow Up Flag: Follow up
Flag Status: Completed

Categories: V45 - Other emails

A vision for the future

Our roads need to prioritize multimodal traffic. Conditions for pedestrians and bicyclists are currently unsafe and deaths and severe injuries are imminent. Both urban and suburban areas must be transformed to prioritize walking both to transit and shopping rather than catering to car and truck traffic. This entails reducing the number of lanes for vehicle traffic and reducing speed limits especially in urban centers and residential neighborhoods. Sidewalks need to be widened and allow for the disabled in wheelchairs. Roads need to have special lanes for bikes and scooters, preferably isolated with barriers in urban communities. Multi-colored crosswalks that are shortened for pedestrians and wide median islands. Circular road provisions for left turns, slowing traffic need to be provided. Install more frequent HALK signals for crossing especially at high pedestrian business locals. Dedicated bus lanes, preferably along the median strip with shelters can make buses more efficient and safer to board.

We need to make our city and suburban streets more walkable and stop focusing on driver convenience and their time constraints. We need to continue outdoor dining that was established during the pandemic and reduce our parking lot size. Prioritizing public transportation is the goal along with the necessary infrastructure for access, including bike racks.

A walkable community is prioritized, where we can access retail and grocery stores, entertainment venues, and offices situated close to public transit. We need to wind down our reliance on cars.

Gail Landy
17600 Silver Dollar CT
Gaithersburg, MD 20877

TPB Public Comment

From: Byron Bloch <byron@autosafetyexpert.com>
Sent: Saturday, April 30, 2022 4:38 PM
To: TPBcomment; County.Council@MontgomeryCountyMD.gov
Cc: marc@marcelrich.org; debbie.spielberg@montgomerycountymd.gov; Mayor Bridget Newton; info@dontwiden270.org; councilmember.glass@montgomerycountymd.gov; councilmember.katz@montgomerycountymd.gov; info@marylandmatters.org; councilmember.hucker@montgomerycountymd.gov; councilmember.riemer@montgomerycountymd.gov; jamie.raskin@mail.house.gov; councilmember.albornoz@montgomerycountymd.gov; councilmember.rice@montgomerycountymd.gov; assistance@vanhollen.senate.gov; councilmember.friedson@montgomerycountymd.gov; councilmember.navarro@montgomerycountymd.gov; councilmember.jiwando@montgomerycountymd.gov; Senator Brian J. Feldman
Subject: Comments & Concerns about I-270 Widening & Toll Lanes
Attachments: Urgent Concern on Toxic Silica Dust-April 2022 copy.pdf; 1-Nat'l Cancer Inst.-Silica Dust.pdf; 3-Highway Repair Silicosis-APHA.pdf
Categories: V45 - Other emails

To: Transportation Planning Board, the Montgomery County Council, and others,

The attached PDF documents are hereby being submitted in my strong opposition to the I-270 / 495 Widening and Toll Lanes pending proposal by TransUrban and its affiliates. Further, the Supplemental Draft Environmental Impact Study (SDEIS) of October 2021 had failed to address virtually all of the concerns described herein. And too many elected officials appear willing to ignore these urgent public health and public safety concerns.

Many of my neighbors here in the Inverness Forest Citizens Association (called STICA) also oppose this I-270 Widening and Toll Lanes scheme, as do many others in adjoining neighborhoods. We are ready to pursue public campaigns and litigation if and as may become necessary as this outrageous project continues with its political maneuvering and its ignoring of public citizen concerns.

On behalf of public health and public safety concerns for all citizens, please review and consider and respond fully to to the issues expressed in the attached documents. Thank you.

:

Byron Bloch

Potomac, Maryland

Resident here for 33 years.

TPB Public Comment

From: Rob Whitfield <robwhitfield@ymail.com>
Sent: Sunday, May 1, 2022 5:53 PM
To: TPBcomment
Cc: Jeff McKay; Walter Alcorn; Supervisor Penelope A. Gross; Braddock BOS; John W. Foust; Pat Herrity; Supervisor Rodney L. Lusk; Dan Storck
Subject: VISUALIZE 2045 IMPLEMENTATION
Categories: Novel

TO WHOM IT CXONCERNS

PLEASE IMPLEMENT VISUALZE 2045 AS PRESENTLY PROPOSED.WITHOUT REDUCTIONS IN ANY PRESENTLY APPROVED HIGHWAYS

I USED TO ATTEND TPB MONTHLY MEETING PRIOR TO THE COVID 19 PANDEMIC

I ATTENDED ONE (OR MAYBE TWO) PUBLIC MEETINGS IN FAIRFAX COUNTY ON VISUALIZE 2045 IN 2019. SIGNED UP TO RECEIVE INFORMATION BUT NEVER HEARD ANYTHING MORE.

BEFORE YOU ADOPT A FINAL VISUALIZE 2045 PLAN, PLEASE HOLD ADDITIONAL PUBLIC MEETINGS.

THERE SEEMS TO HAVE BEEN NO PUBLCLITY AS TO WHAT IS PROPOSED.

ROB WHITFIELD
FAIRFAX COUNTY TAXPAYERS ALLIANCE BOARD MEMBER

TPB Public Comment

From: B Ditzler <bditzler@gmail.com>
Sent: Sunday, May 1, 2022 8:01 PM
To: TPBcomment
Subject: My comments on Visualize2045

Categories: V45 - Other emails

TPB's Visualize 2045 Plan as now written is unacceptable for a number of reasons.

- It ignores transportation-related recommendations contained in COG's Climate Action Plan adopted in November 2020.
- It ignores TPB's decision at the start of the Visualize 2045 process in December 2020 to prioritize investments in projects, programs and policies to reduce greenhouse gas emissions and achieve COG's land use and equity goals.
- It ignores the initial findings of TPB's Climate Change Mitigation Study which found there was a clear consensus of national research and studies from this region that said shifting more travel to transit, biking and walk with greater adoption of electric vehicles is necessary to meet TPB's climate targets.
- It ignores public comments on TPB's draft plan a year ago that said the plan needed to shift its investments to more sustainable transportation options with less emphasis on highway expansion.

Despite COG's and TPB's climate plans, TPB's Climate Change Mitigation Study, and public comments on TPB's draft plan a year ago, almost no projects have changed in the proposed Visualize 2045 plan since 2018 when the last plan was proposed.

The proposed plan calls for spending \$28.2 billion on highway expansion, which would inevitably lead to more car dependence, more greenhouse gas emissions, and more car-dependent development. This would perpetuate and exacerbate current climate-damaging trends. Half the amount planned for highway expansion, \$14.6 billion, is planned for expanding transit, pedestrian and bicycle networks.

What you are proposing to do is the opposite of what is needed. Climate change is not just a future threat; it is already underway. TPB's current plan needs to be redone to remove unnecessary and environmentally destructive highway expansion projects that would induce more driving, and result in more pollution and sprawl. The Visualize 2045 plan needs to pursue the strategies that TPB's own Climate Mitigation Study says are necessary. It needs to contain specific, numerical targets for reducing per capita vehicle miles traveled 15 to 20% by 2030, to set aggressive greenhouse reduction targets, and to shift more travel to transit, walking and biking.

In summary, the TPB needs to rework its proposed Visualize 2045 plan to do what makes most sense for our regional transportation network, and what's right for our environment and the millions of people who live and work in our region.

Brian Ditzler
1225 Noyes Drive, Silver Spring, MD 20910

TPB Public Comment

From: Pamela Van Hine <pvanhine@gmail.com>
Sent: Sunday, May 1, 2022 8:51 PM
To: TPBcomment
Cc: pvanhine
Subject: Comments on Visualize 2045 draft (and bike-ped plan)

Categories: V45 - Other emails

To: TPBComment@mwkog.org

From: Pamela Van Hine, 915 19th St South, Arlington VA 22202, pvanhine@gmail.com (please don't publish my contact information)

Date: May 1, 2022

RE: Visualize 2045 – my personal comments

Thank you for giving us the opportunity to comment on the Visualize 2045 draft report. These are my comments on the draft report and the draft bike-ped plan. I apologize for the disorganization of my comments. I wish I had more time to study the report and prepare better compiled comments, but I did not. Overall, both plans are very impressive and quite comprehensive and organized and presented in a consistent format, which makes them easy to follow.

My random comments:

- Can the planning area be expanded beyond your current boundaries? Your planning area appears to be limited to DC and the counties and cities surrounding DC. Yet many commuters are traveling to our region from Baltimore and points further north and east in Maryland, from West Virginia, from SE Pennsylvania, and even Delaware. How can we integrate the best transportation planning for everyone who commutes to our area, but who may not have convenient, cost-effective, reliable, and time-efficient alternatives to SOV.
- Your goal for creating activity centers where people and jobs are in the same livable community is great, and I appreciate your linking housing availability and affordability to transportation needs. But how do we create effective activity centers that will attract the employees to these jobs? I heard recently that many of the Amazon “new hires” are not relocating to the National Landing area, and I’d love to understand why not. Did they already live in the general area (broadly defined) and don’t want to move, is our neighborhood too expensive for most Amazon employees, do they find it undesirable for some reason?
- Draft Bike and Pedestrian Plan for the National Capital Region, March 16, 2022 <https://www.mwkog.org/documents/2022/03/16/bicycle-and-pedestrian-plan-for-the-national-capital-region--bicycling-bike-to-work-day-bikesharing-walking/> This plan is a terrific compilation of information and goals for optimizing bike-ped safety and use throughout the DC region. Please provide a specific section on this plan in the overall plan (it’s cited, but scattered).
- The recommended practices are all great, including:
- B. IMPROVE INTER-JURISDICTIONAL COORDINATION TO DEVELOP A CONTINUOUS BICYCLE AND PEDESTRIAN TRANSPORTATION SYSTEM THROUGHOUT THE WASHINGTON METROPOLITAN AREA. Yes, absolutely – and note that this is not just a “trail network”, but frequently on local streets (hopefully complete streets).
- C. DEVELOP AND ADHERE TO CONSISTENT BICYCLE AND PEDESTRIAN FACILITY DESIGN AND CONSTRUCTION STANDARDS IN EACH JURISDICTION
- L. DEVELOP PEDESTRIAN AND BICYCLE SAFETY EDUCATION AND ENFORCEMENT PROGRAMS IN ALL JURISDICTIONS. This should also include drivers’ education and using other transportation modes.
- Both documents (overall plan and bike-ped plan) should include more information on Vision Zero and the Safe Systems approach to reducing/preventing serious crashes, injuries, and deaths. Some information is in the section on safety, but please add more details on this important global initiative and what current studies – and our own regional experiences –

show is working (and not working). Stress the importance of design over personal behavior, whether driver or pedestrian; avoid victim blaming if possible.

- Bike-ped projects: I'm surprised to not see the CC2DCA project here. Is that because it's still in NEPA?
- Arlington recently gathered comprehensive data on the state of our sidewalk network, which hopefully will be the first step towards correcting "missing links" and sidewalks and pedestrian ramps in poor condition. Are other jurisdictions in the area also doing this?
- I agree that the aspirational initiative of providing better bike-ped access to transit is critical; TAFAs are a great idea; I like that you address safety and comfort for bike-ped infrastructure to encourage use (though I'd emphasize safety more). Please also emphasize that biking and walking are important modes of transportation in their own right, not just as a "first and last mile" mode.
- Can you talk more about the PUDO problem in the main report – and its impact on traffic congestion and bike-ped safety? Some discussion is in the brief section on trucking (p.153), though it's not called PUDO – nor does the section talk about all the different types of PUDO and PUDO vehicles (including bikes) and their impact.
- Can you also address the importance of good wayfinding to encourage bike-ped use (important for transit riders and drivers as well).
- I like the nice little section on CAVs – and basic guidelines.

Thank you!

TPB Public Comment

From: Travis Lim <travis.lim@gmail.com>
Sent: Sunday, May 1, 2022 9:36 PM
To: TPBcomment
Cc: callen@dccouncil.us; athomas-davis@dccouncil.us
Subject: DC Resident public feedback on visualize 2045

Categories: V45 - Other emails

To: National Capital Region Transportation Planning Board (TPB), Councilman Allen and team

Re: Public comment on Visualize 2045 plan

Thanks for allowing us to provide public feedback on the plan. The most important unifying idea behind the entire Visualize 2045 plan, is one that is *not* car-centric, summarized on page 97: **"Diverse economic activities would thrive if people can easily move around their communities. Older adults, people with disabilities, and transit-dependent populations would have more opportunities to get around without a car. Communities would benefit from increased street life and renewed vibrancy."**

- This is a priority theme that should effectively supersede all other planning considerations in the visualize 2045 document; **no matter what other transpo policies, levers, infrastructure and services are established, people's behavior are driven primarily by where, what, and how they want to spend their time;**
- Consistently, people enjoy being in the outdoors, they want walkability, they want mixed use spaces on the human scale. Nobody wants to spend time in urban sprawl driving from box store to work to subdivision and back.
- In the draft Visualize 2045 plan, a laughably minuscule amount is dedicated to walking and biking infrastructure (0.4% !!!!!). too much funding is devoted to highway expansion. Although building a bike path is relatively inexpensive, a more holistic approach is required where transit, biking and walking are linked by thoughtful green community spaces with mixed residential and commercial use. If we increased that budget to even 4-10%, we could make spaces that people actually want to spend time in.

Additionally, our family would urge you to consider the following specific interventions in order to achieve the plan:

1) Superblocks pilot (a.k.a. slow streets DC 2.0)

The ask:

- Throughout DC, pilot a few 3x3 block areas [modeled on Barcelona's "super blocks"](#) by **completely blocking through traffic** (local resident traffic and emergency vehicles can still enter, but must come out the same way). Speed limits inside the super blocks is limited to 15 mph (similar to school/playground zones) and streets are narrowed. Traffic around the edges of the super blocks would be encouraged and facilitated as normal.
- This design can be applied to areas under new development, or retroactively applied to existing areas in a limited/selective way

The effect:

- Facilitate and encourage walking and biking, two modes of transportation that also further emissions goals
- Mitigate urban heat island effects and air pollution penetration by creating "inner courtyard" cooling effects
- Create natural focal points for green spaces, small-scale commercial use, and public art, therefore increasing community interaction, happiness, and public health

The evidence:

- Closing smaller streets during the pandemic temporarily in the “slow streets” was generally well received, but the problem was that some drivers did not heed the signs. Importantly, this policy experiment failed because the inner roads of the Superblock must be completely impassable to through traffic.
- Multiple papers have demonstrated benefits to health and well-being using such a Superblock design
- [Recent fierce community mobilization](#) to attempt to save Mott’s market near Lincoln Park demonstrates the strongly felt desire for hyper-local mixed use

2) EV chargers along the sidewalk in residential parking areas (DC)

The problem: in dense urban areas in most of DC, the vast majority of row houses and high density apartments do not have garages. Therefore there is no way to plug in an EV at home, making EV ownership completely impractical.

The ask: Establish multiple EV charging stations over all high density residential sidewalk blocks so that residents who have no garage can park and charge an EV vehicle on the street. Resident would pay for the cost of charging their vehicle.

Bonus: Partner with community DC solar organizations to ensure that the majority of power provided to the street charging stations can be sourced to renewable or solar energy.

3) Equity and public transit subsidy through tolls

The ask:

- Increase tolls to \$10-25 (proportionately scaled to traffic volumes) and make them more widespread across multiple arteries,
- Use this toll income to subsidize public transit (or make transit free), as well as fund capital transit developments or technological advancements
- Especially important along commute routes where an equivalent transit line is a viable existing alternative on that same artery.
- Allow “grace days” (1-2 days per week) for employees of companies that allow telework, where tolls are waived or greatly reduced if utilization happens 1-2 days per week or less.
- Make exceptions or give the “grace rate” for driver-based workers (like uber/lyft drivers, couriers, car/vanpool, delivery services, commercial drivers, etc.

The effect:

- Accelerate emissions goals achievement
- Reduce traffic congestion and collisions with vehicles, bikes, and pedestrians
- Increased revenues and increased equity
- Reduce the number of roads receiving wear-and-tear, therefore reducing road maintenance costs

4) Use tax levers to incentivize office location and telework policies

The ask:

- Reformulate corporate property taxes and payroll taxes for employers and companies so that tax breaks are given to business who opt to locate workforce office locations near major transit hubs or Activity Centers. Offer a tax credit for business that allow their employees to telework (proportionate to the percent of total workforce man-hours teleworking per week)
- Conversely, increase property taxes and payroll taxes for employers and companies that locate in distant, disconnected office parks and locations that require expensive infrastructure to move and maintain workers there.
- Incentivize corporations and employers who have large empty office buildings near transit hubs and regional activity centers to sublease them, further densifying work into accessible and walkable areas.

The rationale:

- More than ever, the largest and most prominent employers in the region, as well as a substantial number of Federal Government agencies, are allowing and/or encouraging full-time telework already, meaning that demand for car highways and roadways will no longer have the same trajectory as it did pre-pandemic when the plan was first developed.

The evidence:

- We saw that during the pandemic, various [greenhouse gas emissions and other pollutions were reduced](#).
- [Analysis suggests that this could be due to telework](#).

Thank you for the opportunity to provide feedback on the plan. We would be happy to speak, present or elaborate on any of the ideas to the TPB at any time.

Travis Lim
Justin Silcox

ANC Ward 6

TPB Public Comment

From: ayesha@everyactioncustom.com on behalf of Ayesha Amsa <ayesha@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you and your representatives on the TPB to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ayesha Amsa
8021 Georgia Ave Apt 802 Silver Spring, MD 20910-4980 ayesha@smartergrowth.net

TPB Public Comment

From: cyruschimento@everyactioncustom.com on behalf of Cyrus Chimento
<cyruschimento@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:08 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Cyrus Chimento
1863 Kalorama Rd NW Apt 4B Washington, DC 20009-8125 cyruschimento@gmail.com

TPB Public Comment

From: elizabethende@everyactioncustom.com on behalf of Elizabeth Ende
<elizabethende@everyactioncustom.com>
Sent: Tuesday, April 26, 2022 5:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mrs. Elizabeth Ende
1425 Laburnum St Mclean, VA 22101-2524
elizabethende@yahoo.com

TPB Public Comment

From: johnmichaellasalle@everyactioncustom.com on behalf of John Michael LaSalle
<johnmichaellasalle@everyactioncustom.com>
Sent: Sunday, April 24, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. John Michael LaSalle
2701 4th St NE Washington, DC 20002-1244 johnmichaellasalle@gmail.com

TPB Public Comment

From: ademaraais@everyactioncustom.com on behalf of Alex Demarais
<ademaraais@everyactioncustom.com>
Sent: Saturday, April 23, 2022 4:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
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Sincerely,
Alex Demarais
9116 Eton Rd Silver Spring, MD 20901-4902 ademaraais@gmail.com

TPB Public Comment

From: hotjenday@everyactioncustom.com on behalf of Tammy King
<hotjenday@everyactioncustom.com>
Sent: Saturday, April 23, 2022 12:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Tammy King
29 Acadia Rd Gardner, MA 01440-1505
hotjenday@aol.com

TPB Public Comment

From: atmehrotra@everyactioncustom.com on behalf of Ayesha Mehrotra
<atmehrotra@everyactioncustom.com>
Sent: Thursday, April 21, 2022 9:40 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ayesha Mehrotra
1921 8th St NW Unit 218E Washington, DC 20001-3153 atmehrotra@gmail.com

TPB Public Comment

From: jakejanzen@everyactioncustom.com on behalf of Jacob Janzen
<jakejanzen@everyactioncustom.com>
Sent: Tuesday, April 19, 2022 5:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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

TPB Public Comment

From: clewettj@everyactioncustom.com on behalf of John Clewett <clewettj@everyactioncustom.com>
Sent: Tuesday, April 19, 2022 9:32 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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The situation is extremely dire. The latest IPCC report (April 4, 2022, on Mitigation of Climate Change) said that all pathways that limit warming to no more than 1.5° C above pre-industrial levels require that greenhouse gas emissions (which are STILL rising) peak before 2025, and then decline by almost 45% from 2019 levels by 2030. (see www.wri.org/insights/ipcc-report-2022-mitigation-climate-change) A tall order, if we are to avoid crippling damage to human society and to our children's chances for a happy life. And yet the TPB potters along as if there's all the time in the world.

Why is the just-released "Visualize 2045" plan no better on reducing car dependence and climate emissions than the plan from four years ago? UN Secretary General António Guterres has said that our climate actions this decade will put us on one of two paths, the path of hope or the path of surrender. TPB's latest plan, that would reduce greenhouse gas emissions by only 18% below 2005 levels by 2045 (when we should be approaching carbon neutrality), chooses the path of surrender. This is an abject failure of responsibility. We must do better.

The TPB needs to dramatically up its game, so that our region has a chance to mitigate the tsunami of climate disasters that is about to overwhelm us.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

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Sincerely,

Mr. John Clewett

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

TPB Public Comment

From: jennine.carmichael@everyactioncustom.com on behalf of Jennine Carmichael
<jennine.carmichael@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jennine Carmichael
2800 Ontario Rd NW Apt 103 Washington, DC 20009-2228 jennine.carmichael@gmail.com

TPB Public Comment

From: mdakita@everyactioncustom.com on behalf of Marlene Dakita <mdakita@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Marlene Dakita
200 N Pickett St Apt 1410 Alexandria, VA 22304-2130 mdakita@comcast.net

TPB Public Comment

From: nina221113@everyactioncustom.com on behalf of Laura Cosentino <nina221113@everyactioncustom.com>
Sent: Monday, April 18, 2022 8:04 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Laura Cosentino
506 Greenwood Rd Towson, MD 21204-3727
nina221113@gmail.com

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Monday, April 18, 2022 6:09 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Mr Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>
Sent: Monday, April 18, 2022 6:05 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
<ddtmagnolia@everyactioncustom.com>
Sent: Monday, April 18, 2022 5:31 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: hydrophyte@everyactioncustom.com on behalf of Roy Jacobson
<hydrophyte@everyactioncustom.com>
Sent: Monday, April 18, 2022 5:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Roy Jacobson
18453 Cameron Rd Gordonsville, VA 22942-8005 hydrophyte@cameronmountain.com

TPB Public Comment

From: glasscos@everyactioncustom.com on behalf of Sarah Glassco <glasscos@everyactioncustom.com>
Sent: Monday, April 18, 2022 3:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mrs. Sarah Glassco
5104 Talbot PI Alexandria, VA 22304-2706 glasscos@gmail.com

TPB Public Comment

From: myersk1@everyactioncustom.com on behalf of Kent Myers <myersk1@everyactioncustom.com>
Sent: Monday, April 18, 2022 2:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study.

Find ways to incentivize and promote emission reduction, such as education on how to make favorable investments in rooftop solar.

Address methane as well, to discourage new household hookups, treat waste, etc.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Dr Kent Myers

6407 Potomac Ave Alexandria, VA 22307-1404 myersk1@gmail.com

TPB Public Comment

From: katherine.bittner@everyactioncustom.com on behalf of Katherine Leshchiner
<katherine.bittner@everyactioncustom.com>
Sent: Monday, April 18, 2022 2:00 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Katherine Leshchiner
14904 Dunvegan Ct Silver Spring, MD 20906-5769 katherine.bittner@gmail.com

TPB Public Comment

From: 120411tigre@everyactioncustom.com on behalf of Jo Doumbia
<120411tigre@everyactioncustom.com>
Sent: Monday, April 18, 2022 12:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Jo Doumbia
7828 Heritage Dr Annandale, VA 22003-5310 120411tigre@gmail.com

TPB Public Comment

From: stefan.a.koch@everyactioncustom.com on behalf of Stefan Koch
<stefan.a.koch@everyactioncustom.com>
Sent: Monday, April 18, 2022 12:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Stefan Koch
69 Gordon Blvd Woodbridge, VA 22192-2511 stefan.a.koch@gmail.com

TPB Public Comment

From: cajsykmd@everyactioncustom.com on behalf of chris a.johnson
<cajsykmd@everyactioncustom.com>
Sent: Monday, April 18, 2022 11:57 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

do nothing, this will not help the average american tax payers, we like to drive our vehicles, we do NOT want to live 5 minutes from our employment. we do NOT want mass transportation, or electric cars. we have more natural gas than the middle east! STOP this the new green deal!

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
chris a. johnson
7006 Macbeth Way Sykesville, MD 21784-5954 cajsykmd@verizon.net

TPB Public Comment

From: src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>
Sent: Monday, April 18, 2022 11:05 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:

- 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels
- 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030
- 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:

- 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations;
- 2) Pricing - price parking and road congestion;
- 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments
- 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

TPB Public Comment

From: joshua.wolfgram@everyactioncustom.com on behalf of Joshua Wolfgram
<joshua.wolfgram@everyactioncustom.com>
Sent: Monday, April 18, 2022 9:06 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Joshua Wolfgram
5847 Monticello Rd Alexandria, VA 22303-1301 joshua.wolfgram@outlook.com

TPB Public Comment

From: grebebird@everyactioncustom.com on behalf of Renee Grebe
<grebebird@everyactioncustom.com>
Sent: Sunday, April 17, 2022 9:47 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Your support is critical to making these changes. I ask that you:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,

Renee Grebe

5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

TPB Public Comment

From: JAS@everyactioncustom.com on behalf of Jeffrey Streed <JAS@everyactioncustom.com>
Sent: Sunday, April 17, 2022 6:45 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. Jeffrey Streed
1200 N Quaker Ln Alexandria, VA 22302-3004 JAS@episcopalhighschool.org

TPB Public Comment

From: cagey156@everyactioncustom.com on behalf of kenneth gubin <cagey156@everyactioncustom.com>
Sent: Sunday, April 17, 2022 10:44 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
kenneth gubin
12220 Heather Way Herndon, VA 20170-2433 cagey156@aol.com

TPB Public Comment

From: satjiwan_khalsa@everyactioncustom.com on behalf of Sat Jiwan Ikle-Khalsa
<satjiwan_khalsa@everyactioncustom.com>
Sent: Sunday, April 17, 2022 9:30 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Sat Jiwan Ikle-Khalsa
6719 Conway Ave Apt CSG Takoma Park, MD 20912-4802 satjiwan_khalsa@hotmail.com

TPB Public Comment

From: cindyspeas@everyactioncustom.com on behalf of Cindy Speas
<cindyspeas@everyactioncustom.com>
Sent: Sunday, April 17, 2022 8:23 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

I support the specific asks of Coalition for Smarter Growth:

****Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study:** 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

****Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2:** 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

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

TPB Public Comment

From: paul.atelsek@everyactioncustom.com on behalf of Paul Atelsek
<paul.atelsek@everyactioncustom.com>
Sent: Saturday, April 16, 2022 9:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Paul Atelsek
1007 Mountfort Ct SW Vienna, VA 22180-6469 paul.atelsek@verizon.net

TPB Public Comment

From: psnodgrass@everyactioncustom.com on behalf of Paul Snodgrass
<psnodgrass@everyactioncustom.com>
Sent: Saturday, April 16, 2022 9:38 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 50% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Paul Snodgrass
4401 4th St S Arlington, VA 22204-1405
psnodgrass@mac.com

TPB Public Comment

From: samr309@everyactioncustom.com on behalf of Samuel Ressin <samr309@everyactioncustom.com>
Sent: Saturday, April 16, 2022 12:11 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Samuel Ressin
309 Ayito Rd SE Vienna, VA 22180-5914
samr309@gmail.com

TPB Public Comment

From: shwinj@everyactioncustom.com on behalf of Ashwin Jagannathan
<shwinj@everyactioncustom.com>
Sent: Saturday, April 16, 2022 11:16 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Ashwin Jagannathan
1021 Arlington Blvd Arlington, VA 22209-3926 shwinj@gmail.com

TPB Public Comment

From: walter.weiss@everyactioncustom.com on behalf of walter weiss
<walter.weiss@everyactioncustom.com>
Sent: Saturday, April 16, 2022 8:53 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
walter weiss
7941 Deepwell Dr Bethesda, MD 20817-1927 walter.weiss@verizon.net

TPB Public Comment

From: Renee20191@everyactioncustom.com on behalf of Renee Jakobs <Renee20191@everyactioncustom.com>
Sent: Saturday, April 16, 2022 6:56 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Renee Jakobs
2207 Quartermaster Ln Reston, VA 20191-4507 Renee20191@yahoo.com

TPB Public Comment

From: maryschor@everyactioncustom.com on behalf of Mary Schor <maryschor@everyactioncustom.com>
Sent: Saturday, April 16, 2022 4:01 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities (which will also help many people with disabilities and chronic conditions).

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mary Schor
10320 Westlake Dr Apt 305 Bethesda, MD 20817-6444 maryschor@hotmail.com

TPB Public Comment

From: kristin.rosenthal@everyactioncustom.com on behalf of Kristin Rosenthal
<kristin.rosenthal@everyactioncustom.com>
Sent: Friday, April 15, 2022 5:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

We have to have an all-government approach to even come close to meeting the goals. Thank you for all you do, and I hope we can all meet the pace and scale needed.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Kristin Rosenthal
3236 Woodland Ln Alexandria, VA 22309-2235 kristin.rosenthal@gmail.com

TPB Public Comment

From: jwparcher@everyactioncustom.com on behalf of Jean Wintemute
<jwparcher@everyactioncustom.com>
Sent: Friday, April 15, 2022 3:07 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to take action to reduce our carbon emissions and help to save the planet for our children and grandchildren. The following actions are a step forward:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Jean Wintemute
2252 Cedar Cove Ct Reston, VA 20191-4109 jwparcher@gmail.com

TPB Public Comment

From: namaste1@everyactioncustom.com on behalf of Suzanne Olijar <namaste1@everyactioncustom.com>
Sent: Friday, April 15, 2022 2:33 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

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We can only achieve a livable future with your leadership.

Sincerely,
Mrs Suzanne Olijar
5313 Cat Tail Ct Centreville, VA 20120-1233 namaste1@rocketmail.com

TPB Public Comment

From: revdrwright1@everyactioncustom.com on behalf of Jean Wright <revdrwright1@everyactioncustom.com>
Sent: Friday, April 15, 2022 2:16 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Dr. Jean Wright
12104 Greenway Ct Fairfax, VA 22033-2558 revdrwright1@gmail.com

TPB Public Comment

From: scott.the.peterson@everyactioncustom.com on behalf of Scott Peterson
<scott.the.peterson@everyactioncustom.com>
Sent: Friday, April 15, 2022 9:09 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

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TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Scott Peterson
9928 Woodrow St Vienna, VA 22181-3136
scott.the.peterson@gmail.com

TPB Public Comment

From: eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>
Sent: Friday, April 15, 2022 6:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Eyal Li

7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

TPB Public Comment

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Thursday, April 14, 2022 11:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

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Sincerely,
Mr. Brian Lutenegger
1845 Summit PI NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com

TPB Public Comment

From: judith.fogel.007@everyactioncustom.com on behalf of Judith Fogel <judith.fogel.007@everyactioncustom.com>
Sent: Thursday, April 14, 2022 10:41 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms. Judith Fogel
3001 Park Center Dr Apt 1220 Alexandria, VA 22302-1446 judith.fogel.007@gmail.com

TPB Public Comment

From: muchnick@everyactioncustom.com on behalf of Allen Muchnick
<muchnick@everyactioncustom.com>
Sent: Thursday, April 14, 2022 8:55 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I urge the TPB to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

The TPB should immediately undertake a modification of its upcoming update to Visualize 2045 that 1) removes all arterial and freeway road widening projects that have not yet initiated construction and 2) adopts a comprehensive regional congestion pricing and parking pricing package that will effectively reduce regional VMT and VMT/capital to the targeted levels.

It's long past time to dither and delay effective action.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,

Mr. Allen Muchnick
9625 Park St Manassas, VA 20110-4330
muchnick@capaccess.org

TPB Public Comment

From: apowersb@everyactioncustom.com on behalf of Adam Powers
<apowersb@everyactioncustom.com>
Sent: Thursday, April 14, 2022 4:31 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Mr. Adam Powers
4903 Edgemoor Ln Bethesda, MD 20814-5342 apowersb@gmail.com

TPB Public Comment

From: cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino
<cimino.andrea.m@everyactioncustom.com>
Sent: Thursday, April 14, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: jill.clarke@everyactioncustom.com on behalf of Jill Clarke <jill.clarke@everyactioncustom.com>
Sent: Thursday, April 14, 2022 3:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Jill Clarke
628 Goldsborough Dr Rockville, MD 20850-1913 jill.clarke@gmail.com

TPB Public Comment

From: kendra_music@everyactioncustom.com on behalf of Kendra Holt
<kendra_music@everyactioncustom.com>
Sent: Thursday, April 14, 2022 12:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kendra Holt
1111 University Blvd W Wheaton, MD 20902-3351 kendra_music@hotmail.com

TPB Public Comment

From: pdjburton@everyactioncustom.com on behalf of Patricia Burton
<pdjburton@everyactioncustom.com>
Sent: Thursday, April 14, 2022 7:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Patricia Burton
17120 Queen Victoria Ct Gaithersburg, MD 20877-3651 pdjburton@yahoo.com

TPB Public Comment

From: amorgen@everyactioncustom.com on behalf of Ava Morgenstern
<amorgen@everyactioncustom.com>
Sent: Thursday, April 14, 2022 6:22 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ava Morgenstern
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu

TPB Public Comment

From: mollyphauck@everyactioncustom.com on behalf of Molly Hauck
<mollyphauck@everyactioncustom.com>
Sent: Thursday, April 14, 2022 12:01 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Molly Hauck
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

TPB Public Comment

From: driverj38@everyactioncustom.com on behalf of James Driver <driverj38@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Driver
4718 Bass Pl SE Washington, DC 20019-5145 driverj38@gmail.com

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:43 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Note, TDM means charging people more money for driving. So do it!

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Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:17 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Mr Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: julie.zavala14@everyactioncustom.com on behalf of Julie Zavala <julie.zavala14@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 8:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Julie Zavala
612 Bonifant St Silver Spring, MD 20910-5532 julie.zavala14@gmail.com

TPB Public Comment

From: laurie.m.ryan@everyactioncustom.com on behalf of Laurie Ryan
<laurie.m.ryan@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 8:19 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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

TPB Public Comment

From: jdonovan07@everyactioncustom.com on behalf of Jamison Donovan <jdonovan07@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 7:53 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jamison Donovan
719 Dartmouth Ave Silver Spring, MD 20910-5540 jdonovan07@gmail.com

TPB Public Comment

From: jseb65@everyactioncustom.com on behalf of Jim Sebastian <jseb65@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:11 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jim Sebastian
7423 Baltimore Ave Takoma Park, MD 20912-4102 jseb65@gmail.com

TPB Public Comment

From: charlottcook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottcook2003@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 5:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottcook2003@yahoo.com

TPB Public Comment

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 4:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: rav.bibi@everyactioncustom.com on behalf of Rabbi Binyamin Biber
<rav.bibi@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:59 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Rabbi Binyamin Biber
9039 Sligo Creek Pkwy Apt 1108 Silver Spring, MD 20901-3303 rav.bibi@gmail.com

TPB Public Comment

From: seth.grimes@everyactioncustom.com on behalf of Seth Grimes
<seth.grimes@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Seth Grimes
7300 Willow Ave Takoma Park, MD 20912-4321 seth.grimes@gmail.com

TPB Public Comment

From: Wendessapekes@everyactioncustom.com on behalf of Wendy and Dan Fischer
<Wendessapekes@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 3:06 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Wendy and Dan Fischer
14712 Prince John Ct Burtonsville, MD 20866-1831 Wendessapekes@aol.com

TPB Public Comment

From: bilaucooke@everyactioncustom.com on behalf of Laurine Cooke
<bilaucooke@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 1:54 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Laurine Cooke
317 Timberwood Ave Silver Spring, MD 20901-1924 bilaucooke@msn.com

TPB Public Comment

From: CMEDRESS@everyactioncustom.com on behalf of Connie Dresser
<CMEDRESS@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 1:34 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

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Sincerely,
Ms. Connie Dresser
219 Little Quarry Rd Gaithersburg, MD 20878-5670 CMEDRESS@AOL.COM

TPB Public Comment

From: mjlangelan@everyactioncustom.com on behalf of M Langelan
<mjlangelan@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:57 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: chrismillerdvm@everyactioncustom.com on behalf of Chris Miller
<chrismillerdvm@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:49 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Chris Miller
3904 22nd St NE Washington, DC 20018-3046 chrismillerdvm@gmail.com

TPB Public Comment

From: leslie.b.wharton@everyactioncustom.com on behalf of Leslie Wharton
<leslie.b.wharton@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:45 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

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

TPB Public Comment

From: dragonpern132@everyactioncustom.com on behalf of Lee McNair <dragonpern132@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:43 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

Please don't emphasize electric vehicles. Yes they are slightly better than gas vehicles but we need to cut driving PERIOD not just go from one bad thing to another bad thing. We misuse our resources and increase GHGs when we manufacture, transport, and use electric vehicles. We desperately need to move towards walkable, bikeable communities with local jobs and local food sources. Please READ, study, analyze the 3 most recent IPCC reports; then help educate the public and speed climate mitigation solutions.

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Lee McNair
4707 Chevy Chase Dr Apt 203 Chevy Chase, MD 20815-6463 dragonpern132@gmail.com

TPB Public Comment

From: slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Stewart Mader
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

TPB Public Comment

From: janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 12:20 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,

Ms. Jane Lyons

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

TPB Public Comment

From: grayp3@everyactioncustom.com on behalf of Peter Gray <grayp3@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:57 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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Sincerely,
Peter Gray
1814 Brisbane St Silver Spring, MD 20902-4018 grayp3@gmail.com

TPB Public Comment

From: nturjman@everyactioncustom.com on behalf of Nabila Turjman
<nturjman@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:43 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
Dr. Nabila Turjman
253 Beckwith St Gaithersburg, MD 20878-5606 nturjman@aol.com

TPB Public Comment

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:39 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
Mr. Jacob Barker
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com

TPB Public Comment

From: anitabmorrison@everyactioncustom.com on behalf of Anita Morrison
<anitabmorrison@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:40 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Anita Morrison
9318 Worth Ave Silver Spring, MD 20901-4810 anitabmorrison@gmail.com

TPB Public Comment

From: ashleyvevans@everyactioncustom.com on behalf of Ashley Evans Brookshier
<ashleyvevans@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:38 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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Sincerely,
Ashley Evans Brookshier
7515 Carroll Ave Takoma Park, MD 20912-5715 ashleyvevans@gmail.com

TPB Public Comment

From: slater402@everyactioncustom.com on behalf of Don Slater <slater402@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:35 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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Sincerely,
Don Slater
402 Mansfield Rd Silver Spring, MD 20910-5515 slater402@gmail.com

TPB Public Comment

From: jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:17 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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

TPB Public Comment

From: dcpatton@everyactioncustom.com on behalf of David Patton <dcpatton@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 11:16 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
David Patton
6317 23rd St N Arlington, VA 22205-1915 dcpatton@gmail.com

TPB Public Comment

From: sophiachapin@everyactioncustom.com on behalf of Sophia Chapin
<sophiachapin@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 10:47 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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Sincerely,
Sophia Chapin
8707 Cromwell Dr Springfield, VA 22151-1214 sophiachapin@gmail.com

TPB Public Comment

From: hannahfoll@everyactioncustom.com on behalf of Hannah Follweiler
<hannahfoll@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 10:33 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mrs. Hannah Follweiler
325 N West St Alexandria, VA 22314-2120 hannahfoll@me.com

TPB Public Comment

From: marcoasanchez10@everyactioncustom.com on behalf of Marco Sanchez <marcoasanchez10@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 9:36 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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Sincerely,
Mr. Marco Sanchez
822 N Garfield St Arlington, VA 22201-2051 marcoasanchez10@gmail.com

TPB Public Comment

From: evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser
<evelynsfraser@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:52 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Evelyn Fraser
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

TPB Public Comment

From: chris.e.plano@everyactioncustom.com on behalf of Chris Plano
<chris.e.plano@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:51 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Chris Plano
412 E 27th St Baltimore, MD 21218-4423
chris.e.plano@gmail.com

TPB Public Comment

From: french.l.chris@everyactioncustom.com on behalf of Chris French
<french.l.chris@everyactioncustom.com>
Sent: Wednesday, April 13, 2022 6:18 AM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. Chris French
3172 Stratford Ct Oakton, VA 22124-2734 french.l.chris@gmail.com

TPB Public Comment

From: mikelitt@everyactioncustom.com on behalf of Mike Litt <mikelitt@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:56 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mike Litt
12 1/2 7th St SE Washington, DC 20003-1383 mikelitt@gmail.com

TPB Public Comment

From: faaiq.zarger@everyactioncustom.com on behalf of Faaiq Zarger
<faaiq.zarger@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:02 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Faaiq Zarger

4001 9th St N Apt 1221 Arlington, VA 22203-1965 faaiq.zarger@gmail.com

TPB Public Comment

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 11:01 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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And say NO to ANY toll roads on 270!!! It's a total waste of taxpayer money to fund lanes for the wealthy to commute traffic free while doing NOTHING to relieve congestion for average commuters, and doing NOTHING to decrease pollution and global warming. Spend taxpayer money on increasing mass transit, not subsidizing the rich and automobile transportation.

Thank you.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424

sedond@yahoo.com

TPB Public Comment

From: peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 8:50 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Note -- I'm sorry to see that in most American cities Vision Zero isn't succeeding -- I'm not sure what the numbers are for Arlington. We need to redouble our efforts. Thank you.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr. Peter Harnik
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

TPB Public Comment

From: zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson
<zferguson.advocacy@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 8:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Zachary Ferguson
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

TPB Public Comment

From: king.rebekah@everyactioncustom.com on behalf of Rebekah King
<king.rebekah@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 7:35 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Rebekah King
1906 Belford Ct Frederick, MD 21702-3048 king.rebekah@rocketmail.com

TPB Public Comment

From: HWhite@everyactioncustom.com on behalf of Howard White <HWhite@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 7:14 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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While some experts wrote most of this piece, I want to be clear that I fully agree with this position and will take it into account when voting and when donating to campaigns.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Mr Howard White
7611 13th St NW Washington, DC 20012-1429 HWhite@Yahoo.com

TPB Public Comment

From: cynthia_howell@everyactioncustom.com on behalf of Cynthia Howell
<cynthia_howell@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:37 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:28 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
John Burke
3916 7th St S Arlington, VA 22204-1522
john.burke.1981@gmail.com

TPB Public Comment

From: LDBDC@everyactioncustom.com on behalf of Louise Brodnitz <LDBDC@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 6:19 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

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

TPB Public Comment

From: uranium_harrow_0x@everyactioncustom.com on behalf of Ivy Main <uranium_harrow_0x@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 5:10 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Ivy Main
1331 Merchant Ln Mclean, VA 22101-2413
uranium_harrow_0x@icloud.com

TPB Public Comment

From: dcstallworth@everyactioncustom.com on behalf of Douglas Stallworth
<dcstallworth@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:57 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: mike4petworth@everyactioncustom.com on behalf of Michael Whelan
<mike4petworth@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:44 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Michael Whelan
4014 Kansas Ave NW Apt 105 Washington, DC 20011-5787 mike4petworth@gmail.com

TPB Public Comment

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 4:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Steven Vogel

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

TPB Public Comment

From: katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey
<katiemccaskey@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:46 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Katherine McCaskey
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

TPB Public Comment

From: kevchis@everyactioncustom.com on behalf of James Chisholm <kevchis@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:41 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
James Chisholm
602 23rd St S Arlington, VA 22202-2514
kevchis@aol.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:39 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran
<kevinmohalloran@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:38 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

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Sincerely,
Kevin OHalloran
100 I St SE Washington, DC 20003-4846
kevinmohalloran@gmail.com

TPB Public Comment

From: russell.emily.k@everyactioncustom.com on behalf of Emily Russell
<russell.emily.k@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:36 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Emily Russell
809 6th St NW Apt 34 Washington, DC 20001-5901 russell.emily.k@gmail.com

TPB Public Comment

From: RussellVGross@everyactioncustom.com on behalf of Russell Gross
<RussellVGross@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:32 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Russell Gross
7035 Leebrad St Springfield, VA 22151-3510 RussellVGross@aol.com

TPB Public Comment

From: lmartingrid2.0@everyactioncustom.com on behalf of Larry Martin <lmartingrid2.0@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:27 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Dr. Larry Martin

3407 34th PI NW Washington, DC 20016-3135 lmartingrid2.0@gmail.com

TPB Public Comment

From: klamcd@everyactioncustom.com on behalf of Caroline Klam <klamcd@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:25 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

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TPB's climate study found that achieving our climate targets is doable but only if the region's leaders are fully committed to addressing its largest source of climate pollution: transportation.

We can only achieve a livable future with your leadership.

Sincerely,
Ms Caroline Klam
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com

TPB Public Comment

From: jjc_tesl@everyactioncustom.com on behalf of John Courtney <jjc_tesl@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:24 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

TPB's Climate Change Mitigation Study (CCMS) showed that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policies. These strategies also improve our region's affordability, health, access to daily needs, equity and sustainability.

Specifically, I call on you to:

- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
Mr. John Courtney
4813 Poplar Dr Alexandria, VA 22310-1340 jjc_tesl@yahoo.com

TPB Public Comment

From: hugh.kenny535@everyactioncustom.com on behalf of Hugh Kenny <hugh.kenny535@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:15 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.

- Commit to pursue the types of strategies in the Mode Shift and Travel Behavior Scenarios 1 and 2: 1) Land use - prioritize transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving the adopted COG housing targets with a focus on housing in high-capacity transit station locations; 2) Pricing - price parking and road congestion; 3) Sustainable modes - prioritize transit, walking, biking, and complete street safety investments; and 4) Transportation Demand Management - provide flexibility and equity in employee commuter benefits and facilitating telework opportunities.

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We can only achieve a livable future with your leadership.

Sincerely,
Hugh Kenny
3760 Whitewood Rd The Plains, VA 20198-2330 hugh.kenny535@gmail.com

TPB Public Comment

From: ile@everyactioncustom.com on behalf of Ileana Schinder <ile@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:15 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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- Set specific, numerical performance targets in Visualize 2045 informed by TPB's climate study: 1) Reduce greenhouse gas emissions from on-road transportation 33-43% by 2030 relative to 2005 levels; 2) Achieve and surpass the Biden administration goal for 50% of vehicle sales, which equates to roughly 20-25% of vehicles on the road, to be zero emission by 2030; and 3) Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
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We can only achieve a livable future with your leadership.

Sincerely,
Ms. Ileana Schinder
6316 2nd St NW Washington, DC 20011-1428 ile@ileanaschinder.com

TPB Public Comment

From: shudson307@everyactioncustom.com on behalf of Stephen Hudson <shudson307@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:14 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Stephen Hudson
933 6th St SW Washington, DC 20024-3800 shudson307@gmail.com

TPB Public Comment

From: alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:13 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Mr Alek Becker
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com

TPB Public Comment

From: ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

TPB Public Comment

From: rustymco@everyactioncustom.com on behalf of James Mather
<rustymco@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals
Categories: V45 - Full slate, V45 - I-495 & I-270

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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We can only achieve a livable future with your leadership.

Sincerely,
Mr. James Mather
9204 Ox Rd Lorton, VA 22079-3423
rustymco@yahoo.com

TPB Public Comment

From: arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy
<arieldkennedy@everyactioncustom.com>
Sent: Tuesday, April 12, 2022 3:12 PM
To: TPBcomment
Subject: Adopt the full slate of necessary climate-transportation strategies and goals

Categories: V45 - I-495 & I-270, V45 - Full slate

Dear Transportation Planning Board (TPB),

84% of the DC region's residents want their local elected officials to consider climate change when planning transportation (TPB Voices of the Region survey of 2,400 residents, Fall 2020). I am one of those residents, and I ask you and your fellow members of the National Capital Region Transportation Planning Board (TPB) to adopt the full slate of necessary climate strategies at your April 20 meeting.

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Sincerely,
Ariel Kennedy
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

TPB Public Comment

From: Michael Travis (mtps88@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 7:23 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There is too much spending for highway expansion and not enough for mass transit and bicycle alternatives.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Travis
3 Ridge Rd Unit G
Greenbelt, MD 20770
mtps88@gmail.com
(240) 565-1162

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Rufino Velazquez (rufino@duck.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 3:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our resources should be redirected to better multimodal infrastructure that is accessible for all: bikes, buses, trains, pedestrian walkways with accessibility in mind. Remote and hybrid work is the future of the workforce and we need to move people and not cars. Please do the right thing for a better environment and the future of humanity.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Rufino Velazquez
12732 Veirs Mill Rd Apt 303
Rockville, MD 20853
rufino@duck.com
(210) 724-7484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nora Swisher (noswisher@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:16 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop investing in future fossil fuel infrastructure. Instead, the funds could be used for something that will serve people more equitably, protect local ecosystems, and help meet our climate goals!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nora Swisher
14652 Woonsocket Dr
Silver Spring, MD 20905
noswisher@gmail.com
(571) 432-6735

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Charles Macarthur (charles.macarthur@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 11:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

The highways are a public good that improve the lives of everyone, not just through their personal driving but through commerce and connections. They have traditionally and properly been paid for by taxes. Charging tolls and having private construction companies control those tools is counter to American traditions. Plus, we need to be promoting more transit options to reduce climate change. This is a critical problem that will be made worse by expanding highways.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charles Macarthur
4702 Fort Sumner Dr
Bethesda, MD 20816

charles.macarthur@gmail.com
(301) 320-2723

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Frances Hickey (fran.hickey@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 10:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need a monorail built by or over 270 and 495 into Virginia. We need to rethink transportation so that our highways don't continue to be parking lots. That is, at a standstill with engines running and spewing additional pollution into the atmosphere. If you build more roads, more cars will come and in less than 2 years we will again be at a standstill, if it even takes that long.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Frances Hickey
7701 Winterberry Pl
Bethesda, MD 20817
fran.hickey@gmail.com

(301) 229-1859

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Quinn (barbara@barbaraquinn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 5:34 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Quinn
286 New Mark Esplanade
Rockville, MD 20850
barbara@barbaraquinn.com
(301) 294-6890

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Brenda Braham (bbraham@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 2:58 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please stop this boondoggle and look for other more environmentally conscious solutions. Toll roads do absolutely nothing to fix the traffic problems in our area other than for people who can afford to take them.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brenda Braham
12217 Peach Crest Dr Apt C
Germantown, MD 20874
bbraham@earthlink.net
(301) 540-5383

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Glenn Fyfe (gafyfe@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 2:26 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Fyfe
3207 Castleleigh Rd
Beltsville, MD 20705
gafyfe@hotmail.com
(301) 645-2677

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Juan Ramos Paniagua (jpan71@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:11 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Our state and our country in general is losing very quickly forests and other natural areas. These massive changes in our environment will end up affecting our own quality of life, specially our children's

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Juan Ramos Paniagua
18307 Honeylocust circle
Gaithersburg , MD 20879
jpan71@yahoo.com
(301) 990-9184

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Laytham (jgibblaytham@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

My children deserve a sustainable climate future.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Laytham
3314 Coquelin Ter
Chevy Chase, MD 20815
jgibblaytham@hotmail.com
(703) 303-8492

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ruth Nogueron (ruth.nogueron@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Friday, April 22, 2022 12:01 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ruth Nogueron
18307 Honeylocust Cir
Gaithersburg, MD 20879
ruth.nogueron@gmail.com
(301) 325-0587

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nancy Rappaport (nancerama@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Rappaport
10311 Royal Rd
Silver Spring, MD 20903
nancerama@hotmail.com
(301) 439-0634

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Corina Cooling (antoinettesmasher@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Corina Cooling
2317 Fire House Rd
Hyattsville, MD 20785
antoinettesmasher@gmail.com
(936) 355-2536

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kristen Brown (brown.jk@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristen Brown
5517 Lake Dr
Rockville, MD 20853
brown.jk@verizon.net
(301) 460-1806

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tim Crowley (tim_j_crowley@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:53 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tim Crowley
15004 Butterchurn Ln
Silver Spring, MD 20905
tim_j_crowley@hotmail.com
(240) 432-8667

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Evan Krichevsky (evank2@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:48 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Evan Krichevsky
9205 Copenhaver Dr
Potomac, MD 20854
evank2@aol.com
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lisa Hemmer (lisakay.hemmer@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:01 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please end Hogan's deference to Virginia's transportation nightmare. Do not turn I-495 into the same toll roads in Va, that do NOT move fast, because they are already too full. Figure out environmentally friendly transportation. I live off of Cabin John. Exit 39 is my exit. Do not turn it into more of a mess than it is, and more of an incentive for Virginia to keep tearing up I-66.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lisa Hemmer
5204 Wehawken Rd
Bethesda, MD 20816
lisakay.hemmer@gmail.com

(301) 320-6733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Gole (skipgole@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:17 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We need to stop wasting taxpayer dollars on inadequate, inefficient costly road projects. Their cost is not an effective use of our money to solve the lack of transit capability.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Gole
9400 Ewing Dr
Bethesda, MD 20817
skipgole@gmail.com
(202) 930-7134

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tracy Snell (smartwoman3@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:06 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are other better solutions to traffic congestion. We built the ICC and it is under-utilized. There is no reason to believe the building toll lanes would work any better. Creating solutions that allow those with money alternatives while leaving those without money behind to deal with the mess is not a fair solution

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tracy Snell
4534 Avondale St.
Bethesda, MD 20814
smartwoman3@aol.com
(301) 913-0180

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ellen Mcneirney (ellen.frank@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 7:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ellen Mcneirney
4400 East West Hwy
Bethesda, MD 20814
ellen.frank@verizon.net
(301) 652-1125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Christina Micek (christina.micek@natgeo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:30 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

This matters to me because I would like to put our scarce resources into innovative solutions, not more roads that will increase pollution and greenhouse gases killing our planet. I think personal electronic car share with convenient locations might be a better idea.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic on I-270 during the evening rush hour if the toll lanes were built!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christina Micek
10301 Strathmore Hall St Apt 402

North Bethesda, MD 20852
christina.micek@natgeo.com
(617) 435-1187

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kristina Borrer (tina@atscomms.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:25 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kristina Borrer
10602 Pinedale Dr
Silver Spring, MD 20901
tina@atscomms.com
(301) 728-5510

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kevin Patti (kevin_patti@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 6:12 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kevin Patti
1414 Flora Ter
Silver Spring, MD 20910
kevin_patti@hotmail.com
(301) 585-3619

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Linda Bergofsky (bergo72@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:48 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

I live in the Montgomery County Agricultural Reserve. Expansion of I-270 and I-495 do not help the economic well being of the Ag Reserve; I'd rather see the State and County take decisive action to restore White's Ferry instead. In fact, more sprawl and development adjacent to these interstates already causes traffic congestion, poor air quality, and lower quality of life. It takes me 30 minutes to go from my house to I-270, which is only 16 miles away. I don't want my tax dollars supporting more cars on the road. Please do not pave over my paradise.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Linda Bergofsky
17317 Hughes Rd
Poolesville, MD 20837

bergo72@hotmail.com
(410) 536-5852

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Faith Kirk (kishri@comcast.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Faith Kirk
740 College Pkwy
Rockville, MD 20850
kishri@comcast.net
(301) 340-9013

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Ekman (robertekman@comcast.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Ekman
11401 S Glen Rd
Potomac, MD 20854
robertekman@comcast.net
(301) 801-4752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennie Gosche (polarbearpals@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:27 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

Please do not continue to support Mr. Hogan's plans for I-495 and I-270 widening and tolls. Past road changes in Montgomery County, with promises about ending beltway and 270 grid-lock, did not materialize. Massive wildlife death from forest clearing, and increased smog and bumper to bumper traffic are what we can expect from this latest scheme. We do not need more miles of roads. We need improved mass transit NOW.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennie Gosche
3333 University Blvd W Apt 309
Kensington, MD 20895
polarbearpals@gmail.com

(202) 255-6143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Melissa Sedwick (msedwick@rocketmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:20 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

With so many more people working remotely on a permanent basis now there is no need for this plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Melissa Sedwick
4004 Van Buren St
University Park, MD 20782
msedwick@rocketmail.com
(202) 531-8080

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Naomi Weisman (marketqn@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 5:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Naomi Weisman
7318 Greentree Rd
Bethesda, MD 20817
marketqn@verizon.net
(240) 481-2604

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Katherine White (kcwd50@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Katherine White
17705 Hollingsworth Dr
Rockville, MD 20855
kcwd50@hotmail.com
(301) 330-9306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vivienne Ascher (vzascher@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:26 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vivienne Ascher
31 Lake Park Ct
Germantown, MD 20874
vzascher@gmail.com
(301) 540-3659

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Gayle Countryman-Mills (gaylelcm@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 4:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Gayle Countryman-Mills
11906 Oden Ct
Rockville, MD 20852
gaylelcm@gmail.com
(301) 468-0736

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elizabeth Moore (moore.betsy@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 3:49 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Moore
311 Cedar Ave
Gaithersburg, MD 20877
moore.betsy@gmail.com
(888) 888-8888

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennifer Rossmere (jayrossmere@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 3:29 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

There are many reasons listed in the message below that support removing the entire I-495 and I-270 toll lane project from the long range plan. We need to find other alternatives that are fair, will actually help lesson congestion and will not increase the cost or time it takes to drive. The Toll Lane project doesn't make sense and needs to be removed now.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Rossmere
14134 Flint Rock Rd
Rockville, MD 20853
jayrossmere@gmail.com
(301) 460-8791

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vanessa Burrows (v.burrows1@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:50 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Burrows
13709 Mills Ave
Silver Spring, MD 20904
v.burrows1@hotmail.com
(973) 432-2951

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Steven Stryker (scstryker@juno.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Steven Stryker
9709 Key West Ave Apt 281
Rockville, MD 20850
scstryker@juno.com
(301) 570-9469

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie D.L Smith (dancesmith7@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:17 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, V45 - Other emails

Dear Transportation Planning Board,

We should not be green-lighting ANY transportation project that caters to and supports the fossil fuel industry. The climate crisis is real and now, and is an existential threat to all life and the life of the planet. This Hogan plan for added toll lanes is a regressive, unsustainable, and inequitable (racist) project that should be scrapped in favor of sustainable and equitable transit and other transportation options with a serious eye to the future wellbeing of Marylanders and the entire DVM area.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie D.L Smith
7111 Braeburn Pl
Bethesda, MD 20817

dancesmith7@gmail.com
(301) 938-2348

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joan Murtagh (padlr2@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joan Murtagh
7115 Garland Ave
Takoma Park, MD 20912
padlr2@hotmail.com
(571) 241-6669

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marshall Forrester Ilzi (mafiii51@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 2:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It's so stupid

Just like our representatives who can't see the problems they continue to cause

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marshall Forrester Ilzi
125 S Potomac St
Baltimore, MD 21224
mafiii51@hotmail.com
(443) 683-6236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Hickey (hickeyma@georgetown.edu) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:58 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am disappointed to hear that this plan is still being considered. Please rethink this and come up with a better plan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Hickey
3404 Anderson Rd
Kensington, MD 20895
hickeyma@georgetown.edu
(301) 949-3375

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Harry Schaefer (harry_schaefer@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:37 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Harry Schaefer
310 Marvin Rd
Silver Spring, MD 20901
harry_schaefer@yahoo.com
(301) 593-1907

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Patricia Glander (pmcglander@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There have been times when we've been in toll lines on the Dulles road for 20 minutes. And It's getting too expensive to travel from point A to point B as it is. In addition, I don't think private companies should own any public road. But the main thing is I feel any plan that kills so many trees and affects so many people and animals needs rethinking. Please help.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Glander
1902 Everest St
Silver Spring, MD 20902

pmcglander@verizon.net
(301) 593-1190

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Zach Christensen (zachchristensen1@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 1:01 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

I drive on 270 and 495 almost every day. But I've also spent enough time in Northern Virginia to see how horribly their toll road system works. Please invest instead in public transportation and better, denser development so we have a better, more sustainable system. The environment and future generations will benefit.

Sincerely,

Zach Christensen
3736 Blue Lobelia Way
Rockville, MD 20852
zachchristensen1@gmail.com
(202) 948-9030

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elaine Preston (eljobarry@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:29 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elaine Preston
4624 Wissahican Ave
Rockville, MD 20853
eljobarry@aol.com
(301) 933-7776

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Edna Boyle-Lewicki (edna.boylelew@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:15 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I have lived a block south of the Beltway since 1997, in Woodside. I chose this area for walkable streets and access to transit. I am disabled and do not want more cars polluting the air and jamming the roads. More people should use transit. The last thing we need is more auto traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edna Boyle-Lewicki
1811 Locust Grove Rd
Silver Spring, MD 20910
edna.boylelew@gmail.com
(301) 755-3236

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Peter Kovach (pjkove@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:13 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This hairbrained scheme is undemocratic and discriminatory. Look at the mess in neighboring VA. I will oppose anyone who supports this initiative in the next election. For me, who was a fan of Governor Hogan, especially painful.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peter Kovach
4607 Cooper Ln
Bethesda, MD 20816
pjkove@aol.com
(301) 951-0143

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Allen Yun (yunschubert@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Allen Yun
1613 Auburn Ave
Rockville, MD 20850
yunschubert@gmail.com
(301) 217-0546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kit Mason (kitmason@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 12:04 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

For 30 years I have heard the Washington Beltway's noise at all hours, constantly. I am half a mile from it, but its noise is constant. Its pollution is constant. I don't want it to be enlarged, reconstructed, added to, creating more noise, creating more pollution.

We don't need toll lanes. We don't need diminished parks and back yards and the destruction of 3000 homes in this county just for Hogan's pipe dream. Why should anyone's home be taken over and destroyed for no good reason?

I would far rather see a greater investment in public transportation. The Purple Line is coming, but is not here yet. I see news articles about reducing bus transportation -- I never see a good reason for that. Buses tie together neighborhoods and the Metro.

Many, many people have moved to working from home all or part time in the past two years. The pattern of traffic has changed greatly -- but this plan makes no acknowledgement of that change.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kit Mason
1508 Sanford Rd
Silver Spring, MD 20902
kitmason@gmail.com
(301) 681-7891

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Taina Litwak (litwak@his.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:53 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is not going to help Maryland or the planet

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Taina Litwak
13029 Chestnut Oak Dr
Darnestown, MD 20878
litwak@his.com
(301) 527-0569

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Philips (aphilips@igc.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I can afford the private toll lanes, but I favor rapid transit and useful buses like the bus to BWI. Special lanes for the wealthy are undemocratic. Let's find better solutions that also address climate issues and run-off and sprawl.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Philips
403 McCauley St
Washington Grove, MD 20880
aphilips@igc.org
(301) 963-5781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Darcy King-Leatham (darcyking02@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We must do what we can to end our reliance on gas powered vehicles. Expanding I-495 and I-270 would prolong it.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Darcy King-Leatham
4510 Dalton Rd
Chevy Chase, MD 20815
darcyking02@gmail.com
(301) 215-9293

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Victoria Cross (victoriaac1978@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:37 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Victoria Cross
19024 Coltfoot Ct
Montgomery Village, MD 20886
victoriaac1978@gmail.com
(240) 277-5147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie Brooks (bobbibrooks111@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please do NOT create more expensive toll roads on 495 and 270. After enduring years of construction, Marylanders' are sick of sprawl, unhealthy air pollution, and gas emissions. Please do Not continue to tear down trees and shrubs in an effort to make more money for our county.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Brooks
3002 Edgewood Road
Kensington, MD 20895
bobbibrooks111@gmail.com
(615) 630-9703

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Arevalo (annarevalo@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:23 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Our region should be leading the way in eliminating our dependence on fossil fuels. Expanding and privatizing the Beltway and I-270 is not the way forward.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Arevalo
10801 Torrance Dr
Kensington, MD 20895
annarevalo@hotmail.com
(301) 933-8879

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Eric McKenzie (mckerih@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:17 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric McKenzie
20 Hillside Rd Unit R
Greenbelt, MD 20770
mckerih@gmail.com
(301) 364-7145

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Elizabeth Geffert (egeffert@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:16 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Elizabeth Geffert
11806 Grandview Ave
Wheaton, MD 20902
egeffert@gmail.com
(301) 229-0353

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Eric Howell (eric.a.howell@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Obviously this plan is a disaster for our community, our future and our Environment. Please put a stop to the nonsense proposal and work to protect our future. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Eric Howell
7103 Connecticut Ave
Chevy Chase, MD 20815
eric.a.howell@verizon.net
(301) 654-4299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leo Shapiro (leoshapiro99@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leo Shapiro
6907 Rhode Island Ave
College Park, MD 20740
leoshapiro99@gmail.com
(301) 864-1393

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Matthew Vogt (matt_vogt@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:11 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Expansion of I-495 and I-270 will not solve the traffic problem and cause increased strain on communities around the beltway. We need to mitigate the increased number of cars and pollution and move to more public transportation and provide revitalize areas that are away from the beltway for business development in a sustainable way.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Matthew Vogt
655B Main St
Gaithersburg, MD 20878
matt_vogt@hotmail.com
(301) 538-2260

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: JAMES WALKER (oldwalkerjw@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The citizens of Maryland are fed up with our political leaders finding ways to increase public responsibility for costs of providing infrastructure. The federal government has allocated funding for highways, and for their maintenance ' The toll road system will cost our citizens more over the long term than an efficiently run Department of Transportation.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

JAMES WALKER
4401 Thornhurst Drive
Olney, MD 20832

oldwalkerjw@hotmail.com
(240) 762-7921

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ken Bawer (kbawer@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 11:04 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please help stop the 495 and 270 toll lanes. This money should be spent on mass transit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ken Bawer
8 Cleveland Ct
Rockville, MD 20850
kbawer@msn.com
(301) 545-1809

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Alex Culver (vwgrapes2@ymail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Alex Culver
9305 Ogden Pl
Lanham, MD 20706
vwgrapes2@ymail.com
(301) 918-4089

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: A. Joyce Lipman (joycebl2@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:54 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am urging you to oppose the "Cadillac lanes" proposal for Rte 270 and the beltway. The focus here is on traffic alone, not on more climate-friendly ways to solve the problem of clogged roads. We need to encourage mass transit. As I understand it, the Governor's own study shows that commuters would spend an extra 10 minutes on the roads, even when people who could afford it were willing to spend up to \$50/hour to avoid rush hour traffic. This project clearly has to go back to the drawing board.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

A. Joyce Lipman
701 Falls Grove Dr
Rockville, MD 20850

joycebl2@yahoo.com
(301) 279-9347

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Paukstis (jjpbird@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Paukstis
3620 Littledale Rd.
Kensington, MD 20895
jjpbird@gmail.com
(240) 252-9181

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Maggie Taylor (magthecat1@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:47 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Maggie Taylor
12403 Village Square Ter Apt 401
Rockville, MD 20852
magthecat1@yahoo.com
(415) 419-6451

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nancy Shaw (nbshaw@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Ditch this plan!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nancy Shaw
7817 Tomlinson Ave
Cabin John, MD 20818
nbshaw@aol.com
(315) 354-5253

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Carl Sabath (rubecarl@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carl Sabath
17049 Briardale Rd
Derwood, MD 20855
rubecarl@verizon.net
(301) 330-9008

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joshua Klemm (jklemm@internationalrivers.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:31 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joshua Klemm
10004 Grayson Ave
Silver Spring, MD 20901
jklemm@internationalrivers.org
(202) 492-8904

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Vanessa Kranz (nessa.kranz@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Vanessa Kranz
8852 Thomas Lea Ter
Montgomery Village, MD 20886
nessa.kranz@gmail.com
(240) 687-1124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Joyce Siegel (joybsiegel@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:21 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We need problem solving...not problem producing....our futures depend on addressing climate change

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Joyce Siegel
11801 Rockville Pike Apt 1112
Rockville, MD 20852
joybsiegel@aol.com
(301) 881-8389

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Kenneth Lerch (nalcbr3825@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Kenneth Lerch
2909 Parker Ave
Wheaton, MD 20902
nalcbr3825@aol.com
(301) 942-0071

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michele Lieban Levine (michele.lieban@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:09 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We've got to get people out of their cars and into public transportation or ride-share situations. Toll roads just favor the rich. I know we live in a vast country, but how did European countries, Japan, and China manage to create brilliant train/tram/subway/bus infrastructure and we didn't?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Lieban Levine
6505 Elgin Ln
Bethesda, MD 20817
michele.lieban@gmail.com
(301) 787-0891

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Janet Carpenter (janetakron@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 10:08 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Janet Carpenter
4206 Underwood St
University Park, MD 20782
janetakron@gmail.com
(330) 836-3248

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Fine (fine16@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:59 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan! Make it so.

Sincerely,

Michael Fine
10118 Parkwood Dr
Bethesda, MD 20814
fine16@msn.com
(301) 493-6815

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Patricia Sweet (karen9999@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:59 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Patricia Sweet
9121 Bradford Rd
Silver Spring, MD 20901
karen9999@verizon.net
(301) 588-3104

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: J. Scharff (scharffj@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:58 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Inducing even more driving of cars is exactly the opposite of the kinds of policies we need now. There is already too much driving, traffic, pollution, sprawl development, expense of maintaining all this infrastructure. Instead we need better zoning, so more people can live near work, better transit for commuting, more walkable, bikeable neighborhoods, etc.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

J. Scharff
8609 Brandt Pl
Bethesda, MD 20814
scharffj@gmail.com
(301) 656-9069

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michael Italiano (michael.italiano@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michael Italiano
7209 13th Ave
Takoma Park, MD 20912
michael.italiano@gmail.com
(917) 913-8306

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jeffrey Shires (jmsjazzfan@comcast.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:47 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeffrey Shires
2 Kirkfield Ct
Rockville, MD 20850
jmsjazzfan@comcast.net
(301) 300-1049

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Karen Barr And Andrew Engel (purplessbe@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:43 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Adding new lanes does not reduce congestion- it just increases induced demand! Therefore it will increase the number of cars driving instead of carpooling or public transit options. This is bad for the climate and bad for communities. Invest in public transit instead!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Karen Barr And Andrew Engel
5611 Overlea Rd
Bethesda, MD 20816
purplessbe@gmail.com
(301) 562-7200

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Peirce Hammond (peirceah.03.01@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270, Remove the entire I-495 and I-270

Dear Transportation Planning Board,

This matters to me because I live within the triangle composed of both 270 spurs plus 495. My property is close to the Beltway and could be grabbed up through eminent domain!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Peirce Hammond
9904 Fleming Ave
Bethesda, MD 20814
peirceah.03.01@gmail.com
(301) 897-0925

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Christopher Ecker (cecker@me.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:28 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Christopher Ecker
112 Calvert Rd
Rockville, MD 20850
cecker@me.com
(301) 490-3833

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robert Bingaman (bob.bingamanjr@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:27 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robert Bingaman
7502 Holly Ave
Takoma Park, MD 20912
bob.bingamanjr@gmail.com
(301) 585-7125

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Donald Byrne (donbyrne@donbyrne.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:25 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Byrne
3936 Rickover Rd
Silver Spring, MD 20902
donbyrne@donbyrne.com
(301) 523-8563

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner
6805 40th Ave
University Park, MD 20782
cjrt@juno.com
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Catherine Turner (cjrt@juno.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:23 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Catherine Turner
6805 40th Ave
University Park, MD 20782
cjrt@juno.com
(301) 864-7743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John Kester (john.e.kester@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:18 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Toll roads not a good bet. We need fewer cars, actually fewer people. If we build roads, new congestion will eventually occur. Our neighborhood is struggling to find EV charging stations. I contribute heavily to planned parenthood; that's better than disease, starvation, pollution, accidents, murder and war at reducing our human impact.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John Kester
624 Sonata Way
Silver Spring, MD 20901
john.e.kester@earthlink.net
(301) 754-1260

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Charlotte Barkley (casbarkley@msn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:16 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There are so many wonderful places around here that I've never seen because I cannot get there without driving. Traffic is awful, parking is awful, and the stress it all generates is beyond awful. Toll lanes won't improve the traffic problem and will not make all these other areas more accessible. Use transportation monies to maintain, improve, and extend public transportation that can be used by citizens from all the social and economic levels of Maryland. We definitely do not need more highways like the toll lanes, which only benefit wealthy auto owners or the maglev train which will help an even smaller group.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Charlotte Barkley
3128 Gracefield Rd Apt 620

Silver Spring, MD 20904
casbarkley@msn.com
(301) 725-7690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Geoffrey W Patton (gwpatton@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Having commuted to Frederick for work for years and knowing I-270 and -495 well, I can attest that toll lanes will not be worth any loss of trees, road access, or any other benefit I can see. Worse, that is not a plan to help our climate. Better to pay people to work remotely, carpool, or other strategies rather than clog up the works with years of work for slim, if any, benefit.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Geoffrey W Patton
12313 Clement Ln
Silver Spring, MD 20902
gwpatton@gmail.com

(301) 946-5233

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Genevieve Hannan (genevievehan@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Genevieve Hannan
9507 Monroe St
Silver Spring, MD 20910
genevievehan@gmail.com
(240) 603-3752

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Pat Burton (pdjburton@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:12 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pat Burton
17120 Queen Victoria Ct Apt 302
Gaithersburg, MD 20877
pdjburton@yahoo.com
(240) 604-3102

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Aimee Coogan (aimeecoogan@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:09 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Aimee Coogan
16960 Oakmont Ave
Gaithersburg, MD 20877
aimeecoogan@verizon.net
(301) 519-2781

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dina Lassow (drlassow@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 9:00 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

More highways only mean more cars. We need less driving - not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dina Lassow
16 Hesketh St
Chevy Chase, MD 20815
drlassow@gmail.com
(301) 654-2733

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:57 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field
9307 Long Branch Pkwy
Silver Spring, MD 20901
scribers@verizon.net
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Malcolm Versel (maversel@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:55 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Having experienced the truly awful - and frighteningly expensive - "fix" that Virginia implemented on I-66, it would be a daily nightmare to have to endure a similar "fix" so close to my home. ABANDON this very ill-conceived plan and implement a plan for the 21st Century. We must REDUCE and REMOVE single vehicle traffic and replace it with mass transit. That is the only way to grow and continue to healthfully inhabit our environment.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Malcolm Versel
6101 Calwood Way
Rockville, MD 20852
maversel@gmail.com

(954) 635-7173

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Wilson (barbara.wilson.105@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:54 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Wilson
4607 Woodfield Rd
Bethesda, MD 20814
barbara.wilson.105@gmail.com
(301) 530-4099

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marc and Renee Gruber (vegierebbe@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I am a rabbi living in Bethesda and serving a congregation in Frederick. In addition to environmental reasons to scrap this scheme, the idea of paying more for sitting in traffic is appalling.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marc and Renee Gruber
4982 Sentinel Dr Apt 302
Bethesda, MD 20816
vegierebbe@hotmail.com
(516) 764-7767

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dennis Lang PhD (dlang29@frontier.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:51 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It is too expensive and will not result in less congestion. It will result in property devaluation and disruption of resident living conditions.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dennis Lang PhD
14804 Fireside Dr
Silver Spring, MD 20905
dlang29@frontier.com
(301) 879-8213

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Julie Walters (jwrdog@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:50 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The forests and mature trees are disappearing for highways and parking lots. Humans need to take up less space. Not more

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Julie Walters
7021 Oak Forest Ln
Bethesda, MD 20817
jwrdog@verizon.net
(301) 275-1360

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Robin Yang (robinyang8@me.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:43 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I do not believe that the answer to our congestions in the DC metro area is more tolls and added freeway lanes. I do not support Gov. Hogan's strategies for managing the future of travel in this area. More money and efforts should be put into innovative strategies for alternative ways to get around the metro area. I am horrified by the amount of park land that will be lost in the surround communities if his strategy is allowed to pass. Please vote against this.

Sincerely-
Robin Yang
Resident
Chevy Chase

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Robin Yang

8409 Freyman Dr
Chevy Chase, MD 20815
robinyang8@me.com
(612) 751-5226

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Carol Amburgey (carol_amburgey@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:42 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

By the time this highway system is built, we will have less cars using it so it will be a waste of taxpayers money and houses will be subject to eminent domain needlessly and we will lose important trees.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Carol Amburgey
14300 Gaines Avenue
Rockville , MD 20853
carol_amburgey@yahoo.com
(301) 296-6291

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Thomas Gross (tommyerols@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:38 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I moved to Montgomery County from DC hoping to live near cleaner air and more trees. Don't let my decision be a mistake. This regressive policy to favor cars and private businesses over quality of life for the small people who live here is insulting and frankly, frightening. Please value our needs over these blatant attempts to transfer public goods to private investors.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Gross
16527 Grande Vista Dr
Derwood, MD 20855
tommyerols@gmail.com

(202) 277-0443

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: James Zwiebel (zwiebelj@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:36 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

James Zwiebel
6317 Kenhowe Dr
Bethesda, MD 20817
zwiebelj@verizon.net
(301) 758-0128

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lauren Cosgrove (obrient5150@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:30 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lauren Cosgrove
6 Warde Ct
Potomac, MD 20854
obrient5150@gmail.com
(301) 365-2433

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Dale Connelly (dazzena@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:35 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Dale Connelly
10700 Lombardy Rd
Silver Spring, MD 20901
dazzena@gmail.com
(301) 681-2945

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Laura Henschel (laura@laurahenschel.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:30 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Hello,

We should not do this project that creates tolls along our highways. It will add time and expense to driving, which has occurred in VA. We need to reduce time people spend in the office and support and extend metro. Building density in added city centers will also help reduce driving. Adding private company charging stations will help pollution. Let us move in the right direction to help folks and the planet.

Thank you,
Laura

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Laura Henschel
1946 Flowering Tree Ter
Silver Spring, MD 20902
laura@laurahenschel.com
(202) 667-2147

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Anne Rayman (singraym@comcast.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:29 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live near the Woodley Gardens Park in Rockville where the Upper Watts Branch flows. Widening 270 any more than it already is would threaten the ecology of this natural resource. The widening project would also threaten the peace and quiet of our homes and the park, and would threaten the location of an existing Church and long-term restaurants and shops that serve as an anchor in the Woodley Gardens neighborhood.

Please seek more ecological, neighborhood-friendly alternatives. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Rayman
712 Smallwood Rd
Rockville, MD 20850

singraym@comcast.net
(301) 417-8130

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Edward Bielaus (ljbar@msn.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:31 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Let's use telework and find jobs in our own communities. Can't the captains of industry who make multi millions a year figure this out?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Edward Bielaus
6912 Breezewood Ter
Rockville, MD 20852
ljbar@msn.com
(301) 984-2330

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Glenn Daigon (gdaigon@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:29 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Glenn Daigon
10428 Rockville Pike Apt 101
Rockville, MD 20852
gdaigon@hotmail.com
(301) 530-0414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Pamela Zurer (pamela.zurer@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

With the climate in crisis, it makes no sense to be investing in private automobile infrastructure!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Pamela Zurer
219 Lexington Dr
Silver Spring, MD 20901
pamela.zurer@gmail.com
(301) 593-8275

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lynn Sheehan (tcroft7498@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:24 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is so wrong on so many levels that I don't even know where to start. Just don't let it happen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lynn Sheehan
PO Box 362
Barnesville, MD 20838
tcroft7498@gmail.com
(301) 972-7867

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leslie Olson (lolson2999@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:22 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The cost and destruction goes against everything we want for the future. Moving people safely can be done much more environmentally friendly with bike routes, and people movers (trams, frequent small transports etc). We need to think outside the box, not make bigger what we already have.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Olson
10537 Wheatley St
Kensington, MD 20895
lolson2999@aol.com
(301) 946-6984

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: L Wharton (lesliew@eldersclimateaction.org) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:22 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Building these toll lanes will only increase the emission of pollutants that affect our communities along the roads and the greenhouse gases that are destroying the planet on which we depend.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

L Wharton
4978 Sentinel Dr Apt 501
Bethesda, MD 20816
lesliew@eldersclimateaction.org
(202) 213-3262

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Don Allen (dca1789@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:18 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

We've known for 50 years that single-occupant autos are hazardous to both the environment and our national security (funding petro-state dictators), yet you all continue paving everything in sight. Please stop. Thank you.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Don Allen
10401 Grosvenor Pl Apt 1116
Rockville, MD 20852
dca1789@yahoo.com
(301) 555-1212

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ann Hobbs (hobbs_ann@msn.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:15 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live less than one mile from the Beltway, and frequently walk in Sligo Creek Park, which is transected by the Beltway. The noise and air pollution from 495 are already significant, even more than a quarter mile away. Many homes in my neighborhood will be impacted by the plan to expand the highway, despite the Governor's initial promise. The Silver Spring YMCA, already hard by the highway, will be seriously impacted, if not doomed, by widening the road. Please stop this plan and the destruction it will bring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ann Hobbs
9002 Bradford Rd
Silver Spring, MD 20901

hobbs_ann@msn.com
(301) 585-3690

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: David Band (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:15 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

David Band
7101 Sycamore Ave.
Takoma Park, MD 20912
dbpactman@aol.com
(301) 270-0743

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Brigitte Burgett (bkburgett@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:14 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Brigitte Burgett
5443 Mohican Rd
Bethesda, MD 20816
bkburgett@gmail.com
(301) 229-8078

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Susan Klein (dbpactman@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:12 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Klein
7101 Sycamore Ave # 20912
Takoma Park, MD 20912
dbpactman@aol.com
(301) 412-8432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Ethan Goffman (goffmane@yahoo.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:10 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Ethan Goffman
523 N Horners Ln
Rockville, MD 20850
goffmane@yahoo.com
(301) 710-0230

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Anne Sturm (annets1@aol.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:07 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

All of our transportation funds MUST go to public transportation- better for fighting Climate Change, better for the people commuting, safer for all. We need a monorail around the Beltway and all the way up to Brunswick.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Anne Sturm
PO Box 341
Barnesville, MD 20838
annets1@aol.com
(301) 972-7636

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Judith Marx (judymarx55@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:07 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Judith Marx
307 Reserve Gate Ter
Sandy Spring, MD 20905
judymarx55@gmail.com
(301) 774-2484

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Barbara Voorhees (blvalmare@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Thursday, April 21, 2022 8:05 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please green space is so important . More traffic is not the answer. Many cities in the US are coming up with better creative solutions. Please please do NOT widen!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Barbara Voorhees
5813 Conway Rd # ROAD4147
Bethesda, MD 20817
blvalmare@hotmail.com
(301) 897-3768

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Susan Nerlinger (snerlinger@earthlink.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 4:50 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Building toll lanes on I-495 and I-270 is not going to solve the traffic congestion problem on these highways. The toll roads only offer an expensive escape to a few drivers. It is mostly an opportunity for a private company to profit from the continuation of congestion. It won't eliminate congestion for the majority of drivers.

Building more roads and more toll lanes is not sustainable. We have to invest in mass transit alternatives if we are going to solve long-range traffic and environmental problems. And we need to start now by rejecting false solutions and looking for real answers.

Please reject toll lanes on I-495 and I-270.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Susan Nerlinger
18255 Rolling Meadow Way
Olney, MD 20832
snerlinger@earthlink.net
(301) 570-5219

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tina Slater (slater.tina@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 2:11 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please, please, please --- We're in a Climate Emergency. We've got to stop encouraging people to use their cars by widening our highways! Besides attracting more vehicles, widening highways enables people to live further from their jobs and increases sprawl. When we build more sprawl, we're planning lifestyles where people have to drive everywhere!!!! -- whether it's to work, to school, to shop --- there's absolutely nothing within walking distance. Please, please, please --- tell me how this is addressing our Climate Emergency?

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tina Slater
402 Mansfield Rd
Silver Spring, MD 20910
slater.tina@gmail.com

(301) 585-5038

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Michele Gibbs (michelegibbs305@yahoo.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 11:05 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

As a homeowner within two blocks of 495 and someone who uses 495 frequently, I am opposed to the toll lanes. None of the studies prove that there will be considerable benefit to traffic and the increased pollution is not the direction we should be taking in this time of climate change. We need to be investing in other mass transportation projects.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Michele Gibbs
305 Normandy Drive
Silver Spring, MD 20901
michelegibbs305@yahoo.com
(301) 588-0863

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jane Lyons (janeplyons@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 10:03 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jane Lyons
1400 E West Hwy
Silver Spring, MD 20910
janeplyons@gmail.com
(410) 474-0741

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Leslie Sharp (leslie_knoblauch@hotmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 9:52 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan will not decrease traffic but it will damage the parks and green spaces along the beltway, it will result in the loss of historic homes along the beltway, and it will result in more costs to tax payers. Please remove this plan and come up with a better traffic management plan that includes public transportation and limits the high costs (financial and environmental) passed along to the people of Maryland.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Leslie Sharp
9503 Evergreen Street
Silver Spring, MD 20901
leslie_knoblauch@hotmail.com

(301) 254-6679

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nicholas Orrick (orrickn4@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Tuesday, April 19, 2022 8:39 AM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Stop building fossil fuel infrastructure.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Orrick
5708 Carters Lane
Riverdale, MD 20737
orrickn4@aol.com
(240) 615-7432

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: John McCourt (jpmccourt99@hotmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 11:52 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Before we look to the future of this PPP toll lane project, we need to look at the past/current PPP project in process. The complete mess called the Purple line. I have been excited to see the purple line come to fruition for the past several years. But as usual, the taxpayers will be on the hook to bail out the PPP in order to complete the over budget, years late debacle. So my question to the proponents of a much larger project is why should we believe you when you say it will cost x amount of dollars and take x amount of time? when we all know that the project will be over budget and behind schedule.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

John McCourt
125 Normandy Dr

Silver Spring, MD 20901
jpmccourt99@hotmail.com
(412) 215-4124

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nan Wellins (nan.wellins@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 11:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

It is mind-boggling that any rational person would seek to incentivize use of private vehicles and destroy many acres of parkland and increase impermeable surfaces in an era of rapidly increasing rainfall, rather than adopting a far more rational approach combining reversible lanes, public transportation network improvements and incentives, telework incentives for employers, etc. Widening the Beltway and instituting Lexus toll lanes seems to combine the worst aspects of the Eisenhower era and our own era of millionaires and oligarchs leading separate lives from the rest of the great unwashed. The entire scheme depends upon maintaining heavy traffic, otherwise it doesn't pay for itself. How this will help mitigate the worst impacts of climate change is utterly unclear to me.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nan Wellins

9118 Eton Road
Silver Spring, MD 20901
nan.wellins@verizon.net
(301) 587-6414

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Laura Boyer (ljmboyer@icloud.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 10:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible horrible plan that will destroy the environment and WONT fix the traffic problem!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Laura Boyer
9516 Evergreen st
Silver Spring, MD 20901
ljmboyer@icloud.com
(301) 537-6635

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jennifer Whalen (jj.whalen@verizon.net) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:57 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please don't expand the beltway. Houses will be lost, environment damaged, pollution increased. Support alternatives... public transportation, ride sharing, and work from home.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jennifer Whalen
223 Granville Dr
Silver Spring, MD 20901
jj.whalen@verizon.net
(240) 383-9885

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jeanne Fekade-Sellassie (jfekadesellassie@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:14 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jeanne Fekade-Sellassie
9308 Worth Ave
Silver Spring, MD 20901
jfekadesellassie@gmail.com
(202) 390-6153

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Thomas Lansworth (tomlansworth@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 9:10 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

More lanes won't be a long-term solution to our traffic congestion. Experience shows us that building more lanes attracts more vehicles. After a few years, the congestion is worse than ever. Furthermore, toll lanes are an inequitable alternative. Only the well-to-do will get any relief from the clogged lanes. Finally, I am opposed to the Public/Private Partnership approach to funding construction of this or any other public project. One needs only to look at the Purple Line fiasco to see just how bad things turn out with these PPP boondoggles.

For these reasons, and many others not stated here in the interest of brevity, I urge you to scrap the I-495 and I-270 toll lanes proposal.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Thomas Lansworth
9405 Crosby Rd.
Silver Spring, MD 20910
tomlansworth@gmail.com
(301) 565-8066

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephen Foote (sfoote.mail@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:33 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The justification for this project is riddled with inconsistencies and weak arguments. It is risky for tax payers, It takes an oversimplified rationale and forges ahead irrespective of detailed, thoughtful consideration. We need clean, safe, equitable transportation, not what this project will produce.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephen Foote
5312 Hampden Lane
Bethesda, MD 20814
sfoote.mail@gmail.com
(240) 478-4928

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Stephanie Camillo (steph.camillo@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:19 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This plan doesn't solve the environment or traffic challenges we have and Benefits will not be felt equally.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Stephanie Camillo
9609 Clearview place
Silver spring , MD 20901
steph.camillo@gmail.com
(301) 758-9299

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Scott Camillo (sccamillo@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:15 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a horrible plan in terms of environmental and financial cost, without solving the actual problems posed. I live near the beltway and would be affected by the construction and expansion, but to enrich private organizations while pretending to solve a public and environmental crisis is criminal at worst and sensationally poor policy at best.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Scott Camillo
9609 Clearview Place
Silver Spring, MD 20901
sccamillo@gmail.com
(240) 418-6256

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Donald Thigpen, Jr. (dathigjr@aol.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:08 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

remove the entire I-495 and I-270 toll lanes project from the region's long term transportation plan. I don't want my Montgomery County destroyed by this monster of a pathetic and ruinous project of Gov. Hogan.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Donald Thigpen, Jr.
1820 Locust Grover Rd.
Silver Spring, MD 20910
dathigjr@aol.com
(301) 801-8287

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Nicholas Staple (nico.staple@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 8:05 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

I live with my family in the Indian Spring neighborhood of Silver Spring and value the large public space next to the Beltway as it exists today as well as the YMCA. Any changes to the footprint of the highway would greatly impact our day to day and reduce the green space for our community--don't widen 495!

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Nicholas Staple
201 Normandy Dr
Silver Spring, MD 20901
nico.staple@gmail.com
(202) 215-6546

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Marian Lally (mvlally@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:49 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

The fact that this expansion of the beltway and 270 is still be considered is a crime. We don't need more blacktop, to destroy green space, and make room for more cars in lanes that only a handful of people will actually use. All studies have shown that this expansion will NOT solve the traffic problem, and it's clear that taxpayers will have to foot the bill when no one will step up to pay \$40+ in daily tolls. The drastic swings in weather patterns makes it clear that we need to come up with a better, cleaner, greener solution to putting more cars on the road. It's disgraceful that this project is still being pushed through.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Marian Lally
300 Normandy Drive
Silver Spring, MD 20901

mvlally@gmail.com
(240) 893-8415

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Jay Elvove (jay777@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:47 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

There are many less expensive, more environmentally supportive alternatives that have yet to be explored to facilitate the flow of traffic along the Beltway and I-270. Federal infrastructure funds may also be available to further reduce costs and need to be explored before any private enterprise is involved.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Jay Elvove
9607 Sutherland Road
Silver Spring, MD 20901
jay777@gmail.com
(301) 585-1954

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Randi Field (scribers@verizon.net) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:41 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Randi Field
9307 Long Branch Parkway
Silver Spring , MD 20901
scribers@verizon.net
(301) 434-0884

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Caroline Broder (brodercaroline@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

This is a disaster for the environment and will displace families.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Caroline Broder
110 Normandy Dr
Silver Spring, MD 20901
brodercaroline@gmail.com
(703) 507-1081

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Tony Hausner (thausner@gmail.com) Sent You a Personal Message
<kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 7:36 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Besides all the negative impacts described by the SierraClub, widening the beltway would be very destructive to homes, our park and rec center, etc in my community of Indian Spring.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Tony Hausner
203 Brewster Ave
Silver Spring, MD 20901
thausner@gmail.com
(301) 587-6943

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Sallie Davis (salliekd@gmail.com) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 6:53 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan

Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Added lanes will actually increase traffic and worsen climate change! Maryland can make better choices for our future. We need to improve mass transit and promote telework! The money generated will only be paid by the wealthy, not improving overall traffic.

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Montgomery County resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Sallie Davis
7914 Greentree Rd
Bethesda, MD 20817
salliekd@gmail.com
(301) 742-1221

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: Lindsey Mendelson (lindsey.mendelson@mdsierra.org) Sent You a Personal Message <kwautomail@phone2action.com>
Sent: Monday, April 18, 2022 6:39 PM
To: TPBcomment
Subject: Remove the entire I-495 and I-270 toll lanes project from Visualize 2045, the region's long range plan
Categories: V45 - I-495 & I-270

Dear Transportation Planning Board,

Please remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2045. As a Prince George's resident, I'm deeply concerned that the Transportation Planning Board includes language in its draft long range plan that defies the July 2021 decision and could hasten plans to add toll lanes to the majority of the Beltway. These actions continue to erode public confidence in our government and reinforce what we have known all along: Transurban is pushing for the entire Beltway and I-270 to be widened with hundreds of miles of privatized toll lanes.

The process to evaluate the options to reduce traffic congestion has been flawed from the start. The entire I-495 and I-270 toll lanes project needs to be scrapped and replaced with collaborative community-driven plans that will solve the root cause of congestion by making it easier for people to get around without needing to drive.

The I-495 and I-270 toll lanes project would privatize our highway system, lock in decades of fossil fuel infrastructure, and make residents pay outrageously high tolls (as much as \$50 each way). It would also hamper our region's efforts to reduce Vehicle Miles Traveled and meet critical climate targets.

The Hogan administration's own environmental study found that drivers would actually need to wait an extra 10 minutes in traffic during the evening rush hour on I-270 if the toll lanes were built. After enduring years of construction, Marylanders and our neighbors would suffer the consequences of more sprawl, unhealthy air pollution, and greenhouse gas emissions. We'd see 1,200 trees cut down on our precious national parkland and more runoff pollution pouring into our local waterways and the Chesapeake Bay. Instead of reversing our highway system's racist legacy, the toll lanes plan would deepen racial and economic inequities.

Please do the right thing for Maryland's future and remove the entire I-495 and I-270 toll lanes project from the region's long range plan!

Sincerely,

Lindsey Mendelson
4555 Longfellow St
Hyattsville, MD 20781
lindsey.mendelson@mdsierra.org
(240) 706-7901

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Lillian Miller at Sierra Club at core.help@sierraclub.org or (415) 977-5500.

TPB Public Comment

From: slater.tina@everyactioncustom.com on behalf of Tina Slater <slater.tina@everyactioncustom.com>
Sent: Sunday, May 1, 2022 9:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Tina Slater
402 Mansfield Rd Silver Spring, MD 20910-5515 slater.tina@gmail.com

TPB Public Comment

From: ajankit92@everyactioncustom.com on behalf of Ankit Jain <ajankit92@everyactioncustom.com>
Sent: Sunday, May 1, 2022 6:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ankit Jain
446 Ridge St NW Washington, DC 20001-4622 ajankit92@gmail.com

TPB Public Comment

From: elkinsenv@everyactioncustom.com on behalf of Chuck Elkins <elkinsenv@everyactioncustom.com>
Sent: Sunday, May 1, 2022 4:15 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Chuck Elkins
4505 Lowell St NW Washington, DC 20016-2750 elkinsenv@aol.com

TPB Public Comment

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Sunday, May 1, 2022 1:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

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

TPB Public Comment

From: amhorizons10@everyactioncustom.com on behalf of A MACGLASHAN <amhorizons10@everyactioncustom.com>
Sent: Sunday, May 1, 2022 8:03 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
A MACGLASHAN
4106 Spruell Dr Kensington, MD 20895-1347 amhorizons10@verizon.net

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Saturday, April 30, 2022 9:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Saturday, April 30, 2022 9:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

TPB Public Comment

From: wlbeeton@everyactioncustom.com on behalf of Warren Beeton Pres PW Citizens Climate Lobby
<wlbeeton@everyactioncustom.com>
Sent: Saturday, April 30, 2022 8:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Warren Beeton Pres PW Citizens Climate Lobby
5312 Antioch Ridge Dr Haymarket, VA 20169-3195 wlbeeton@gmail.com

TPB Public Comment

From: steve_oriol@everyactioncustom.com on behalf of Steven Oriol
<steve_oriol@everyactioncustom.com>
Sent: Saturday, April 30, 2022 8:04 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Steven Oriol
9623 Evergreen St Silver Spring, MD 20901-2935 steve_oriol@hotmail.com

TPB Public Comment

From: amorgen@everyactioncustom.com on behalf of Ava Morgenstern
<amorgen@everyactioncustom.com>
Sent: Saturday, April 30, 2022 7:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ava Morgenstern
8045 Newell St Apt 313 Silver Spring, MD 20910-4891 amorgen@umich.edu

TPB Public Comment

From: m.e.b.mcmahon@everyactioncustom.com on behalf of Melissa McMahon
<m.e.b.mcmahon@everyactioncustom.com>
Sent: Saturday, April 30, 2022 6:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ms. Melissa McMahon
1237 Madison St Alexandria, VA 22314-1656 m.e.b.mcmahon@gmail.com

TPB Public Comment

From: jbrown1008@everyactioncustom.com on behalf of Jennifer Brown <jbrown1008@everyactioncustom.com>
Sent: Saturday, April 30, 2022 4:27 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: leepstein71@everyactioncustom.com on behalf of Lee Epstein <leepstein71@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Lee Epstein
12612 Taylor Ct Silver Spring, MD 20904-3531 leepstein71@gmail.com

TPB Public Comment

From: nickmatyaszek@everyactioncustom.com on behalf of Nicholas Matyaszek
<nickmatyaszek@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:21 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Nicholas Matyaszek
4380 King St Apt 1004 Alexandria, VA 22302-1545 nickmatyaszek@hotmail.com

TPB Public Comment

From: rbsmythe@everyactioncustom.com on behalf of Robert Smythe
<rbsmythe@everyactioncustom.com>
Sent: Saturday, April 30, 2022 3:18 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Robert Smythe
4807 Wellington Dr Chevy Chase, MD 20815-6201 rbsmythe@comcast.net

TPB Public Comment

From: rosa.hance@everyactioncustom.com on behalf of Rosa Hance
<rosa.hance@everyactioncustom.com>
Sent: Saturday, April 30, 2022 2:56 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Rosa Hance
45547 Stoney Run Dr Great Mills, MD 20634-3043 rosa.hance@mdsierra.org

TPB Public Comment

From: atm50@everyactioncustom.com on behalf of Allan Martin <atm50@everyactioncustom.com>
Sent: Saturday, April 30, 2022 2:09 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mr. Allan Martin
526 Carr Ave Rockville, MD 20850-2110
atm50@verizon.net

TPB Public Comment

From: jakejanzen@everyactioncustom.com on behalf of Jacob Janzen
<jakejanzen@everyactioncustom.com>
Sent: Saturday, April 30, 2022 12:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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

TPB Public Comment

From: andie.wyatt@everyactioncustom.com on behalf of Alexandra Wyatt
<andie.wyatt@everyactioncustom.com>
Sent: Saturday, April 30, 2022 12:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
MS Alexandra Wyatt
1406 Lawrence St NE Washington, DC 20017-2911 andie.wyatt@gmail.com

TPB Public Comment

From: slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>
Sent: Saturday, April 30, 2022 11:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Stewart Mader
11870 Grand Park Ave North Bethesda, MD 20852-8690 slmader@icloud.com

TPB Public Comment

From: russburnett@everyactioncustom.com on behalf of Russ Burnett
<russburnett@everyactioncustom.com>
Sent: Saturday, April 30, 2022 11:15 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Russ Burnett
1701 Sherwood Rd Silver Spring, MD 20902-3962 russburnett@yahoo.com

TPB Public Comment

From: farry.elizabeth@everyactioncustom.com on behalf of Elizabeth Farry
<farry.elizabeth@everyactioncustom.com>
Sent: Saturday, April 30, 2022 10:16 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Elizabeth Farry
1749 Seaton St NW Washington, DC 20009-2625 farry.elizabeth@gmail.com

TPB Public Comment

From: brgoggs@everyactioncustom.com on behalf of Brian Goggin <brgoggs@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Brian Goggin
1001 L St NW Apt 308 Washington, DC 20001-6303 brgoggs@gmail.com

TPB Public Comment

From: rgwoollett@everyactioncustom.com on behalf of Ruth Woollett
<rgwoollett@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ruth Woollett
3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com

TPB Public Comment

From: roseliemail@everyactioncustom.com on behalf of Roselie Bright
<roseliemail@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:39 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Roselie Bright
451 Hungerford Dr Rockville, MD 20850-4151 roseliemail@gmail.com

TPB Public Comment

From: m.k.lessard@everyactioncustom.com on behalf of Meg Lessard
<m.k.lessard@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:48 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Ms. Meg Lessard
901 Porter St Richmond, VA 23224-2207
m.k.lessard@gmail.com

TPB Public Comment

From: Jkrodrig07@everyactioncustom.com on behalf of Jacqueline Rodriguez <Jkrodrig07@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:47 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Jacqueline Rodriguez
3821 Ingalls Ave Alexandria, VA 22302-1810 Jkrodrig07@gmail.com

TPB Public Comment

From: kirstene55@everyactioncustom.com on behalf of Kirsten Enzinger <kirstene55@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:31 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kirsten Enzinger
3478 Archer Springs Ter Richmond, VA 23235-2161 kirstene55@hotmail.com

TPB Public Comment

From: andrewireland@everyactioncustom.com on behalf of Andrew Ireland
<andrewireland@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Andrew Ireland
3460 14th St NW Washington, DC 20010-3491 andrewireland@mac.com

TPB Public Comment

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski
<ddtmagnolia@everyactioncustom.com>
Sent: Friday, April 29, 2022 5:00 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: josh.boxerman@everyactioncustom.com on behalf of Josh Boxerman
<josh.boxerman@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:28 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Josh Boxerman
1919 12th St NW Washington, DC 20009-5973 josh.boxerman@gmail.com

TPB Public Comment

From: zferguson.advocacy@everyactioncustom.com on behalf of Zachary Ferguson
<zferguson.advocacy@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Zachary Ferguson
3714 Jenifer St NW Washington, DC 20015-1806 zferguson.advocacy@gmail.com

TPB Public Comment

From: ronnie.townsend3@everyactioncustom.com on behalf of Ronnie Townsend <ronnie.townsend3@everyactioncustom.com>
Sent: Friday, April 29, 2022 2:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ronnie Townsend
4108 Richley Ct Hyattsville, MD 20784-6318 ronnie.townsend3@gmail.com

TPB Public Comment

From: sophiachapin@everyactioncustom.com on behalf of Sophia Chapin
<sophiachapin@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Sophia Chapin
8707 Cromwell Dr Springfield, VA 22151-1214 sophiachapin@gmail.com

TPB Public Comment

From: jhp74@everyactioncustom.com on behalf of Jonathan Parker <jhp74@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:59 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jonathan Parker
711 Shepherd St NW Washington, DC 20011-7925 jhp74@msn.com

TPB Public Comment

From: mr2590a@everyactioncustom.com on behalf of Mollie Russell <mr2590a@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:48 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
- It devotes far too much to highway expansion, \$28.2 billion, versus only \$14.6 billion for expanding our transit, pedestrian and bicycle networks.
- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mollie Russell
1818 Riggs PI NW Apt 110 Washington, DC 20009-6120 mr2590a@student.american.edu

TPB Public Comment

From: jcurtisemoore@everyactioncustom.com on behalf of JANICE MOORE
<jcurtisemoore@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:52 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
JANICE MOORE
4510 Avondale St Bethesda, MD 20814-3534 jcurtisemoore@gmail.com

TPB Public Comment

From: Lorrin39@everyactioncustom.com on behalf of Lin Orrin <Lorrin39@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:43 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Lin Orrin
6 Research Rd Greenbelt, MD 20770-0779
Lorrin39@gmail.com

TPB Public Comment

From: steven.r.ward.8515@everyactioncustom.com on behalf of Steven Ward <steven.r.ward.8515@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:28 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Steven Ward
1091 Old Cedar Rd Mc Lean, VA 22102-2439 steven.r.ward.8515@gmail.com

TPB Public Comment

From: src@everyactioncustom.com on behalf of Steve Castle <src@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Steve Castle

1200 N Quaker Ln Alexandria, VA 22302-3004 src@episcopalhighschool.org

TPB Public Comment

From: atcook@everyactioncustom.com on behalf of Ann Thompson Cook
<atcook@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:41 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ann Thompson Cook
1615 C Piccard Dr Rockville, MD 20850-6721 atcook@mac.com

TPB Public Comment

From: gbooth123@everyactioncustom.com on behalf of Glenda Booth <gbooth123@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:33 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Glenda Booth
PO Box 7183 Alexandria, VA 22307-0183
gbooth123@aol.com

TPB Public Comment

From: parriehendok@everyactioncustom.com on behalf of Parrie Henderson
<parriehendok@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:19 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Parrie Henderson
1733 Kenyon St NW Washington, DC 20010-2616 parriehendok@icloud.com

TPB Public Comment

From: eglaeser@everyactioncustom.com on behalf of Emily Glaeser <eglaeser@everyactioncustom.com>
Sent: Friday, April 29, 2022 8:19 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Emily Glaeser
5901 Barbados PI Apt 203 Rockville, MD 20852-5414 eglaeser@gmail.com

TPB Public Comment

From: margside@everyactioncustom.com on behalf of Margaret Moore
<margside@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:23 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Margaret Moore
5340 Pooks Hill Rd Bethesda, MD 20814-2005 margside@verizon.net

TPB Public Comment

From: mlsteenhoek@everyactioncustom.com on behalf of Matthew Steenhoek
<mlsteenhoek@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:16 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Matthew Steenhoek

7208 Willow Ave Takoma Park, MD 20912-4323 mlsteenhoek@gmail.com

TPB Public Comment

From: mason.jacob@everyactioncustom.com on behalf of Jacob Mason
<mason.jacob@everyactioncustom.com>
Sent: Friday, April 29, 2022 6:49 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jacob Mason
734 Varnum St NW Washington, DC 20011-7230 mason.jacob@gmail.com

TPB Public Comment

From: jmaryc.123@everyactioncustom.com on behalf of Jessica Cassidy <jmaryc.123@everyactioncustom.com>
Sent: Friday, April 29, 2022 4:18 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jessica Cassidy
1530 Hiddenbrook Dr Herndon, VA 20170-2814 jmaryc.123@gmail.com

TPB Public Comment

From: petesa05@everyactioncustom.com on behalf of Sarah Peters <petesa05@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:54 AM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms Sarah Peters
1401 Blair Mill Rd Silver Spring, MD 20910-4865 petesa05@gmail.com

TPB Public Comment

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Thursday, April 28, 2022 11:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr. Brian Lutenegger
1845 Summit Pl NW Apt 704 Washington, DC 20009-2346 brian.lutenegger@gmail.com

TPB Public Comment

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:53 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

TPB Public Comment

From: papetro@everyactioncustom.com on behalf of Patricia Petro <papetro@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:52 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Patricia Petro
6237 18th Rd N Arlington, VA 22205-2019 papetro@gmail.com

TPB Public Comment

From: john.burke.1981@everyactioncustom.com on behalf of John Burke <john.burke.1981@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:21 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
John Burke
3916 7th St S Arlington, VA 22204-1522
john.burke.1981@gmail.com

TPB Public Comment

From: mvassepx@everyactioncustom.com on behalf of Mary Vasse
<mvassepx@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:11 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Mary Vasse
1713 Black Oak Ln Silver Spring, MD 20910-1423 mvassepx@gmail.com

TPB Public Comment

From: kristingamzoncook@everyactioncustom.com on behalf of Kristin Cook
<kristingamzoncook@everyactioncustom.com>
Sent: Thursday, April 28, 2022 10:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Kristin Cook
9408 Jongroner Ct Potomac, MD 20854-2826 kristingamzoncook@gmail.com

TPB Public Comment

From: bweaver@everyactioncustom.com on behalf of Bonnie Weaver <bweaver@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:57 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Bonnie Weaver
3103 Black Chestnut Ln Chevy Chase, MD 20815-4754 bweaver@alhadv.com

TPB Public Comment

From: tjunk1@everyactioncustom.com on behalf of Jim Lindsay <tjunk1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jim Lindsay
3222 N Pershing Dr Arlington, VA 22201-1620 tjunk1@aol.com

TPB Public Comment

From: kalukin_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin_99@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mr. Andrew Kalukin
1114 N Stafford St Arlington, VA 22201-4656 kalukin_99@yahoo.com

TPB Public Comment

From: amu@everyactioncustom.com on behalf of Aaron Ucko <amu@everyactioncustom.com>
Sent: Thursday, April 28, 2022 9:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Jennifer Cook
1150 Ripley St Silver Spring, MD 20910-3475 jhcook120@gmail.com

TPB Public Comment

From: phirschhoff@everyactioncustom.com on behalf of Paula Hirschhoff
<phirschhoff@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Paula Hirschhoff
3900 Watson Pl NW Washington, DC 20016-5416 phirschhoff@gmail.com

TPB Public Comment

From: eileenr2424@everyactioncustom.com on behalf of Eileen Reitemeyer <eileenr2424@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Eileen Reitemeyer
1624 Cape Horn Rd Hampstead, MD 21074-1138 eileenr2424@gmail.com

TPB Public Comment

From: bnshouse@everyactioncustom.com on behalf of Ben Shouse <bnshouse@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:26 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ben Shouse
8713 Sundale Dr Silver Spring, MD 20910-5037 bnshouse@hotmail.com

TPB Public Comment

From: mollyphauck@everyactioncustom.com on behalf of Molly Hauck
<mollyphauck@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Molly Hauck
3900 Decatur Ave Kensington, MD 20895-1531 mollyphauck@gmail.com

TPB Public Comment

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

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

TPB Public Comment

From: elizabethende@everyactioncustom.com on behalf of Elizabeth Ende
<elizabethende@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mrs. Elizabeth Ende
1425 Laburnum St Mclean, VA 22101-2524
elizabethende@yahoo.com

TPB Public Comment

From: peterharnik1@everyactioncustom.com on behalf of Peter Harnik <peterharnik1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Mr. Peter Harnik
3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

TPB Public Comment

From: docyoung51@everyactioncustom.com on behalf of William Young <docyoung51@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:27 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. William Young
9735 51st Pl College Park, MD 20740-1501 docyoung51@hotmail.com

TPB Public Comment

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:19 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: tina@everyactioncustom.com on behalf of Kristina Borrer <tina@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Kristina Borrer
10602 Pinedale Dr Silver Spring, MD 20901-1537 tina@atscomms.com

TPB Public Comment

From: rrtowbin@everyactioncustom.com on behalf of Rachel Towbin <rrtowbin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Rachel Towbin
11104 Hunt Club Dr Potomac, MD 20854-2522 rrtowbin@aol.com

TPB Public Comment

From: charlottecook2003@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2003@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2003@yahoo.com

TPB Public Comment

From: clarkhop@everyactioncustom.com on behalf of Hope Clark <clarkhop@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:37 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Hope Clark
4775 Cliffs City Rd Chestertown, MD 21620-5220 clarkhop@gmail.com

TPB Public Comment

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:31 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Jacob Barker
8010 Blair Mill Way Apt 202E Silver Spring, MD 20910-6805 jacobbarker@me.com

TPB Public Comment

From: allen.irwin@everyactioncustom.com on behalf of Allen Irwin <allen.irwin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:30 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Allen Irwin
1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com

TPB Public Comment

From: joan@everyactioncustom.com on behalf of Joan Clement <joan@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:29 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Joan Clement
506 Elm Ave Takoma Park, MD 20912-5434
joan@cheers.org

TPB Public Comment

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein
<zcweinstein@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

TPB Public Comment

From: sallyjr1@everyactioncustom.com on behalf of Sally Robertson <sallyjr1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:15 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Sally Robertson
5673 Harpers Farm Rd Unit A Columbia, MD 21044-2269 sallyjr1@comcast.net

TPB Public Comment

From: rsansev@everyactioncustom.com on behalf of Ron Sanseverino <rsansev@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:13 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ron Sanseverino
851 N Glebe Rd Arlington, VA 22203-1816 rsansev@gmail.com

TPB Public Comment

From: noswisher@everyactioncustom.com on behalf of Nora Swisher
<noswisher@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:11 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Dr. Nora Swisher
14652 Woonsocket Dr Silver Spring, MD 20905-5771 noswisher@gmail.com

TPB Public Comment

From: marneyb3@everyactioncustom.com on behalf of Marney Bruce <marneyb3@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Marney Bruce
4541 Windsor Ln Bethesda, MD 20814-4724 marneyb3@gmail.com

TPB Public Comment

From: kathyf.krause@everyactioncustom.com on behalf of Kathleen Krause
<kathyf.krause@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:55 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kathleen Krause
4717 S Chelsea Ln Bethesda, MD 20814-3719 kathyf.krause@gmail.com

TPB Public Comment

From: renuesch@everyactioncustom.com on behalf of Raymond Nuesch
<renuesch@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Raymond Nuesch
2000 16th St NW Washington, DC 20009-3425 renuesch@hotmail.com

TPB Public Comment

From: joan.kasprowicz@everyactioncustom.com on behalf of Joan Kasprowicz
<joan.kasprowicz@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Joan Kasprowicz
1984 Solaridge Ct Reston, VA 20191-4818 joan.kasprowicz@gmail.com

TPB Public Comment

From: mjlangelan@everyactioncustom.com on behalf of M Langelan
<mjlangelan@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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

TPB Public Comment

From: jhfay2@everyactioncustom.com on behalf of John Fay <jhfay2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. John Fay
12505 Kuhl Rd Wheaton, MD 20902-1443
jhfay2@gmail.com

TPB Public Comment

From: rebekah.paulson@everyactioncustom.com on behalf of Rebekah Paulson
<rebekah.paulson@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:12 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ms. Rebekah Paulson
913 Kentwood Dr Blacksburg, VA 24060-5377 rebekah.paulson@comcast.net

TPB Public Comment

From: leopw62@everyactioncustom.com on behalf of Leo Wagner <leopw62@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Leo Wagner
104 Charles St Rockville, MD 20850-1509 leopw62@gmail.com

TPB Public Comment

From: contact100k@everyactioncustom.com on behalf of Laurence Aurbach
<contact100k@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Laurence Aurbach
9220 Edwards Way Apt 2451 Hyattsville, MD 20783-3417 contact100k@pedshed.net

TPB Public Comment

From: IALM@everyactioncustom.com on behalf of Marc Imlay <IALM@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:01 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Marc Imlay
2321 Woodberry Dr Bryans Road, MD 20616-3256 IALM@EROLS.COM

TPB Public Comment

From: forinash99@everyactioncustom.com on behalf of Christopher Forinash <forinash99@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:59 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Christopher Forinash
2237 N Wakefield St Arlington, VA 22207-3530 forinash99@gmail.com

TPB Public Comment

From: katiemccaskey@everyactioncustom.com on behalf of Katherine McCaskey
<katiemccaskey@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:58 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Katherine McCaskey
5344 Central Ave SE Washington, DC 20019-6412 katiemccaskey@gmail.com

TPB Public Comment

From: mbochynski@everyactioncustom.com on behalf of Michael Bochynski
<mbochynski@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:57 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Michael Bochynski
1444 I St NW Ste 400 Washington, DC 20005-6538 mbochynski@cleanwater.org

TPB Public Comment

From: harriet.tregoning@everyactioncustom.com on behalf of Harriet Tregoning
<harriet.tregoning@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:47 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Many residents are stuck driving long trips for daily needs. The plan only makes a very modest reduction in per capita driving, a 3% change by 2045, no different from the 2018 plan.
- 84% of the region's residents said they wanted elected officials to consider climate change when planning transportation, and a majority of public comments on the plan last April specifically said that the proposed project list didn't do enough to meet our climate goals.
- Yet, almost no projects changed since the last plan. This was despite our elected officials' pledges to support climate action, transit-oriented development, and regional housing targets.

I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Harriet Tregoning
4019 18th St NW Washington, DC 20011-5324 harriet.tregoning@gmail.com

TPB Public Comment

From: cumingd@everyactioncustom.com on behalf of Donald Cuming
<cumingd@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:39 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Mr. Donald Cuming
Donald R Cuming Bethesda, MD 20814
cumingd@aol.com

TPB Public Comment

From: kathyslobogin@everyactioncustom.com on behalf of Kathy Slobogin
<kathyslobogin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:37 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kathy Slobogin
3005 Oregon Knolls Dr NW Washington, DC 20015-2211 kathyslobogin@gmail.com

TPB Public Comment

From: ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:19 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Ana Karimi

1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

TPB Public Comment

From: taramrice@everyactioncustom.com on behalf of Tara Rice <taramrice@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Tara Rice

353 Market St W Apt 222 Gaithersburg, MD 20878-6448 taramrice@yahoo.com

TPB Public Comment

From: arieldkennedy@everyactioncustom.com on behalf of Ariel Kennedy
<arieldkennedy@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:09 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ariel Kennedy
3220 Connecticut Ave NW Apt 304 Washington, DC 20008-2516 arieldkennedy@gmail.com

TPB Public Comment

From: evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser
<evelynsfraser@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:08 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Evelyn Fraser
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

TPB Public Comment

From: kcwd50@everyactioncustom.com on behalf of Katherine White <kcwd50@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:06 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Dr. Katherine White

17705 Hollingsworth Dr Rockville, MD 20855-1306 kcwd50@hotmail.com

TPB Public Comment

From: krschwa1@everyactioncustom.com on behalf of Kurt Schwarz <krschwa1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:03 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Kurt Schwarz
7329 Wildwood Ct Columbia, MD 21046-3477 krschwa1@verizon.net

TPB Public Comment

From: francisdandrea9@everyactioncustom.com on behalf of Francis D'Andrea <francisdandrea9@everyactioncustom.com>
Sent: Thursday, April 28, 2022 3:02 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Francis D'Andrea
405 12th St SE Washington, DC 20003-2209 francisdandrea9@gmail.com

TPB Public Comment

From: tvassefi@everyactioncustom.com on behalf of Tara Vassefi <tvassefi@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:56 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Tara Vassefi
2410 20th St NW Washington, DC 20009-1577 tvassefi@gmail.com

TPB Public Comment

From: thehiphopcapitalist@everyactioncustom.com on behalf of Lamont Brown
<thehiphopcapitalist@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:53 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Lamont Brown
7254 Jon Paul Dr Alexandria, VA 22306-7226 thehiphopcapitalist@yahoo.com

TPB Public Comment

From: nbharrington@everyactioncustom.com on behalf of Nathan Harrington
<nbharrington@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:51 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Nathan Harrington
3214 11th Pl SE Washington, DC 20032-5930 nbharrington@yahoo.com

TPB Public Comment

From: kitmason@everyactioncustom.com on behalf of Karen-Marie Mason
<kitmason@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:46 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Karen-Marie Mason
1508 Sanford Rd Silver Spring, MD 20902-3931 kitmason@gmail.com

TPB Public Comment

From: martha.barss@everyactioncustom.com on behalf of Martha Barss
<martha.barss@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms Martha Barss
3105 Tyndale Ave Baltimore, MD 21214-3429 martha.barss@gmail.com

TPB Public Comment

From: abirome2@everyactioncustom.com on behalf of Abigail Rome <abirome2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Ms. Abigail Rome
605 Ray Dr Silver Spring, MD 20910-5222 abirome2@gmail.com

TPB Public Comment

From: eyaldanli97@everyactioncustom.com on behalf of Eyal Li <eyaldanli97@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:20 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Eyal Li
7001 Poplar Ave Takoma Park, MD 20912-4675 eyaldanli97@gmail.com

TPB Public Comment

From: kkosin@everyactioncustom.com on behalf of Katharine Kosin <kkosin@everyactioncustom.com>
Sent: Thursday, April 28, 2022 2:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Katharine Kosin
4970 Battery Ln Unit 201 Bethesda, MD 20814-4967 kkosin@gwmail.gwu.edu

TPB Public Comment

From: sdtaylor122@everyactioncustom.com on behalf of Stephen Taylor <sdtaylor122@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Stephen Taylor
6712 Loring Ct Bethesda, MD 20817-3148
sdtaylor122@gmail.com

TPB Public Comment

From: traceycsmallwood@everyactioncustom.com on behalf of Tracey Katsouros
<traceycsmallwood@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:50 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mrs. Tracey Katsouros
1322 Harwich Dr Waldorf, MD 20601-3322
traceycsmallwood@gmail.com

TPB Public Comment

From: alexanderwolfe29@everyactioncustom.com on behalf of Alex Wolfe <alexanderwolfe29@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Mr. Alex Wolfe

1701 Massachusetts Ave NW Washington, DC 20036-2135 alexanderwolfe29@gmail.com

TPB Public Comment

From: rustymco@everyactioncustom.com on behalf of James Mather
<rustymco@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:44 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Mather
9204 Ox Rd Lorton, VA 22079-3423
rustymco@yahoo.com

TPB Public Comment

From: cmeoli28@everyactioncustom.com on behalf of Christian Meoli <cmeoli28@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:41 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Christian Meoli
2500 Wisconsin Ave NW Apt 936 Washington, DC 20007-4527 cmeoli28@gmail.com

TPB Public Comment

From: lyndyrock@everyactioncustom.com on behalf of Lynne Rockenbauch
<lyndyrock@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:38 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Lynne Rockenbauch
429 Severnside Dr Severna Park, MD 21146-2234 lyndyrock@gmail.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: patwardhan.k.m@everyactioncustom.com on behalf of Kripa Patwardhan
<patwardhan.k.m@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 patwardhan.k.m@gmail.com

TPB Public Comment

From: avndoc@everyactioncustom.com on behalf of Michael Carter <avndoc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Michael Carter
6830 Silver Ln Annandale, VA 22003-6167 avndoc@gmail.com

TPB Public Comment

From: krste@everyactioncustom.com on behalf of Kristie Miller <krste@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kristie Miller
3133 Connecticut Ave NW Apt 1015 Washington, DC 20008-5112 krste@aol.com

TPB Public Comment

From: ejfionamain@everyactioncustom.com on behalf of Ivy Main <ejfionamain@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:29 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms. Ivy Main
1331 Merchant Ln Mclean, VA 22101-2413
ejfionamain@gmail.com

TPB Public Comment

From: nanciwilkinson@everyactioncustom.com on behalf of Nanci Wilkinson
<nanciwilkinson@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:28 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mrs. Nanci Wilkinson
5502 Glenwood Rd Bethesda, MD 20817-3748 nanciwilkinson@gmail.com

TPB Public Comment

From: sarahdean6@everyactioncustom.com on behalf of Sarah Dean <sarahdean6@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Ms Sarah Dean
1306 W St NW Washington, DC 20009-4420
sarahdean6@gmail.com

TPB Public Comment

From: jean_pawsforgod@everyactioncustom.com on behalf of Jean Marie VanWinkle
<jean_pawsforgod@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:24 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Miss Jean Marie VanWinkle
202 Acorn Run Ln Bedford, VA 24523-1148 jean_pawsforgod@jetbroadband.com

TPB Public Comment

From: skipcaryl2@everyactioncustom.com on behalf of Robert Williamson <skipcaryl2@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:17 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Robert Williamson
5705 Stillwell Rd Rockville, MD 20851-1933 skipcaryl2@aol.com

TPB Public Comment

From: sdwarner65@everyactioncustom.com on behalf of Steve Warner <sdwarner65@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:16 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Steve Warner
9414 Woodland Dr Silver Spring, MD 20910-1450 sdwarner65@gmail.com

TPB Public Comment

From: carfree@everyactioncustom.com on behalf of James Reid <carfree@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:10 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. James Reid
12004 Taliesin Pl Apt 21 Reston, VA 20190-3335 carfree@mac.com

TPB Public Comment

From: grebebird@everyactioncustom.com on behalf of Renee Grebe
<grebebird@everyactioncustom.com>
Sent: Thursday, April 28, 2022 1:05 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Renee Grebe
5706 Evergreen Knoll Ct Alexandria, VA 22303-1055 grebebird@yahoo.com

TPB Public Comment

From: pl2twins@everyactioncustom.com on behalf of P Lira <pl2twins@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:58 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
P Lira
2652 Chiswell Pl Oak Hill, VA 20171-2463 pl2twins@gmail.com

TPB Public Comment

From: bernard.holloway@everyactioncustom.com on behalf of Bernard Holloway
<bernard.holloway@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:55 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Bernard Holloway
15417 N Oak Ct Bowie, MD 20716-1316
bernard.holloway@yahoo.com

TPB Public Comment

From: meyers.robert@everyactioncustom.com on behalf of Robert Meyers
<meyers.robert@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:54 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Robert Meyers
3925 Nicholson St Hyattsville, MD 20782-3063 meyers.robert@gmail.com

TPB Public Comment

From: estespc@everyactioncustom.com on behalf of Phillip Estes <estespc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:49 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Phillip Estes
1725 17th St NW Washington, DC 20009-2457 estespc@yahoo.com

TPB Public Comment

From: michaelmckee497@everyactioncustom.com on behalf of Michael McKee <michaelmckee497@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:49 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Michael McKee
2109 Sondra Ct Silver Spring, MD 20905-3951 michaelmckee497@gmail.com

TPB Public Comment

From: bennehoff@everyactioncustom.com on behalf of Yohannes Bennehoff
<bennehoff@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Yohannes Bennehoff
5847 33rd Pl Hyattsville, MD 20782-3146 bennehoff@gmail.com

TPB Public Comment

From: ldbdc@everyactioncustom.com on behalf of Louise Brodnitz <ldbdc@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Louise Brodnitz
6827 4th St NW Washington, DC 20012-1900 ldbdc@mac.com

TPB Public Comment

From: dianecameron60@everyactioncustom.com on behalf of Diane Cameron <dianecameron60@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:45 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

- Despite a new climate action plan by the Council of Governments, this Visualize 2045 fails to reduce emissions any more than the last one.
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I call on you to make the necessary and feasible changes to Visualize 2045:

- Adopt a strong on-road transportation greenhouse gas reduction goal, and set specific, numerical targets for adopting electric vehicles (20 to 25% of vehicles on the road by 2030) and reducing per capita passenger vehicle miles traveled by 15 to 20% by 2030.
- Commit to pursue the full slate of strategies that TPB's own climate study shows are necessary, including walkable, transit-oriented land use; pricing parking and major roads; providing equitable commuter benefits that enable more sustainable travel; and investing in electric vehicle infrastructure and programs.
- Remove unnecessary and destructive highway expansion projects that induce more driving and sprawl.

This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Diane Cameron
3102 Edgewood Rd Kensington, MD 20895-2745 dianecameron60@gmail.com

TPB Public Comment

From: bbuthe@everyactioncustom.com on behalf of Becca Buthe <bbuthe@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:44 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Becca Buthe
160 12th St SE Washington, DC 20003-1413 bbuthe@smartgrowthamerica.org

TPB Public Comment

From: parnassum90@everyactioncustom.com on behalf of Don Bronkema <parnassum90@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:40 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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Sincerely,
Prof. Don Bronkema
240 M St SW Washington, DC 20024-3659
parnassum90@gmail.com

TPB Public Comment

From: alek.will@everyactioncustom.com on behalf of Alek Becker <alek.will@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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This is the minimum that you must do toward addressing the failings of the region's major plan for infrastructure investment.

Sincerely,
Mr Alek Becker
1201 Braddock PI Apt 1008 Alexandria, VA 22314-1674 alek.will@aol.com

TPB Public Comment

From: tomquinn71@everyactioncustom.com on behalf of Tom Quinn <tomquinn71@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

A year ago, the public overwhelmingly commented that the region's draft transportation plan neglected climate change and needed to shift its investments to more sustainable transportation options. Yet the Visualize 2045 plan is largely the same as the last adopted plan from 2018:

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

TPB Public Comment

From: janeplyons@everyactioncustom.com on behalf of Jane Lyons <janeplyons@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:36 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,

Ms. Jane Lyons

1400 E West Hwy Apt 1426 Silver Spring, MD 20910-3264 janeplyons@gmail.com

TPB Public Comment

From: kevinmohalloran@everyactioncustom.com on behalf of Kevin OHalloran
<kevinmohalloran@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:35 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Kevin OHalloran
100 I St SE Washington, DC 20003-4846
kevinmohalloran@gmail.com

TPB Public Comment

From: mkriemelmeyer@everyactioncustom.com on behalf of Mildred Kriemelmeyer
<mkriemelmeyer@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Mildred Kriemelmeyer
16900 Waldorf, MD 20601
mkriemelmeyer@me.com

TPB Public Comment

From: anna.o.priddy@everyactioncustom.com on behalf of Anna Priddy
<anna.o.priddy@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:34 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Anna Priddy
1714 Belvedere Blvd Silver Spring, MD 20902-4002 anna.o.priddy@gmail.com

TPB Public Comment

From: amorrison@everyactioncustom.com on behalf of Anita Morrison
<amorrison@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Anita Morrison
349 Cedar St NW Washington, DC 20012-2025 amorrison@pesconsult.com

TPB Public Comment

From: irazabal@everyactioncustom.com on behalf of Clara Irazabal <irazabal@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:33 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!

Categories: V45 - Full slate

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Sincerely,
Dr. Clara Irazabal
5815 Bryn Mawr Rd College Park, MD 20740-3006 irazabal@umd.edu

TPB Public Comment

From: danieljcook105@everyactioncustom.com on behalf of Daniel Cook <danieljcook105@everyactioncustom.com>
Sent: Thursday, April 28, 2022 12:32 PM
To: TPBcomment
Subject: Fix Visualize 2045 to address climate, jobs access, equity!
Categories: V45 - Full slate

Dear Transportation Planning Board (TPB),

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Sincerely,
Daniel Cook
6805 Geneva Ln Temple Hills, MD 20748-2711 danieljcook105@gmail.com

TPB Public Comment

From: b.buchanan@everyactioncustom.com on behalf of Bob Buchanan
<b.buchanan@everyactioncustom.com>
Sent: Friday, April 29, 2022 5:55 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

We cannot expect our region to be competitive for economic development if we do not invest in appropriate transportation infrastructure. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Bob Buchanan
11544 Springridge Rd Potomac, MD 20854-1152 b.buchanan@buchananpartners.com

TPB Public Comment

From: shane.michael.ziegler@everyactioncustom.com on behalf of Shane Ziegler
<shane.michael.ziegler@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:40 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Shane Ziegler
1899 Oracle Way Apt 1029 Reston, VA 20190-4868 shane.michael.ziegler@gmail.com

TPB Public Comment

From: davidwhite@everyactioncustom.com on behalf of David White
<davidwhite@everyactioncustom.com>
Sent: Friday, April 29, 2022 3:38 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David White
4876 Mayde Ct Fairfax, VA 22030-6618
davidwhite@superiorpaving.net

TPB Public Comment

From: epritchard@everyactioncustom.com on behalf of Evan Pritchard
<epritchard@everyactioncustom.com>
Sent: Friday, April 29, 2022 2:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

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Sincerely,
Evan Pritchard
509 N Kenmore St Arlington, VA 22201-1727 epritchard@cozen.com

TPB Public Comment

From: cstanmeyer@everyactioncustom.com on behalf of Cathy Pugsley
<cstanmeyer@everyactioncustom.com>
Sent: Friday, April 29, 2022 1:42 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car. There is NO POSSIBLE WAY that public transportation can accommodate the "final mile" for the suburbs and outer suburbs.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Cathy Pugsley
47357 Middle Bluff Pl Sterling, VA 20165-3131 cstanmeyer@yahoo.com

TPB Public Comment

From: raypugsley@everyactioncustom.com on behalf of Ray Pugsley
<raypugsley@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:43 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

As a retail business owner with multiple suburban locations, I will never take public transportation myself and I rely heavily on customers visiting my stores by car.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Ray Pugsley
47357 Middle Bluff Pl Sterling, VA 20165-3131 raypugsley@hotmail.com

TPB Public Comment

From: ottodl1@everyactioncustom.com on behalf of Daniel Otto <ottodl1@everyactioncustom.com>
Sent: Friday, April 29, 2022 11:33 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Daniel Otto
2215 Gough St Baltimore, MD 21231-2636
ottodl1@gmail.com

TPB Public Comment

From: liuculano@everyactioncustom.com on behalf of Lesley Rogers <liuculano@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:56 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

The idea of removing roadway projects is short-sighted beyond belief. 'For example, what about residents who don't live near public transportation. And how will we maintain and improve roads for buses and other alternatives, particularly when implementation of safety measures as well as road improvements so that roads are actually passable? And what happened to the roads that are ingress and egress to metro and other such facilities.

I haven't heard any complaints about the new South Capitol Street Bridge and Corridor; I haven't heard complaints about the new 11th Street Bridge; the constituency that desperately wants a solution to the H Street (Hopscotch) bridge is large. Not to mention programs like the Green Alleys and other projects that have led environmentally to make roads, residential settings, and quality of pedestrian travel improved. As a partner in a transportation engineering firm that works in DC, I have seen first-hand how hard DDOT uses it's funding on both roadway and multi-modal project, which is no easy feat. So, to eliminate money for road improvement and other projects related to transportation would be absurd at best, and a set back with perhaps disastrous consequences to the residents and others who frequently travel within the City. Thank you and sincerely, Lesley Rogers (as to be used in Signature Below)

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Lesley Rogers
8180 Greensboro Dr Ste 550 Mc Lean, VA 22102-3878 liuculano@alaengr.com

TPB Public Comment

From: shermanpatrickii@everyactioncustom.com on behalf of Sherman Patrick
<shermanpatrickii@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:46 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

I am a life long resident of Northern VA and have seen the change and many benefits that growth has brought to the area. However it seems that all I hear about is traffic and how inconvenient it is to have to share the road with others who came to this area for the same quality of life. Our roads are the reason for the vast improvement to our standard of living from past decades. Every aspect of our lives are better because of the growth and our roads that serve it. This is particularly true of public services like schools, libraries, and health care. While transit is an important and necessary component of the transportation system serving the metropolitan area, roads will continue to be the primary mode of transportation because of their versatility. Transit just can't take us to all the places that we need to go, when we need to be there.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Removing roadway projects from the transportation plans for our area will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work. Their transportation needs differ from the 9:00 to 5:00 workers at fixed locations. A transportation approach that balances the needs of everyone and the "way that we live" is needed rather than one based on an imagined urban ideal that at best will take generations to fulfill and cost millions in lost personal wealth as the American Dream is up ended by forcing societal change through under funding the transportation mode that gave us a standard of living that is the envy of the world.

Sherman Patrick

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Sherman Patrick
3495 Mount Burnside Way Woodbridge, VA 22192-1015 shermanpatrickii@msn.com

TPB Public Comment

From: DavidJ@everyactioncustom.com on behalf of David Jones <DavidJ@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:28 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Jones
850 E Gude Dr Rockville, MD 20850-1363
DavidJ@foday.com

TPB Public Comment

From: bcatterton@everyactioncustom.com on behalf of Barry Catterton
<bcatterton@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:25 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will significantly jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Barry Catterton
5909 Oak Twin Ct Linthicum Heights, MD 21090-2153 bcatterton@ces-consultingllc.com

TPB Public Comment

From: vegavt@everyactioncustom.com on behalf of Javier Vega <vegavt@everyactioncustom.com>
Sent: Friday, April 29, 2022 10:17 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Javier Vega
6703 Kings Mill Ct Frederick, MD 21702-5801 vegavt@gmail.com

TPB Public Comment

From: kashajr@everyactioncustom.com on behalf of John Kasha <kashajr@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:24 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
John Kasha
14532 Dufief Mill Rd North Potomac, MD 20878-2560 kashajr@yahoo.com

TPB Public Comment

From: mllrfrm@everyactioncustom.com on behalf of Robin Miller <mllrfrm@everyactioncustom.com>
Sent: Friday, April 29, 2022 9:02 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Robin Miller
4624 Brookside Dr Alexandria, VA 22312-1407 mllrfrm@aol.com

TPB Public Comment

From: mlotz8673@everyactioncustom.com on behalf of Mark Lotz <mlotz8673@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:43 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Mark Lotz
220 Christopher Rd Forest Hill, MD 21050-3213 mlotz8673@gmail.com

TPB Public Comment

From: hkkolsen1@everyactioncustom.com on behalf of Kat Olsen <hkkolsen1@everyactioncustom.com>
Sent: Friday, April 29, 2022 7:17 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

IT IS CRITICAL that you KEEP all of the ROADWAY projects in the plan. Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

In addition, self-driving cars under development work best with well-maintained roads with bright painted lines.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Kat Olsen
645 Coral Reef Dr Gaithersburg, MD 20878-2976 hkkolsen1@verizon.net

TPB Public Comment

From: MKLINEFELTER@everyactioncustom.com on behalf of George Klinefelter
<MKLINEFELTER@everyactioncustom.com>
Sent: Friday, April 29, 2022 6:21 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
George Klinefelter
2408 G Peppermill Dr Ste G Glen Burnie, MD 21061-3264 MKLINEFELTER@MDASPHALT.ORG

TPB Public Comment

From: dantheopsman@everyactioncustom.com on behalf of Daniel Davies
<dantheopsman@everyactioncustom.com>
Sent: Friday, April 29, 2022 12:38 AM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Meanwhile, WMATA and other rail transit systems are legacy modes that are drastically lacking in ridership, especially for the massive amount of funding they receive. Buses aren't doing as badly, but they need reduced congestion on roads to increase their reliability.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Daniel Davies
118 Meadowview Ct Winchester, VA 22602-6515 dantheopsman@gmail.com

TPB Public Comment

From: john_sholes@everyactioncustom.com on behalf of John Sholes
<john_sholes@everyactioncustom.com>
Sent: Thursday, April 28, 2022 11:03 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
John Sholes
12113 Mcdonald Chapel Dr Gaithersburg, MD 20878-2250 john_sholes@yahoo.com

TPB Public Comment

From: robinficker@everyactioncustom.com on behalf of Robin Ficker
<robinficker@everyactioncustom.com>
Sent: Thursday, April 28, 2022 8:46 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Robin Ficker
16711 Barnesville Rd Biyds Boyds, MD 20841-9202 robinficker@msn.com

TPB Public Comment

From: tpless@everyactioncustom.com on behalf of Tracy pless <tpless@everyactioncustom.com>
Sent: Thursday, April 28, 2022 7:36 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Tracy pless
1830 Fountain Dr Unit 901 Reston, VA 20190-4473 tpless@aol.com

TPB Public Comment

From: etydings88@everyactioncustom.com on behalf of Emmet Tydings <etydings88@everyactioncustom.com>
Sent: Thursday, April 28, 2022 6:02 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Did you know that MDOT is quietly looking at a Transit option for the expanded American Legion Bridge? That option will be moot without your support of approving Visualuze 2045 with the road projects intact.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Emmet Tydings
21310 Zion Rd Brookeville, MD 20833-1002 etydings88@gmail.com

TPB Public Comment

From: john_huchrowski@everyactioncustom.com on behalf of John Huchrowski
<john_huchrowski@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

John Huchrowski

212 Blakeney Rd Catonsville, MD 21228-3520 john_huchrowski@verizon.net

TPB Public Comment

From: abracadabra20194@everyactioncustom.com on behalf of Larry Olivia <abracadabra20194@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:51 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

Visualize 2045's smart, holistic approach reduces traffic congestion and delays; dramatically increases transit, bike, and pedestrian travel; increases population density in transit and activity centers by 40%; and meets all federal requirements to reduce air pollution in our region by 2045.

Removing roadway projects from this plan will jeopardize the quality of life and access to opportunity for the 92% of people in the DC region who own a vehicle and rely on automobile travel to live, work, and play. That includes households in our region making \$60,000 or less who are twice as likely to drive than take any other form of transportation to get to work.

Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Larry Olivia
8103 Timbertree Way West Chester, OH 45069-1605 abracadabra20194@comcast.net

TPB Public Comment

From: cl49102@everyactioncustom.com on behalf of BRIAN OLIVIA <cl49102@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:51 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
BRIAN OLIVIA
11812 Briar Mill Ln Reston, VA 20194-1520 cl49102@comcast.net

TPB Public Comment

From: novajcrew@everyactioncustom.com on behalf of Debbie Davis
<novajcrew@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:50 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Debbie Davis
11812 Briar Mill Ln Reston, VA 20194-1520 novajcrew@aol.com

TPB Public Comment

From: gregolsen@everyactioncustom.com on behalf of Greg Olsen <gregolsen@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:50 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Sincerely,
Greg Olsen
11812 Briar Mill Ln Reston, VA 20194-1520 gregolsen@comcast.net

TPB Public Comment

From: THOMASDEPUTY@everyactioncustom.com on behalf of THOMAS DEPUTY
<THOMASDEPUTY@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:47 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
THOMAS DEPUTY
485 Harbor Side St Apt 502 Woodbridge, VA 22191-5458 THOMASDEPUTY@YAHOO.COM

TPB Public Comment

From: freishtatconsultsnts@everyactioncustom.com on behalf of David Freishtat
<freishtatconsultsnts@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:34 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Freishtat
12837 Lamp Post Lane Potomac, MD 20854
freishtatconsultsnts@gmail.com

TPB Public Comment

From: tclower@everyactioncustom.com on behalf of Terry Clower <tclower@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:30 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Terry Clower
3613 Aquia Dr Stafford, VA 22554-2704
tclower@gmu.edu

TPB Public Comment

From: qguan989@everyactioncustom.com on behalf of Jay Guan <qguan989@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:10 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jay Guan
12527 Blue Sky Dr Clarksburg, MD 20871-4478 qguan989@gmail.com

TPB Public Comment

From: mark@everyactioncustom.com on behalf of Mark Lautman <mark@everyactioncustom.com>
Sent: Thursday, April 28, 2022 5:04 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Mark Lautman
11716 Magruder Ln Rockville, MD 20852-4368 mark@lautman.net

TPB Public Comment

From: d.demers02@everyactioncustom.com on behalf of Diane Demers <d.demers02@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:58 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation
Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

Our region is expected to gain 1.3 million new people and 1 million new jobs by 2045. We need to take an all-of-the-above approach to transportation solutions that keep our region moving including investments in roadways, transit, bike, pedestrian, airport, and technology infrastructure.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,

Diane Demers

407 Little Quarry Rd Gaithersburg, MD 20878-5712 d.demers02@gmail.com

TPB Public Comment

From: bubkus1@everyactioncustom.com on behalf of Carl Plumley <bubkus1@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:49 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Carl Plumley
19909 Wild Cherry Ln Germantown, MD 20874-1015 bubkus1@verizon.net

TPB Public Comment

From: ceo@everyactioncustom.com on behalf of David Guernsey <ceo@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:48 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
David Guernsey
12414 Clifton Hunt Dr Clifton, VA 20124-2045 ceo@buyguernsey.com

TPB Public Comment

From: jason.f.stanford@everyactioncustom.com on behalf of Jason Stanford
<jason.f.stanford@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:44 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jason Stanford
1701 S Monroe St Arlington, VA 22204-5007 jason.f.stanford@gmail.com

TPB Public Comment

From: jonathon@everyactioncustom.com on behalf of Jonathon Rowland
<jonathon@everyactioncustom.com>
Sent: Thursday, April 28, 2022 4:25 PM
To: TPBcomment
Subject: Approve Visualize 2045 which invests in ALL modes of transportation

Categories: Approve All

Dear Transportation Planning Board,

As a resident of the DC area, I am asking that you please approve the Visualize 2045 Long Range Transportation Plan without removing any projects.

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Please vote to approve this balanced, forward-thinking transportation plan that helps everyone throughout our community.

Sincerely,
Jonathon Rowland
524 S Bond St Baltimore, MD 21231-2804
jonathon@rowlandstrategies.com

ITEM 9 – Information

May 18, 2022

Update on TPB Plans to Set Greenhouse Gas Reduction Goals and Strategies for the Transportation Sector

Background:

Between February 28 and April 1, TPB members completed a survey to gauge the TPB's interest in setting greenhouse gas (GHG) reduction goals and strategies specifically for the transportation sector. The findings from the survey were presented on April 20, at both a TPB work session and the TPB meeting. There appears to be consensus that the TPB should adopt both GHG reduction goals and strategies. TPB will discuss the optimum levels for the goals and the levels of implementation that could be pursued for the strategies.



MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, TPB Staff Director
Erin Morrow, TPB Transportation Engineer
Dusan Vuksan, TPB Transportation Engineer
Mark Moran, TPB, Program Director, Travel Forecasting and Emissions Analysis

SUBJECT: Climate Change Mitigation Elements for Visualize 2045 – Preliminary Proposal

DATE: April 14, 2022

This memorandum presents two climate change mitigation elements that the National Capital Region Transportation Planning Board (TPB) could consider adopting for inclusion in the 2022 update of the TPB's long range transportation plan, Visualize 2045. These elements could also be added to the regional planning priorities the TPB has developed to inform future long-range transportation plans and the planning process. The intent of adding climate change mitigation considerations into the plan and planning process has been discussed by the board throughout last year and was the basis for the TPB's Climate Change Mitigation Study that was completed December of 2021.

BACKGROUND

The TPB identified, during its January 19, 2022 meeting,¹ the following two climate change elements to be considered for inclusion in Visualize 2045: (1) a set of greenhouse gas (GHG) reduction goals exclusively for the on-road transportation sector; and (2) a set of multi-pathway strategies² to reduce GHG emission in the on-road transportation sector. TPB staff conducted a survey of all TPB members,³ during February and March of 2022, to gather input from the jurisdictions and agencies represented on the TPB regarding these two elements. The survey was developed to determine the level of support for the two elements among the board members in terms of the TPB adopting them as part of its transportation planning priorities.

SURVEY STATUS

TPB members received a Climate Change Mitigation Goals and Strategies Questionnaire on February 28, 2022 and responses were due by April 1, 2022. The TPB has 44 members, of which 39 are voting members and 5 are non-voting/ex-officio members. The non-voting/ex-officio members

¹ Sebesky, Pamela, Reuben Collins, and Christina Henderson. Letter to National Capital Region Transportation Planning Board. "Process to Add Climate Change Mitigation Strategies to the Long-Range Transportation Plan and the Planning Process," January 13, 2022. <https://www.mwcog.org/events/2022/1/19/transportation-planning-board/>.

² The TPB's Climate Change Mitigation Study identified three potential pathways to reduce on-road greenhouse gases: Vehicle/Fuel Technology, VMT Reduction, and Traffic Operational Efficiencies.

³ Srikanth, Kanti. Memorandum to National Capital Region Transportation Planning Board. "Process to Solicit Member Input on Climate Change Mitigation Goals and Strategies and Incorporate TPB Action in the 2022 Update to Visualize 2045." February 10, 2022. <https://www.mwcog.org/events/2022/2/16/transportation-planning-board/>

represent federal agencies.⁴ As of April 11, 31 of the TPB voting members had responded to the survey, which implies a response rate of 70% of the 44 TPB members and 79% of the 39 voting TPB members. The 31 responses received have been compiled, reviewed, and used as the sole source for developing the preliminary on-road, transportation-sector GHG reduction goals and strategies currently proposed for the board's consideration in this memo.

PRELIMINARY CLIMATE CHANGE ELEMENTS AS PLANNING PRIORITIES

Part A of the survey focused on adopting a regional GHG reduction goal exclusively for the on-road transportation sector, which is one of the largest contributors of GHGs. Part B of the survey inquired about the member jurisdiction/agency's ability to include climate change considerations in their transportation decision making. Part C of the survey sought members' input on 15 different multi-modal and multi-pathway on-road GHG reduction strategies. These strategies included in the survey were based on the TPB's 2021 Climate Change Mitigation Study (CCMS).⁵ Responses to each of these strategies were sought on two basic aspects: (1) should the TPB adopt this goal or strategy at this time as a planning priority for the region? and (2) gauging the agency's ability to implement the strategy (if they were not already doing so). The choice of responses to the 15 strategies included adopting the strategy, conducting a more thorough examination of the strategy, or taking some other action.

By examining the closed-form responses to the questions as well as the open-form responses (i.e., comments/additional information provided by members), staff has grouped the above two climate change mitigation elements into two groups:

1. GHG reduction goals and strategies with support for adoption at this time.
2. GHG reduction goals and strategies with support for further exploration.

Generally, TPB member support for adoption was defined as the majority or a plurality of the responses had chosen that response. The remaining responses were grouped under explore further OR other. Representative comments that either qualified or expanded on the response to the question, along with staff notes, are also included herein. A summary of all comments received on every question of the survey was shared with the board members in a separate memo.⁶

⁴ Federal Highway Administration (FHWA D.C. office), Federal Transit Administration (FTA Region 3 office), National Capital Planning Commission, Metropolitan Washington Airports Authority, and National Parks Service.

⁵ ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

⁶ Tim Canan, April 14, 202, "Climate Change Mitigation Goals and Strategies Questionnaire Results".

PRELIMINARY CLIMATE CHANGE ELEMENTS FOR CONSIDERATION

I Adopt On-road Transportation GHG Reduction Goals

No.	TPB formally adopting the following levels of GHG reduction goals (Survey Question A3)	Adopt	Explore	Other
1.	50% below on-road transportation GHG levels in 2005 by 2030 and	65%	16%	19%
2.	80% below on-road transportation GHG levels in 2005 by 2050			

Staff notes:

The latest TPB study, the CCMS, finds implementing all the strategies analyzed at the assumed levels of outcomes (see, for example, COMBO.4) would be insufficient to meet the above 2030 goal, though several of the analyzed scenarios were able to achieve the 2050 goal. The CCMS analysis found that:

1. For the year 2030, under a reference electrical grid assumption, four of the ten scenarios would be able to attain GHG emissions reductions of 33% to 38% (p. ix), levels that would be consistent with the assumptions in COG's 2030 Climate and Energy Action Plan,⁷ meaning that, if these transportation-sector emissions were combined with the assumed reductions in GHG emissions from the other sectors, the region would be able to attain an overall reduction of 50% GHG emissions compared to 2005 levels, by 2030.
2. For the year 2050, under a reference electrical grid assumption, one of the ten scenarios (COMBO.4) would be able to attain GHG emissions reductions above the 80% goal. However, if the region were able to attain a clean electrical grid, the CCMS found that six of the ten scenarios were able to attain or surpass the 80% reduction goal (p. ix).

There were two questions on the survey (Question A2 and Question B1) that staff developed to add supporting information for the TPB to decide on the adoption of a GHG reduction goal.

An initial review of responses to Survey Question A2, which asked if jurisdictions or agencies have identified on-road transportation sector GHG reduction goals, showed that 48% of respondents have goals and 21% of respondents are considering goals. However, in reviewing the comments, it appears that respondents were identifying qualitative policy objectives related to reductions of on-road GHG emissions (e.g., our jurisdiction has "goals to prioritize low carbon modes, reduce automobile dependency and VMT, and improve transit"), rather than quantitative GHG reduction goals.

An initial review of responses to Survey Question B1, which asked if an assessment of the potential for a proposed project, program, or policy to reduce GHG emissions reflected in jurisdiction's/agency's decision-making, showed that 49% of respondents are considering GHG emission reductions in their decision-making and 26% of respondents will be able to consider it. However, in reviewing the comments, staff realized that the assessments are not always technical/quantitative, but rather qualitative, meaning projects were generally accepted as reducing GHG emissions.

⁷ "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

Selected member comments:

- a) The TPB needs to carefully examine the levels to determine appropriateness and feasibility (chance of success), AND the impact on real people and on the individual jurisdictions.
- b) Findings from the TPB's Climate Change Mitigation Study (CCMS) note that the strategies evaluated are aggressive. Further evaluation needs to be done to determine appropriate levels.
- c) Based on the study that was presented to the TPB, we should examine how much reduction is practical for the transportation sector compared to sectors like buildings and energy production, and make a cost-effective and balanced decision on goals for the sector under our control along with recommendations for the other sectors.
- d) Because we are a small jurisdiction without jurisdiction over many aspects related to transportation emissions and have many vehicles passing through the city from other parts of the region, we strongly support these goals and find them necessary to meet our own climate change mitigation goals.
- e) Better to adopt the goals we need to reach and use them to stimulate the adoption of future new strategies as they emerge, than to adopt goals that are not [ambitious] enough.
- f) If the TPB adopts transportation goals for GHG emissions reductions, it should be reported system/region-wide.

II. Adopt On-road Transportation GHG Reduction Strategies: ~~Strategies with Strong Support~~

The TPB survey included 15 GHG reduction strategies. As shown in Table 1, a plurality or majority of the responses to seven of these favored the TPB adopting these strategies. Below the table is a description of staff notes and selected member comments for each strategy.

Table 1 On-road transportation GHG reduction strategies that received support by respondents of the TPB survey

No.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
Strategies with Support For Adoption				
1.	Convert vehicles to clean fuels. In 2030, 100 percent of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles. In 2050, 100 percent of new light duty vehicles sold, 100 percent of new medium/heavy duty trucks sold, and 100 percent of all buses on the road will be clean fuel vehicles. (Survey Question C1)	45%	42%	13%
2.	Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles. (Survey Question C2)	81%	13%	6%
3.	Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers. (Survey Question C3)	57%	33%	10%
4.	Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent. (Survey Question C8)	58%	39%	3%
5.	Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations. (Survey Question C9)	90%	0%	10%
6.	Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day. (Survey Question C10)	87%	0%	13%
7.	Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments. (Survey Question C14)	77%	17%	6%

Strategy C1 Convert vehicles to clean fuels.

Staff notes: In general, the CCMS did not analyze individual strategies, but rather groups of strategies, where each grouping formed one of the 10 "bottom-up" scenarios. However, scenarios VT.1 and VT.2 were, in fact, focused on one strategy: converting vehicles to clean fuel. Thus, based on the findings of the CCMS, this strategy was one of the most effective strategies analyzed. While there is general support for a strategy to convert motor vehicles to clean fuels (it received a plurality of responses), many of the respondents noted, however, that the proposed goals for clean fuel vehicles for 2030 would be unachievable.

Selected member comments:

- a) It should be noted current federal guidelines related to transit buses would not even allow for the County to convert its entire fleet and maintain existing levels of service.
- b) Be mindful that Metro and other transit agencies have already determined it will be impossible to achieve the 2030 goal of all buses on the road being clean-fuel vehicles, given bus lifecycle requirements, procurement lead times, and the need to coordinate with utilities, jurisdictions, and others to upgrade the rate structure and power supply to bus facilities.
- c) Visualize 2045 should set a more realistic but ambitious light duty electric vehicle adoption target somewhere between the 50% Biden administration goal and the 100% goal. Goals for medium-heavy duty trucks and buses should likewise be set at ambitious but achievable levels.
- d) The current Governor and House Majority believe market forces will take care these changes.
- e) TPB should adopt a more rigorous strategy like the one in my jurisdiction's climate action plan which states that 100% of the private and public transportation will need to be powered by zero emissions technology by 2035 and the jurisdiction's electric supply must be 100% carbon-free.

Strategy C2 Develop an electric vehicle charging network

Staff notes: The CCMS did not analyze the development of an EV charging network as a standalone strategy, so it did not estimate the GHG reductions from it. Rather this strategy is treated as a prerequisite to realize the strategy of converting the vehicle fleet to clean fuel, including moving toward clean electricity, via use of renewable energy sources.

Selected member comments:

- a) TPB should adopt the strategy in partnership with local agencies by taking the lead to coordinate a comprehensive regional plan for electric charging infrastructure to support the transition.
- b) It is clear that the sooner we begin electrification the better, and that substantial efforts are needed for the drastic conversion needed.
- c) There needs to be coordination in purchase and maintenance contracts.
- d) As a region, we need to look at the environmental and fire hazard implications of relying on battery-powered vehicles, including the environmental devastation around nickel mining to manufacture batteries for vehicles.
- e) More information needs to be researched on hydrogen fuel cells versus electric.
- f) Visualize 2045 should identify the estimated numbers and types of charging stations needed in the region to support its EV adoption goal (for example, see the COG 2030 climate plan). It should also specify how it will meet equity requirements and ensure that multifamily residential developments are adequately served.

Strategy C3 Add additional housing units, above current COG Cooperative Forecasts

Staff notes: In the CCMS, this strategy was grouped with others such as increased teleworking, reduced transit travel times, under MS.1, MS.2, and MS.3 scenarios and not analyzed independently. However, based on past studies, land use and land use changes are one of the more effective strategies to reduce vehicle miles of travel (VMT) and GHG emissions. The amount of additional housing assumed is similar to both the TPB's Long-Range Plan Task Force analysis (130,000 more housing units in 2040 versus the CCMS assumption of 126,000 new households in

2050) and the housing targets adopted by the COG Board in 2019 (75,000 new housing units by 2030 versus the CCMS assumption of 77,000 new housing units in 2030).⁸

Selected member comments:

- a) Maximizing transit-oriented development of both housing and jobs is critical to the long-term viability and sustainability of both Metro and National Capital Region.
- b) As part of this strategy consideration should be made of existing urban natural resource areas and tree canopy around these centers. Commitment to preserve existing natural resource areas and expand these existing natural areas are critical to climate resilience.
- c) Adding additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- d) We support this as long as there is a commitment to significantly expanding the number of high-capacity transit stations and not constraining growth to existing stations.
- e) It would be worthwhile for TPB to consult with jurisdiction's housing staff, especially in relation to affordable housing and the development industry
- f) Adding housing is desired, and especially affordable housing, but this is challenging in jurisdictions without high-capacity transit.
- g) Redevelopment outside transit areas also accomplishes environmental goals - with more efficient buildings, removal of surface parking lots, stormwater treatment, etc. Walking and biking can and do occur outside of transit station areas. Through redevelopment, these areas can become more walkable and provide non-vehicle access to daily needs, including recreation.

Strategy C8 Reduce travel times on all public transportation bus services

Staff notes: Past studies have shown that travelers greatly value travel time reliability, which this strategy does not directly address, and frequent service,^{9 10} which is not specifically mentioned in this strategy, though frequent service should result in shorter wait times, which should, in turn, result in reduced travel times. Also, although any improvement in transit service would likely result in a reduction in GHG emissions and could provide many other co-benefits, past studies have indicated only small reductions in GHG emissions even with large increase in transit service.

Selected member comments:

- a) Dedicated travel lanes for buses without more car lanes as an offset for traffic will allow faster movement without traffic tie ups. Less waiting in traffic means less idling, emissions, air pollution emitted from fossil fuel buses still in commission.
- b) The easiest ways to do this (bus stop consolidation and fare pre-pay) are broadly controlled by WMATA. Regional best-practices and coordination would benefit local operations.

⁸ "Resolution Adopting Targets to Address the Region's Housing Needs," Resolution (Washington, D.C.: Metropolitan Washington Council of Governments, September 11, 2019), https://www.mwcog.org/ASSETS/1/28/10042019_-_ITEM_2_-_COG_HOUSING_RESOLUTION1.PDF.

⁹ See, for example, Catherine Vanderwaart, "High Cost of Low Bus Speeds," <https://www.mwcog.org/events/2021/10/1/tpb-regional-public-transportation-subcommittee/>.

¹⁰ ICF, "Voices of the Region Survey," Final Report (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, March 11, 2021), <https://www.mwcog.org/documents/2021/03/16/voices-of-the-region-survey-visualize-2045/>.

- c) Each agency collects and reports different metrics related to travel times. This is a difficult metric to track reliably and would require data unification prior to any strategy adoption.
- d) Too many unknowns on implementation to support at this time.
- e) The environmental benefits of this strategy should be considered relative to the costs and relative to the cost-effectiveness of other strategies.

Strategy C9 Provide walk/bike access to all TPB identified high-capacity transit stations

Staff notes: The CCMS did not analyze access improvements to high-capacity transit stations as a standalone strategy and quantify the GHG reductions from it. Although this strategy would likely result in only a very small reduction in GHG emissions, this strategy is viewed as a prerequisite to reduce VMT by increasing transit ridership and increasing non-motorized travel and would also provide many other co-benefits.

Selected member comments:

- a) We support a general shift in regional focus and funding from road construction, which encourages more single-occupancy vehicle usage, to the provision of infrastructure and programs for microtransit and active transportation.
- b) The TPB should adopt this strategy and ask member agencies to increase this as a funding priority.

Strategy C10 Complete the TPB's National Capital Trail Network

Staff notes: The CCMS did not analyze a network of biking and walking trails as a standalone strategy and quantify the GHG reductions from it. Although this strategy would likely result in only a very small reduction in GHG emissions, this strategy would provide many other co-benefits and reduce VMT by increasing non-motorized travel.

Selected member comments:

- a) The development of an integrated and connected trail network is essential in creating healthy lifestyles and vibrant communities.
- b) Should adopt this strategy and ask member agencies to increase this as a funding priority.
- c) Funding for implementation will need to be identified or it would need to compete for construction funds.
- d) We support this strategy, but in our jurisdiction, most of the easy-to-build segments are already built. The remaining segments are difficult and/or expensive to build, and difficult to fund under current state and regional funding environments that prioritize highway congestion.

Strategy C14. Implement traffic operational improvement measures at all eligible locations

Staff notes: Although the CCMS found Transportation Systems Management and Operations (TSMO) strategy to be least effective in reducing GHG, this strategy is likely to have other co-benefits, including safety.

Selected member comments:

- a) My jurisdiction supports the use of these advanced technologies to create efficiencies for roadway travelers; however, selected traffic operational improvement measures should not compromise the safety of pedestrians and bicyclists.
- b) “All eligible locations” should be more clearly defined. This strategy should be studied further to better understand the cost and benefits of implementation.
- c) Funding for implementation will need to be identified or it would need to compete for construction funds
- d) Does this strategy conflict with other strategies that encourage increased transit use and reduce reliance on SOV?

II. On-road Transportation GHG Reduction Strategies to Explore Further OR Other Action

The TPB survey included 15 GHG reduction strategies. As shown in Table 2, a plurality or majority of the responses to seven of these called for further exploring the implications and implementation actions OR to take some other action at this time. Below the table is a description of staff notes and selected member comments for each strategy.

Table 2 On-road transportation GHG reduction strategies to be explored further OR other action

Ref.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
Strategies with Support To Explore further OR Other Action				
1.	Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, <u>within jurisdictional</u> boundaries, to improve the jobs-housing balance locally. (Survey Question C4a) (Regarding Survey Question C4b, please see note below)	29%	65%	6%
2.	Make all public bus transportation in the region fare-free by 2030. (Survey Question C5)	23%	73%	3%
3.	Make all public rail transportation in the region fare-free by 2030. (Survey Question C6)	7%	73%	20%
4.	Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation) (Survey Question C7)	27%	43%	30%
5.	Convert a higher proportion of daily work trips to telework. ¹¹ By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Survey Question C11)	38%	45%	17%
6.	Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile. (Survey Question C12)	10%	67%	23%
7.	Charge a "cordon fee" of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030. (Survey Question C13)	3%	63%	34%

Note regarding Survey Question C4b, which asked about the jurisdiction/agency position on "Take actions to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers across the region to improve the jobs-housing balance, regionally."

- 27% responded that they lacked the specific authority to take any actions; 47% responded that the actions taken to balance jobs and housing within their jurisdiction would contribute to improving the jobs and housing balance regionally; and
- 27% chose "Other."

¹¹ Teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.

Strategy C4a Shift growth in jobs and housing to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries.

Staff notes: As noted earlier, land use changes can be one of the most effective ways to reduce single-occupant vehicle (SOV) travel, increase transit, lower GHG emissions, and improve equity outcomes. While the closed-form response to this strategy showed weak support for this strategy of balance within jurisdictional, many of the comments indicated support for the concept noting that the TPB should consult with the local jurisdictions on this strategy.

Selected member comments:

- a) Taking aggressive action to better balance the region, in particular, in terms of jobs closer to housing and through Transit Oriented Development is one of the single most important action that TPB and COG can take to reduce GHG, increase sustainability, and resilience, while also addressing the tremendous equity issues is imperative.
- b) Among the core jurisdictions, there is limited opportunity to increase this strategy beyond the levels at which it's already being implemented.
- c) Shifting growth in jobs and housing to locations near TPB-identified high-capacity transit stations and COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- d) TPB should consult with jurisdictions, and the TPB should have a thorough discussion of these strategies soon to determine a path. A process for ensuring COG's Regional Activity Center designations are up-to-date and what the overall process is for updating needs to be considered as part of this discussion.
- e) In our experience, residents and businesses choose to locate based on economic and lifestyle factors despite government efforts. Businesses choose locations that are often pricier than their employees, resulting in the need for commuting. In addition, housing choices are "stickier" than jobs, in other words, people change jobs more frequently than changing residences, so initial choices for jobs and housing can change for good reasons other than commuting times.

Strategy C4b Shift growth in jobs and housing to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, across the region to improve the jobs-housing balance, regionally.

Staff notes: Member input on this variation of the land use strategy above, 4, was sought only with regard to the ability of the jurisdiction to take any action. The responses and the comments associated with the responses indicate that many members lack the specific authority to take any action and balancing jobs and housing within each jurisdiction would contribute to balance jobs and housing at a regional level.

Selected member comments:

- a) Shifting growth in jobs and housing across the region to locations near TPB-identified high-capacity transit stations and COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- b) Please consider that any "actions" will be shaped by zoning law, developer intent, potential state incentives and other factors.



- c) One problem our jurisdiction faces, and perhaps other outer jurisdictions also face, is the ability to attract Class-A office space, when the inner jurisdictions are geographically more attractive to corporate headquarters. Although our jurisdictions individually work with industry leaders, as a region, we don't appear to have a mechanism to fully understand how corporations make location decisions and how those decisions impact our transportation and housing decisions.
- d) As recent analysis by TPB is showing, this is a widening gap, therefore, a regional response is required, and MWCOG and TPB must play a role. This issue is one of the most central to addressing sustainability, and equity.
- e) TPB and COG need to facilitate regional coordination to achieve this critical strategy to address the east-west jobs-housing imbalance that is the source of many of the region's equity and transportation problems.

Strategy C5 All public bus transportation in the region fare-free

Staff notes: CCMS scenario MS.3 (“Amplified mode shift plus road pricing”) included free transit (both bus and rail). Scenario MS.3 achieved a 26% reduction in GHG emissions, which was the largest GHG reduction of all the mode shift and travel behavior scenarios analyzed in the CCMS. Although only about 23% of respondents supported adoption of this strategy, based on the comments in the survey, the TPB could consider a scaled-back version of this strategy, such as larger subsidies for some segments of the population, such as low-income residents or the elderly.

Selected member comments:

- a) One of the best ways to build (or rebuild) ridership is to reduce or eliminate barriers to entry. Fare-free options incentivize folks to strongly consider using public transit in place of personal vehicles.
- b) Though a fare-free system should be explored and considered, it must be noted that considerable research and surveys have shown that customers prioritize service that is fast, frequent, and reliable more than cost
- c) A policy to make all bus transportation fare-free would require intensive analysis, clear explanations of tradeoffs, political will, and an unambiguous commitment from funding jurisdictions to a) fund the regional transit system without collecting passenger revenue, and b) provide enough funding flexibility to improve service when warranted.
- d) We would need to understand the impact to the WMATA budget and other local bus service budgets and by extension, the impact to locality subsidies to those bus services.

Strategy C6. Make all public rail transportation in the region fare-free

Staff notes: As noted above, the free transit option, which included both free bus and rail transit, was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3).

Selected member comments:

- a) We would need to understand the impact to the WMATA budget and other regional rail service budgets and by extension, the impact to locality subsidies to those rail services.
- b) Rail fares generate a significant amount of revenue for Metrorail and local subsidies would have to be significantly higher to cover the operating costs. Reduced rail fares are more realistic and



can be available to those riders in need of financial assistance as opposed to all potential rail riders.

- c) Free rail is more expensive [than free transit bus service] and could have the unintended consequence of encouraging more people to commute greater distances because the cost of commuting would be free.
- d) The fare-free strategy will impact liability risk / insurance premiums and the assumed increase in ridership volume will yield pressure on capacity constraints, safety & security issues.
- e) Respondents noted that VRE has a policy to have minimum 50% fare box recovery for operations and the Purple Line Public Private Partnership (PPP) is financial bound by bonding constraints requiring revenue from fares.

Strategy C7. Price workplace parking for employees.

Staff Notes: Pricing strategies (e.g., parking pricing, VMT taxes, gas taxes, and carbon taxes) are some of the most cost-effective strategies for reducing vehicle miles of travel (VMT) and GHG emissions, but they are also unpopular with commuters/travelers. Many studies have shown that driving a motor vehicle is underpriced¹² (both compared to what other countries pay and in terms of the negative externalities caused by driving, such as pollution and traffic injuries). When a commodity is underpriced, people tend to use too much of it, which, in the case of the private automobile, leads to congestion and increased GHG emissions. One criticism of pricing strategies is the regressive nature of taxes and fees, but these can be overcome by subsidies to low-income households.¹³ And, of course, pricing strategies generate revenue, which is often desperately needed by many transportation programs.

Selected member comments:

- a) Parking pricing is a major factor in the decision to drive and the availability of free or reduced parking pricing will need to be eliminated to support reductions in VMT.
- b) Should adopt with a paired strategy of providing a flexible cash workplace commuter benefit (if an employer subsidy or commuter benefit is offered) that all employees can use as they need, e.g., living closer to work, transit, bicycling, micromobility, carpool, or private car/ride hail.
- c) Workplace parking for employees in Activity Centers that is twice as expensive (or more) as parking outside of Activity Centers may have the unintended consequence of encouraging development outside of Activity Centers.
- d) We have equity concerns with this strategy. Lower-moderate income motorists, who have to drive, would not be able to afford the higher prices while not affecting those in the higher income brackets.

¹² See, for example, Chapter 5 of Michael Mehaffy et al., “The Road Forward: Cost-Effective Policy Measures to Decrease Local and Global Emissions from Passenger Land Transport” (KTH Royal Institute of Technology, Copenhagen Centre on Energy Efficiency, UNEP DTU Partnership, and Sustasis Foundation, 2022), https://c2e2.unepdtu.org/kms_object/the-road-forward-cost-effective-policy-measures-to-decrease-emissions-from-passenger-land-transport/.

¹³ For example, Canada currently has a carbon tax and to compensate for the cost-of-living increase of the tax, the government has said it will continue to return most of the money collected by this program through rebates, as noted in this article: John Paul Tasker, “Ottawa to Hike Federal Carbon Tax to \$170 a Tonne by 2030,” Canadian Broadcasting Corporation, December 11, 2020, <https://www.cbc.ca/news/politics/carbon-tax-hike-new-climate-plan-1.5837709>.

- e) This issue is nuanced. The answer is not a one for one, as there are many ways to charge for parking, such as direct to the driver/parker, or through higher taxes on companies that provide free parking.
- f) This is likely to be difficult in the near term, particularly in auto-dependent suburban areas with limited transit service and abundant parking (both private and public parking). Strategic planning for parking maximums and increased transit options may be required to complement increased parking costs.

Strategy C11. Convert a higher proportion of daily work trips to telework

Staff Notes: Telework is a very effective method of reducing VMT and GHG emissions, as shown both by the CCMS and TPB's Long Range Plan Task Force analysis. Washington, D.C. and San Francisco have been rated as the top two cities in the U.S. in terms of jobs that are amenable to teleworking, with an estimate that 50% of all jobs in these two cities are amenable to telework.¹⁴

Selected member comments:

- a) Should adopt the 25% strategy as an interim approximate level and conduct a more comprehensive examination as post-pandemic levels of telework become clearer over the next few years.
- b) Adopting this regional telework strategy will help maintain and encourage continued investments into telework resulting in a reduction in peak hour and daily commuting trips, leading to reduced congestion and GHG emissions.
- c) This initiative needs additional discussion as it is fleshed out, with a focus on equity and implications related to development.
- d) More study should be conducted on this strategy to better understand the economic impacts it would have on downtown DC
- e) While a full "return to office" future seems unlikely and undesirable, TPB data must take into account the possibility that telework has negative effects on transportation emissions due to reduced transit ridership/service. It would be invalid to continue with the assumption that telework simply results in emissions disappearing.
- f) TPB should conduct a more comprehensive examination of the percentage of daily work trips to convert to telework. These targets may not be able to be implemented equally throughout the region.
- g) Implications will need to be considered for how existing office developments may be used in the future and what may replace economic development that previously depended at least partly on commuters.

Strategy C12. Charge a new fee per vehicle mile of travel by motorized, private, passenger vehicles.

Staff Notes: This strategy was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3). As noted earlier, pricing strategies are the most economically efficient ways to reduce VMT and GHG emissions but are unpopular with the public.

¹⁴ Jonathan I. Dingel and Brent Neiman, "How Many Jobs Can Be Done at Home?," White Paper (Chicago, Illinois: University of Chicago, Booth School of Business, June 19, 2020), <https://bfi.uchicago.edu/working-paper/how-many-jobs-can-be-done-at-home/>.

Selected member comments:

- a) My jurisdiction supports the general concept of the proposal in order to help solve the overall highway funding issues, but not in the manner that it is presented in this strategy. It would be recommended that this strategy include measures addressing heavy trucking and a method to differentiate between rural and urban transportation costs for private passenger vehicles.
- b) My agency is currently looking at Mileage Based User Fees (MBUF) and other solutions; however, there are considerable challenges to reconcile before adopting this strategy.
- c) Should adopt a general road and congestion pricing strategy that includes free/reduced transit fares and increased service along priced corridors and free/discounted driving fees for low/moderate-income commuters who drive.
- d) Equity considerations are important as a component of this, as some of the more affordable locations for residents with low incomes to live are not accessible to transit, and additional fees should be balanced to ensure there is not a disproportionate impact on low-income residents. Transit routes and frequency also need to be in place to allow for residents who work lower-pay jobs with hours outside 8-5 weekdays.
- e) If road transportation evolves to zero-emission vehicles, why is this necessary?
- f) Our recommendation is to study this issue, including cost-benefits and implications for equity, economic development, and housing implications.
- g) This [strategy] may be politically difficult to implement. It will also likely require coordination beyond the TPB region.

Strategy C13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering the core of the District of Columbia.

Staff Notes: This strategy was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3). Only 3% of jurisdictions or agencies (1 response) responded affirmatively that the TPB should adopt this strategy regionally.

Selected member comments:

- a) My jurisdiction supports the strategy to adopt a “cordon fee” assuming the boundaries are distinctly identifiable to travelers (bridges) and the necessary up-front investments to the transit network are made allowing users the ability to seamlessly transition from vehicles to transit. There is some discomfort with this idea, though we understand the general intent.
- b) Cordon pricing would be difficult to implement due to the many ways to circumvent the cordon fee and the high cost of vehicle monitoring at cordon sites. It becomes a commuter tax for persons travelling to/from the core of the District of Columbia.
- c) Transit and multimodal alternatives are essential to having the public support to implement such a fee. Until there is equity in available transportation services, this kind of fee will be challenging to implement.
- d) Merits more study in the post-pandemic travel and office context and should be considered in comparison to the benefits of a regional VMT fee. The District of Columbia’s Decongestion Pricing Study may provide helpful findings on ways to address equity issues and how congestion pricing can benefit all travelers, including drivers.
- e) COG should also evaluate the impact of this fee on tourism and the negative message it may send to people visiting the District of Columbia.
- f) [This strategy] may have impacts such as discouraging future development in the core or increasing congestion outside of the core.
- g) Consider equity and socioeconomic impact.



ITEM 9 – Information

May 18, 2022

Update on TPB Plans to Set Greenhouse Gas Reduction Goals and Strategies for the Transportation Sector

Background:

Between February 28 and April 1, TPB members completed a survey to gauge the TPB's interest in setting greenhouse gas (GHG) reduction goals and strategies specifically for the transportation sector. The findings from the survey were presented on April 20, at both a TPB work session and the TPB meeting. There appears to be consensus that the TPB should adopt both GHG reduction goals and strategies. TPB will discuss the optimum levels for the goals and the levels of implementation that could be pursued for the strategies.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Transportation Sector-Specific Climate Change Goals and Strategies for TPB's Plan and Planning Process
DATE: May 12, 2022

This memorandum provides the status of the TPB's ongoing discussions and efforts to establish a set of on-road, transportation-sector-specific, climate change goals and strategies that could be added to the policy element of TPB's long-range transportation plan, Visualize 2045, and to the TPB's transportation planning priorities. The information provides the context for the second work session of the TPB on the topic, which will take place on May 18, 2022. The expectation for the work session is to reach agreement on recommending a set of greenhouse gas (GHG) reduction goals and strategies at the May 18 TPB meeting, which, in turn, could be considered for adoption at the TPB's June 15, 2022 meeting.

BACKGROUND

The TPB has identified the following two elements for a climate change mitigation planning policy to consider adding to Visualize 2045 and the TPB's overall planning process:

1. A short- and long-term goal to reduce GHG emissions in the on-road transportation sector.
2. A set of multi-pathway, multi-modal transportation strategies that reduce on-road GHG emissions.

The TPB conducted, with consultant assistance, a technical study, the 2021 Climate Change Mitigation Study (CCMS),¹ which examined the GHG reduction potential of a set of on-road GHG reduction strategies, grouped into ten scenarios, to provide information to develop the above climate change mitigation policy elements. The TPB conducted a survey of its member jurisdictions/agencies, between February and April, to determine the current collective readiness of the TPB to adopt short- and long-term on-road GHG reduction goals and to endorse a set of on-road GHG reduction strategies at this time. Thirty-one of the TPB's 39 voting members (79%) completed the survey.

On April 20, 2022, the TPB held a special work session to review the results of the TPB member climate survey and determine the collective readiness to act on the two climate change mitigation elements. A second work session has been scheduled for May 18 to continue the discussion from April 20 and develop recommendations on actions the TPB could take on climate change mitigation

¹ ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

as part of its 2022 update of its long-range transportation plan, Visualize 2045. In May, the TPB's on-call consultant conducted an additional analysis of GHG reduction potential, which included two new scenarios ² (the consultant report, minus its appendix, has been attached to this end of this memo):

- The seven GHG reduction strategies that appeared to have TPB support, using levels of implementation that were assumed in the TPB member survey.³ (referred to as COMBO.6 in the consultant study)
- The seven GHG reduction strategies that appeared to have TPB support, using more modest levels of implementation than those assumed in the TPB member survey. (referred to as COMBO.5 in the consultant study).

One important distinction to make about both the CCMS and the May analysis: Both analyses estimated tailpipe GHG emissions from motor vehicles and electricity-generation emissions associated with the electricity that would be used by electric vehicles (EVs). By contrast, most other studies and initiatives focus solely on vehicle tailpipe GHG emissions. This means that one must be careful when comparing goals across different studies. For example, Maryland's 2016 Greenhouse Gas Emissions Reduction Act (GGRA of 2016) requires the state to achieve a minimum of a 40% reduction in statewide GHG emissions from 2006 levels by 2030 (sometimes referred to as the "40 by 30" goal), but the 2030 GGRA Plan does not mention inclusion of electricity used by EVs, so it appears to be counting only tailpipe emissions, which, again, is a common practice.⁴ In this sense, the goal values calculated by the CCMS and the May analysis are more ambitious than many other studies. Thus, when comparing the on-road transportation emission reduction amounts for the goals and from the strategies being considered by the TPB with that of other entities, it is important to note this difference.

STATUS

The findings from the TPB member climate survey (including comments provided as part of the survey) and discussions during the April 20 TPB work session on the two climate change mitigation elements are noted below. The purpose of the May 18 TPB work session is to continue discussions aimed at developing an agreement on recommendations for climate change mitigation actions the TPB could take at its June 15 meeting as part of the 2022 update of Visualize 2045.

1. **Adopting short- and long-term GHG reduction goals for the on-road transportation sector**
65% of the survey respondents felt that the TPB should adopt GHG reduction goals for the on-road sector for 2030 and 2050. However, based on survey comments, there was less agreement on the numerical values that should be tied to those goals, particularly for 2030. TPB member preferences regarding the level of GHG reduction, as noted from the comments in the survey and April 2022 work session discussion, have been grouped into three categories in the next section.

² ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios," Draft Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 12, 2022).

³ See, for example, Kanti Srikanth, "Climate Change Mitigation Planning Elements: Preliminary Proposal, For Consideration," 5, <https://www.mwcog.org/events/2022/4/20/tpb-climate-work-session/>.

⁴ "Greenhouse Gas Emissions Reduction Act: 2030 GGRA Plan" (Maryland Department of the Environment, February 19, 2021), i, [https://mde.maryland.gov/programs/Air/ClimateChange/Pages/Greenhouse-Gas-Emissions-Reduction-Act-\(GGRA\)-Plan.aspx](https://mde.maryland.gov/programs/Air/ClimateChange/Pages/Greenhouse-Gas-Emissions-Reduction-Act-(GGRA)-Plan.aspx).

2. A set of on-road GHG reduction strategies as planning priorities for the TPB

There was general agreement that several of the on-road GHG reduction strategies featured in both the survey and the CCMS could be endorsed at this time (between 45% and 90% approval, depending on the strategy, according to survey respondents), with other strategies meriting a more comprehensive examination in the future (between 43% and 73% of the survey respondents indicating that further study was needed). The two sets of strategies are listed in the next section. Based on survey results, there also was a sense that the levels of implementation for some strategies were not practicable and ought to be reconsidered.

EXPECTATIONS FOR MAY 18 WORK SESSION DISCUSSIONS

Given that 1) the TPB is scheduled to adopt the 2022 update of Visualize 2045 at its June 15, 2022 meeting and 2) the TPB's previously stated interest in adding climate change mitigation elements to Visualize 2045, the primary purpose of this work session is to develop recommendations to the full board on: 1) adopting short- and long-term GHG reduction goals for the on-road sector and 2) finalizing the on-road GHG reduction strategies the TPB would adopt as planning priorities at this time. The intent is that any recommendations from the May 18 work session, held in the morning, will be reported to the full board during its May 18 meeting, held in the afternoon, for formal action at the TPB's June 15 meeting.

I. Adopting short- and long-term GHG reduction goals for the on-road transportation sector

Responses from the TPB member climate survey and discussions from the April 20 work session support the TPB adopting GHG reduction goals for the on-road sector. The survey and the discussions, however, have called for further discussion on the level of GHG reduction goals for the year 2030, noting that the 2030 goal of a 50% reduction in GHG emissions compared to 2005 levels is unrealistic.⁵

Based on comments from the TPB member survey and work session and board meeting discussions, staff has identified three potential GHG reduction levels for consideration. The three options are based on the TPB's CCMS, recent staff research of other comparable MPOs,⁶ and a supplemental (May) analysis of two additional scenarios by the consultant, ICF.

Option A: Aspirational goals that are identical to region's overall (non-sector-specific) goals

- 2030: 50% below 2005 levels (2030 Climate and Energy Action Plan, or CEAP)⁷

⁵ The 2021 CCMS found that none of the ten scenarios analyzed would be capable of attaining a 50% reduction in transportation-sector GHG emissions by 2030, compared to 2005 levels, and these ten scenarios contained GHG reduction strategies with very aggressive levels of implementation.

⁶ Srikanth, Kanti, Erin Morrow, Dusan Vuksan, and Mark Moran. Memorandum to National Capital Region Transportation Planning Board. "Research on Peer MPO On-Road Transportation Greenhouse Gas (GHG) Reduction Targets." Memorandum, April 27, 2022. <https://www.mwcog.org/events/2022/5/18/tpb-climate-work-session/>

⁷ "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020),

- 2050: 80% below 2005 levels (2008 Climate Change Report)⁸

The means of achieving the above level of reductions are unclear since they have not been demonstrated in any study. The TPB's CCMS finds that a 50% reduction for 2030 would be unattainable, even with the most aggressive VMT reductions and clean vehicle fleet assumptions supported by a fully clean electric grid.

Option B: Ambitious and data driven goals, with the 2030 goal consistent with underlying assumptions for the transportation sector from the region's 2030 CEAP.⁹

- 2030: 32% below 2005 levels ¹⁰
- 2050: 80% below 2005 levels

This option would include reduction levels, derived from the TPB's CCMS, which could be attained, in theory, with the most aggressive and unprecedented clean fuel and aggressive land use, teleworking, transit fares and travel pricing strategies to reduce VMT, without the requirement of a reliance on a fully clean electric grid (but a "reference case" electrical grid is still assumed. See footnote 11 for details).

Option C: Pragmatic goals, based on GHG reduction strategies that appear to be supported by the TPB in the member survey, at either the levels of implementation assumed in the survey or more moderate levels of implementation. These values are based on a supplemental analysis by the consultant (documentation in progress):

- 2030:
 - 29% below 2005 levels (Seven strategies supported by TPB at levels of implementation listed in the survey) **OR**
 - 23% below 2005 levels (Seven strategies supported by TPB at more modest levels of implementation than those listed in the survey)
- 2050: 80% below 2005 levels

For Option C, the levels of GHG reductions were estimated based on the May consultant analysis of the seven on-road GHG reduction strategies that appeared to have member support in the survey and on discussions at the April 20 work session. The first goal level for 2030 (29%) corresponds to the levels of implementation noted in the survey for a

<https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

⁸ Climate Change Steering Committee for the Metropolitan Washington Council of Governments Board of Directors, "National Capital Region Climate Change Report," Final Report (Washington, D.C.: Metropolitan Washington Council of Governments, November 12, 2008), <https://www.mwcog.org/file.aspx?A=R8%2F07kehmpgzBhW7Z%2F6R7fLiQ4aIY28XTL33ZwEgoJo%3D>.

⁹ The purpose of the scenario developed for the 2030 CEAP was to estimate the technical potential for the region to achieve the region's total 2030 GHG reduction goal of 50% below 2005 levels. The CEAP was not intended to delineate sector-specific goals.

¹⁰ COMBO.2 from the CCMS was estimated to achieve a 33% reduction in GHG emissions, assuming a reference case for the electrical grid, keeping in mind that the CCMS included GHG emissions due to electricity used to operate electrical vehicles (EVs). The strategies in COMBO.2 are more far-reaching than the seven strategies that, based on the TPB member survey, appear to have support from a majority of TPB members.

reference electric grid.¹¹ With a 100% clean electric grid by 2035, this goal value could be 35%. The second goal level for 2030 (23%) corresponds to more modest levels of implementation than those noted in the survey. It is also for a reference electric grid. With a 100% clean electric grid, this goal value could be 26%. Also note that although we are referring to the Option C 2030 goal values as “pragmatic,” it will still be challenging to achieve these goals in only eight years.

II. Endorsing a set of on-road GHG reducing strategies

The TPB member survey and discussions from the April 20 work session supports the TPB adopting the following seven GHG reduction strategies for the on-road sector. Comments made in the member survey and during discussions, however, had questioned if the level of implementation for some of the seven strategies were too high.

The seven on-road GHG reducing strategies with a plurality or majority support of members are listed below at the levels identified in TPB’s member survey and also, for some strategies, at a more modest level of implementation (reflecting the May consultant analysis):

1. Improve walk and bicycle access to all TPB identified high-capacity transit stations (survey question C9). The implicit assumption for the CCMS was that the access improvements would be done at all the high-capacity transit stations identified by the TPB by 2030. The consultant’s May analysis tested both a 50% increase in bicycle usage and also a lower 25% increase in bicycle usage. However, the analysis found that there was no meaningful difference in the amount of GHG reduction between the two levels of outcomes.
2. Complete the TPB’s National Capital Trail Network to (NCTN) to increase the walk and bike mode of travel (survey question C10). The implicit assumption for the CCMS was that the unbuilt portion of the NCTN (55%) would be completed by 2030. No changes to this assumption were analyzed.
3. Implement Transportation Systems Management and Operations (TSMO) measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments (survey question C14). In the CCMS, this strategy included both TSMO and some level of connected and automated vehicle (CAV) technology to be implemented by 2050. For the May consultant analysis, the consultant tested two levels of implementation: 1) TSMO and CAV; 2) TSMO only. However, the analysis found that there was no meaningful difference in the amount of GHG reduction between the two levels of

¹¹ As noted on pp. 5-6 of the CCMS, a “Reference Case” incorporates all “on-the-books” policies, including renewable portfolio standards (RPSs) in the District of Columbia, Maryland, and Virginia. These policies include those defined in Virginia’s Clean Economic Act (100% clean power by 2045, assuming Dominion as the dominant utility), Maryland’s Renewable Portfolio Standard (50% renewable energy by 2030) and DC’s Renewable Portfolio Standard (100% renewable energy by 2032). The CCMS notes that “the Reference Case assumes considerable reductions in the carbon intensity of electricity compared to current electric grid conditions.”

implementation.

4. Develop an electric vehicle (EV) charging network in the region (survey question C2).¹² In the CCMS, this strategy was considered an enabling action for the clean fuel vehicle strategy C1. Thus, no GHG emissions amounts were estimated or attributed to this EV charging network strategy.
5. Convert light-, medium- and heavy-duty vehicles and buses to clean fuel, e.g., electric or hydrogen (survey question C1). There were several comments noting that the level of implementation, especially by 2030, identified in the TPB member survey was very ambitious and potentially unrealistic. The TPB consultant therefore tested a more modest level of implementation. This is the most effective strategy of the seven supported strategies identified in the TPB member survey, so most of the variation in 2030 GHG reduction goal values in the previous section (Options A, B, and C) is due to the variation of the levels of implementation of this strategy.

Assumed levels of implementation for 2030 in TPB survey:

100% of new light-duty vehicles sold;
50% of new medium/heavy-duty trucks, and
100% of all buses on the road.

Alternate 2030 option – Reduced yet ambitious levels of implementation:

50% of new light-duty vehicles sold;
30% of new medium/heavy-duty trucks, and
50% of all buses on the road.

6. Add additional housing units, above current COG Cooperative forecasts (Round 9.2) near TPB-identified high-capacity transit (HCT) stations and in COG's regional activity centers (RAC) (survey question C3). The CCMS and the May analysis assumed 77,000 additional housing units by 2030 and 126,000 units by 2050. Compared to adding housing outside the region, which tends to lead to long commute trips, additional housing inside the region, particularly around transit and activity centers, should help reduce commute-related vehicle miles travelled (VMT). However, these added households will also result in new non-commute VMT. Although the May consultant analysis did not stratify VMT by trip purpose, the analysis found that, when accounting for both the additions to and subtractions from VMT, the new housing, even in transit-oriented areas, would result in a very small increase in VMT (on the order of 1%, which could also be considered within the noise of the modeling tools). At any rate, given that this strategy of adding additional housing units is a regional priority (for both COG and TPB, to better balance jobs and housing in the region and address the housing affordability challenge), this strategy was analyzed as originally proposed and no changes to the level of implementation for this strategy were examined.
7. Reduce travel times, relative to 2020, on all public transportation buses (survey question C8). The TPB member survey had assumed that bus travel times would be reduced by 15% between 2020 and 2030. There were some comments on the

¹² Sometimes referred to as Electric Vehicle Supply Equipment (EVSE).

ability to implement the various actions needed to achieve this by 2030, including increased bus service and bus-only lanes. For the May analysis, the consultant tested both the 15% reduction in travel times and a 10% reduction. However, the analysis found that there was no meaningful difference in the amount of GHG reduction between the two levels of implementation.

NOTE

The TPB member climate survey indicated a thorough examination of the implementation issues along with discussions with other departments at the local jurisdictional levels were needed before the TPB could consider adopting the following seven strategies as planning priorities to reduce GHG in the on-road sector.

1. Shift even more growth in jobs and housing from locations currently forecast to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries (survey question C4a).
2. Make all public bus transportation free by 2030 (survey question C5).
3. Make all public rail transportation free by 2030 (survey question C6).
4. Price workplace parking for employees in all regional Activity Centers by 2030 and at all workplaces by 2050 (survey question C7).
5. Convert a higher proportion of daily work trips to telework: 25% by 2030 and 40% by 2050 (survey question C11).
6. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes (survey question C12)
7. Charge a "cordon fee" per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia by 2030 (survey question C13).

ATTACHMENT: CONSULTANT REPORT WITHOUT ITS APPENDIX

ICF, Fehr & Peers, and Gallop Corporation. "TPB Climate Change Mitigation Study of 2021: Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios." Draft Report. National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 12, 2022.



→ TPB Climate Change Mitigation Study of 2021

Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios

May 12, 2022

Prepared by



with support from
Fehr & Peers and
Gallop Corporation

Prepared for



National Capital Region
Transportation Planning Board

Additional Transportation Scenarios Analysis: TPB Survey Identified Scenarios

Background

The National Capital Region Transportation Planning Board's (TPB) Climate Change Mitigation Study of 2021 (CCMS) analyzed the types of greenhouse gas (GHG) reduction strategies that would be needed to achieve COG's 2030 and 2050 GHG emissions reduction goals (50% reduction by 2030 and 80% reduction by 2050, compared to 2005 levels) focused solely on the on-road transportation sector. It explored ten scenarios addressing transportation strategies across several pathways – vehicle technology and fuels (VT), mode shift and travel behavior (MS), and transportation systems management and operations (TSMO) – and combinations of these pathways, with various levels of strategy implementation. The results highlighted the need for a broad array of strategies to be implemented, since strategies with a combination of pathways showed the overall highest potential for GHG reduction. The study also highlighted the difficulty of meeting the region's goal levels for on-road transportation sources for 2030, since none of the scenarios were estimated to achieve more than a 43% reduction in GHG emissions in 2030, even under the most optimistic assumptions.

Subsequently, at the January 19, 2022 meeting of the TPB, it was proposed that the TPB should: 1) explicitly adopt GHG reduction goals for the on-road transportation sector; and 2) explicitly endorse a set of multi-pathway strategies to reduce on-road GHG emissions and commit to implementing them in an equitable and expeditious manner. To help in this process, the TPB members received a Climate Change Mitigation Goals and Strategies Questionnaire, and the TPB members were given the opportunity to consider their support for adopting on-road transportation GHG reduction goals and strategies to adopt. The results indicated that most respondents supported formally adopting GHG reduction goals for the on-road transportation sector commensurate with the region's multisector goals. Also, a majority or plurality of respondents expressed support for adopting seven GHG reduction strategies as follows:

1. **Convert vehicles to clean fuels.** In 2030, 100% of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100% of all buses on the road will be clean fuel vehicles. In 2050, 100% of new light duty vehicles sold, 100% of new medium/heavy duty trucks sold, and 100% of all buses on the road will be clean fuel vehicles.
2. **Develop an electric vehicle charging network** in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.
3. **Add additional housing units**, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.
4. **Reduce travel times (relative to 2020) on all public transportation bus services.** In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.
5. Implement projects or programs to **provide walk/bike access to all TPB identified high-capacity transit stations.**
6. **Complete the TPB's National Capital Trail Network** to increase walk and bike trips throughout the day.
7. **Implement traffic operational improvement measures** at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

At the TPB Climate Work Session held on April 20, 2022, the participants expressed a desire to explore what would be the likely impacts of implementing these seven strategies. They also expressed interest in considering possible variations of the assumptions associated with the strategies defined in the survey, particularly for converting vehicles to clean fuels, since the level of clean vehicle fuels (e.g., electric vehicles) assumed in the survey may not be realistic. This document summarizes the results of that analysis.

Additional Scenarios Analyzed

To support an understanding of the likely effects of implementing the seven strategies, and implications for developing a realistic goal for on-road transportation GHG reduction levels that might be achieved by 2030 and 2050, ICF conducted an analysis of two additional scenarios addressing implementation of the seven strategies:

1. Implementation at the levels defined in the survey; and
2. Implementation at levels considered more realistic or moderate.

To conduct this analysis, ICF built on the scenario work conducted for the CCMS, and explored two combination scenarios, referred to as COMBO.5 (implementation at levels considered more realistic or moderate) and COMBO.6 (implementation at levels defined in the survey), since the original study had four combination scenarios (COMBO.1 to COMBO.4).

The assumptions associated with the two levels of implementation are noted below in Table 1. For most of the strategies, two separate sets of assumptions were used for the two scenarios. However, under both scenarios, the same assumptions were used for two strategies: add additional housing units and complete the TPB's National Capital Trail Network. The strategy to develop an electric vehicle charging network was not modeled separately as it was assumed to be a necessary part of the overall strategy to convert vehicles to clean fuels. fuels

Table 1: Strategies and assumptions

Strategy	Assumptions under COMBO.5	Assumptions under COMBO.6
Convert vehicles to clean fuels	Same as original VT.1 scenario: Shifts to EVs (50% of new light-duty [LD] vehicle sales are EVs in 2030, with 100% by 2040; 30% of new medium/heavy-duty [M/HD] truck sales are EVs in 2030, with 100% by 2050; 50% of buses on the road are EVs in 2030, 100% in 2050; biodiesel/renewable diesel makes up 10% of diesel fuel use in 2030 and 20% in 2050)	Same as original VT.2 scenario: 100% of new LD vehicle sales are EVs in 2030; 50% of new M/HD truck sales are EVs in 2030, with 100% by 2040; 100% of buses on the road are EVs by 2030; biodiesel/renewable diesel makes up 20% of diesel fuel use in 2030 and 30% in 2050
Develop an electric vehicle charging network	Not explicitly analyzed; assumed to be supportive of the conversion of vehicles to clean fuels.	Not explicitly analyzed; assumed to be supportive of the conversion of vehicles to clean fuels.
Add Additional Housing Units	Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.	
Reduce Travel Times on all Bus Services	Same as assumptions within original MS.1 scenario: Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 10 percent, and in 2050, travel times are reduced by 20 percent.	Same as assumptions within original MS.3 scenario: Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.
Provide Walk/Bike Access to all high-capacity transit stations	Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations (lower impact assumption)	Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations (higher impact assumption)
Complete the TPB's National Capital Trail Network	Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day.	
Implement traffic operational improvement measures	Same as original TSMO scenario but without assumption of connected/automated vehicle (CAV) benefits: Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments	Same as original TSMO scenario: Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments; assumed operational benefits from CAVs in 2050.

Scenario Results

The estimated on-road transportation GHG reductions associated with implementation of the seven strategies, compared to 2005 levels, are shown in Table 2 below under the three electric grid cases explored in the CCMS. Note that under baseline assumptions, on-road transportation GHGs are estimated to be about 14% below 2005 levels in both 2030 and 2050. These figures account for both tailpipe emissions from motor vehicles and electricity-related emissions associated with use of electric vehicles (not emitted directly from vehicles but by electric utilities).

Table 2: Summary of GHG Reductions Estimated for New Scenarios Under all Electric Grid Cases (% Reductions from 2005 Level)

Scenario	Key Components	2030			2050		
		Ref. Grid	Mod. Grid	Clean Grid	Ref. Grid	Mod. Grid	Clean Grid
COMBO.5	Combination with strategies identified by the TPB survey with lower or more realistic levels	-23%	-23%	-26%	-71%	-77%	-85%
COMBO.6	Combination with strategies and levels identified in the TPB survey	-29%	-30%	-35%	-77%	-84%	-94%

Results of these scenarios in relation to the original scenarios analyzed are displayed in Table 3 and Table 4. The strategy to convert vehicles to clean fuels corresponds with the original VT.1 and VT.2 scenarios and the operational improvements strategy corresponds with the original TSMO scenario. However, the mode shift and travel behavior strategies that received plurality/majority support were only a subset of the original set analyzed. Consequently, ICF developed two separate scenarios, MS.4 and MS.5 to reflect the four mode shift and travel behavior strategies (Add Additional Housing Units, Reduce Travel Times on all Bus Services, Provide Walk/Bike Access to all high-capacity transit stations, and Complete the TPB’s National Capital Trail Network) supported in the survey under levels identified in the survey and with lower or more realistic levels. These scenarios were then layer together to yield the COMBO.5 and COMBO.6 results. A comparison of the reductions in GHG emissions from all COMBO scenarios assessed to date is shown in Figure 1.

COMBO.6: Levels of implementation selected by TPB in survey

The COMBO.6 scenario encompasses the identified levels of implementation for the strategies reflected by the TPB member survey. With the reference grid using on-the-books power sector policies, the COMBO.6 scenario is projected to reduce CO₂e emissions with respect to 2005 levels by 29% in 2030 and by 77% in 2050. Assuming the clean grid, this scenario is anticipated to reduce CO₂e emissions with respect to 2005 levels by 35% in 2030 and by 94% in 2050.

The bulk of the GHG emissions reductions for this scenario are due to the clean fuels strategy. The mode shift and travel behavior strategies (modeled in isolation as scenario MS.5) are estimated to yield a less than 1% reduction in on-road transportation GHG emissions in 2030 compared to the baseline levels. The operations improvements also have small effects, estimated at about a 1% reduction in 2030. These effects remain small in 2050, with the cleans fuel strategy yielding most of the benefits.

COMBO.5: Lower or more realistic levels of implementation

The COMBO.5 scenario encompasses lower or more realistic levels of implementation for several of the strategies reflected by the TPB member survey. With the reference grid using on-the-books power sector policies, the COMBO.5 scenario is projected to reduce CO₂e emissions with respect to 2005 levels by 23% in 2030 and by 71% in 2050. Assuming the clean grid, this scenario is anticipated to reduce CO₂e emissions with respect to 2005 levels by 26% in 2030 and by 85% in 2050.

As with COMBO.6, in COMBO.5, the bulk of the GHG emissions reductions are due to the clean fuels strategy. The mode shift and travel behavior strategies (modeled in isolation as scenario MS.4) are estimated to yield less than 1% reduction in on-road transportation GHG emissions in 2030 compared to the baseline levels, and the operations improvements also have about a 1% reduction impact, and these impacts remain small through 2050.

Figure 1: Comparison of all COMBO scenarios

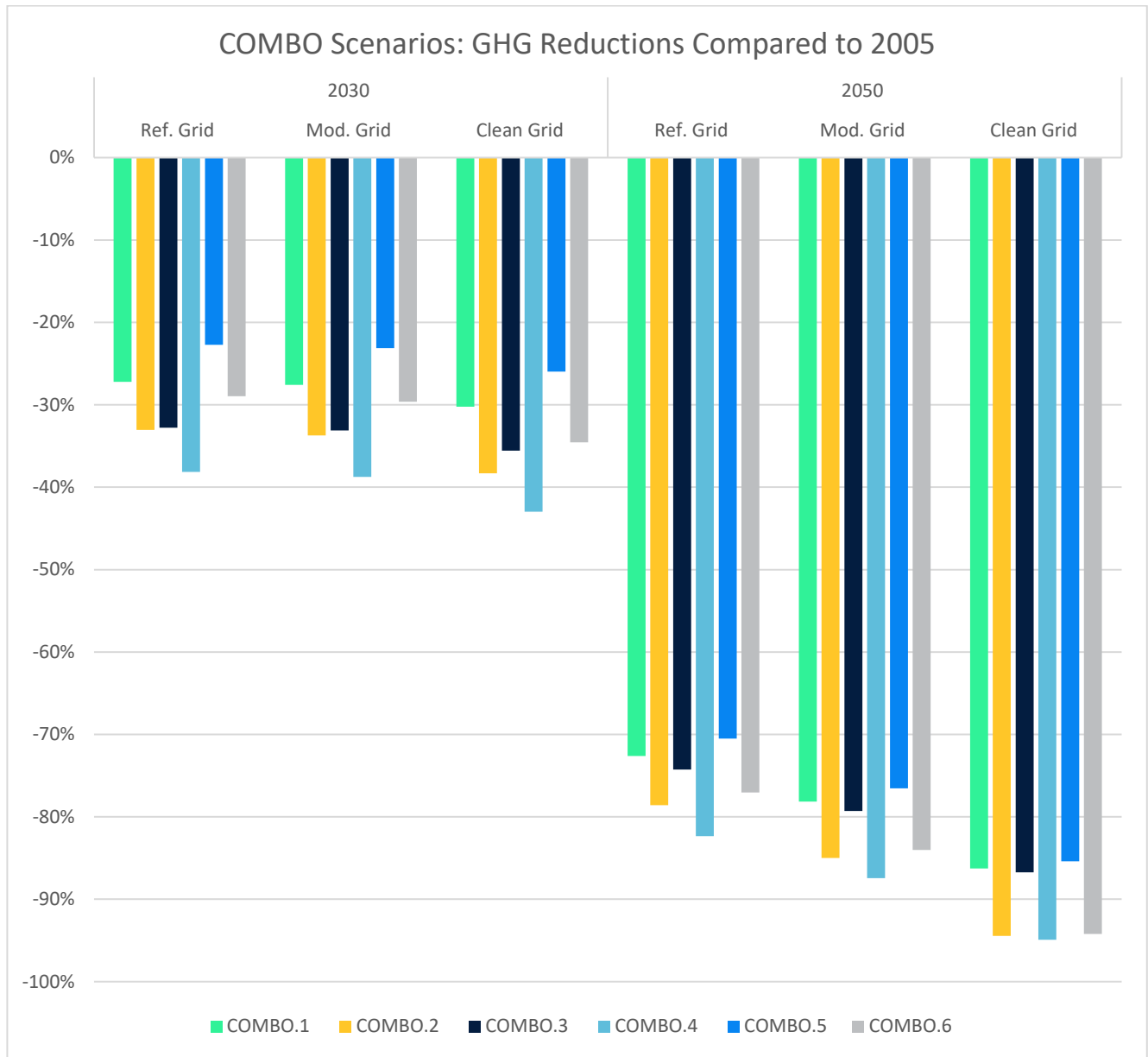


Table 3: Summary of GHG Reductions Estimated for All Transportation Scenarios Under all Electric Grid Cases (% Reductions from 2005 Level)

Scenario	Key Components	2030			2050		
		Ref. Grid	Mod. Grid	Clean Grid	Ref. Grid	Mod. Grid	Clean Grid
Baseline	Base assumptions from Visualize 2045	-14%	-14%	-14%	-14%	-14%	-14%
VT.1	50% of new LD vehicle sales are EVs in 2030, with 100% by 2040; 30% of new M/HD truck sales are EVs in 2030, with 100% by 2050; 50% of buses on the road are EVs in 2030, 100% in 2050; biofuels/renewable diesel make up 10% of diesel fuel use in 2030 and 20% in 2050	-21%	-21%	-24%	-69%	-75%	-84%
VT.2	100% of new LD vehicle sales are EVs in 2030; 50% of new M/HD truck sales are EVs in 2030, with 100% by 2040; 100% of buses on the road are EVs by 2030; biofuels/renewable diesel make up 20% of diesel fuel use in 2030 and 30% in 2050	-28%	-29%	-34%	-76%	-83%	-93%
MS.1	Land use changes, including new housing in the region; transit fares reduced 50% by 2030 and 75% in 2050; all workplace parking in activity centers priced by 2030; 10% reduction in transit travel time by 2030 and 20% by 2050; 25% telework; increased bike/ped/mobility; reduction in vehicle trips to school	-20%	-20%	-20%	-21%	-21%	-22%
MS.2	MS.1 + DC core cordon pricing + VMT-fees of \$0.05 per mile in 2030 and \$0.10 per mile in 2050	-22%	-22%	-23%	-25%	-25%	-25%
MS.3	MS.2 with amplified strategies, including free transit; all workplace parking priced by 2050 (not just in activity centers), 15% reduction in transit travel time by 2030 and 30% by 2050; 40% telework	-26%	-26%	-26%	-27%	-28%	-28%
MS.4	Includes a revised land use strategy, transit improvements (10% and 20% reductions in transit travel time in 2030 and 2050), increase in bike+transit (25% increase) and walking+transit trips at high capacity transit stations, and the completion of the National Trail Network.	-15%	-15%	-16%	-14%	-15%	-15%
MS.5	Includes a revised land use strategy, amplified transit improvements (15% and 30% reductions in transit travel time in 2030 and 2050), amplified increases in bike+transit (50% increase) and walking+transit trips at high capacity transit stations, and the completion of the National Trail Network.	-15%	-15%	-16%	-14%	-15%	-15%
TSMO	Optimized ITS/TSMO	-16%	-16%	-17%	-15%	-15%	-16%
TSMO + CAV	Optimized ITS/TSMO, with benefits from connected/automated vehicles (CAVs) by 2050	-16%	-16%	-17%	-16%	-17%	-18%
COMBO.1	Combined scenario: VT.1+ MS.1 + TSMO	-27%	-28%	-30%	-73%	-78%	-86%
COMBO.2	Combined scenario with more aggressive technology emphasis: VT.2 + MS.1 + TSMO	-33%	-34%	-38%	-79%	-85%	-94%
COMBO.3	Combined scenario with more aggressive mode shift emphasis: VT.1 + MS.3 + TSMO	-33%	-33%	-36%	-74%	-79%	-87%
COMBO.4	Combined scenario with aggressive actions across all pathways and shared CAV future: VT.2+MS.3+TSMO+CAV+additional sharing	-38%	-39%	-43%	-82%	-87%	-95%
COMBO.5	Combination with strategies identified by the TPB survey with lower or more realistic levels: VT.1 + MS.4 + TSMO	-23%	-23%	-26%	-71%	-77%	-85%
COMBO.6	Combination with strategies and levels identified by the TPB survey: VT.2 + MS.5 + TSMO + CAV	-29%	-30%	-35%	-77%	-84%	-94%

Table 4: Summary of GHG Reductions Estimated for All Transportation Scenarios Under all Electric Grid Cases (% Reductions from Baseline Forecast Level for 2030 and 2050)

Scenario	Key Components	2030			2050		
		Ref. Grid	Mod. Grid	Clean Grid	Ref. Grid	Mod. Grid	Clean Grid
VT.1	50% of new LD vehicle sales are EVs in 2030, with 100% by 2040; 30% of new M/HD truck sales are EVs in 2030, with 100% by 2050; 50% of buses on the road are EVs in 2030, 100% in 2050; biofuels/renewable diesel make up 10% of diesel fuel use in 2030 and 20% in 2050	-8%	-8%	-11%	-64%	-71%	-81%
VT.2	100% of new LD vehicle sales are EVs in 2030; 50% of new M/HD truck sales are EVs in 2030, with 100% by 2040; 100% of buses on the road are EVs by 2030; biofuels/renewable diesel make up 20% of diesel fuel use in 2030 and 30% in 2050	-16%	-17%	-23%	-72%	-81%	-92%
MS.1	Land use changes, including new housing in the region; transit fares reduced 50% by 2030 and 75% in 2050; all workplace parking in activity centers priced by 2030; 10% reduction in transit travel time by 2030 and 20% by 2050; 25% telework; increased bike/ped/mobility; reduction in vehicle trips to school	-6%	-6%	-7%	-9%	-9%	-10%
MS.2	MS.1 + DC core cordon pricing + VMT-fees of \$0.05 per mile in 2030 and \$0.10 per mile in 2050	-9%	-9%	-10%	-13%	-13%	-14%
MS.3	MS.2 with amplified strategies, including free transit; all workplace parking priced by 2050 (not just in activity centers), 15% reduction in transit travel time by 2030 and 30% by 2050; 40% telework	-13%	-13%	-14%	-16%	-16%	-17%
MS.4	Includes a revised land use strategy, transit improvements (10% and 20% reductions in transit travel time in 2030 and 2050), increase in bike+transit (25% increase) and walking+transit trips at high capacity transit stations, and the completion of the National Trail Network.	0%*	-1%	-2%	-1%	-1%	-2%
MS.5	Includes a revised land use strategy, amplified transit improvements (15% and 30% reductions in transit travel time in 2030 and 2050), amplified increases in bike+transit (50% increase) and walking+transit trips at high capacity transit stations, and the completion of the National Trail Network.	0%*	-1%	-2%	-1%	-1%	-2%
TSMO	Optimized ITS/TSMO	-1%	-2%	-2%	-1%	-2%	-3%
TSMO + CAV	Optimized ITS/TSMO, with benefits from connected/automated vehicles (CAVs) by 2050	-1%	-2%	-2%	-3%	-4%	-5%
COMBO.1	Combined scenario: VT.1+ MS.1 + TSMO + CAV	-15%	-15%	-19%	-68%	-75%	-84%
COMBO.2	Combined scenario with more aggressive technology emphasis: VT.2 + MS.1 + TSMO + CAV	-22%	-23%	-28%	-75%	-83%	-94%
COMBO.3	Combined scenario with more aggressive mode shift emphasis: VT.1 + MS.3 + TSMO + CAV	-21%	-22%	-25%	-70%	-76%	-85%
COMBO.4	Combined scenario with aggressive actions across all pathways and shared CAV future: VT.2+MS.3+TSMO+additional sharing	-28%	-28%	-33%	-80%	-85%	-94%
COMBO.5	Combination with strategies identified by the TPB survey with lower or more realistic levels: VT.1 + MS.4 + TSMO	-10%	-10%	-14%	-66%	-73%	-83%
COMBO.6	Combination with strategies and levels identified by the TPB survey: VT.2 + MS.5 + TSMO + CAV	-17%	-18%	-24%	-73%	-81%	-93%

*Rounded, reflects less than 0.5% reduction from baseline

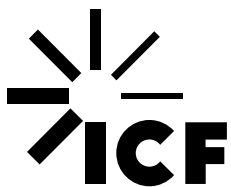
Conclusion

The seven strategies that received plurality/majority support in the TPB member survey are estimated to reduce on-road transportation GHG emissions by 23% to 29% in 2030, and by 71% to 77% in 2050, compared to 2005 levels, under a reference grid case. They achieve larger reductions with clean grid assumptions, enabling attainment of the 80% reduction goal in 2050 but still well short of the 50% reduction goal in 2030.

In both cases, the **Convert vehicles to clean fuels** strategy is by far the most impactful when compared to other mode shift and travel behavior or TSMO pathway strategies contained in the package of strategies. (Although the **Develop an electric charging network** strategy was not modeled because the outcomes of this strategy are supportive of the outcomes of the Convert vehicles to clean fuels strategy, an electric charging network is a necessary step to support electrification of the fleet in the region.) It should be noted that the assumptions presented in the survey for the conversion of vehicles to clean fuels (e.g., electric vehicles) is extremely aggressive, and even the more moderate assumptions will require a very large change in the vehicle fleet within a very short window of time through 2030.

Although the mode shift and travel behavior strategies analyzed did not show large impacts in terms of reducing GHG emissions, these strategies have many co-benefits, including potential improvements to physical and social health, equity, and mobility, which are not captured in this analysis. It should be noted that while the strategy to Add Additional Housing Units to the region will yield on-road transportation GHG reduction benefits from the perspective of individual households who now are able to take shorter trips and have more choices for using transit, bicycling, walking, and other non-driving options, this analysis estimated a small overall increase in VMT and on-road transportation GHG emissions within the COG region when adding these additional households. These households reduce long-distance trips into the region but also generate local trips within the COG region that would have occurred outside of the region's boundaries.

The addition of new households to Activity Centers and areas with high-capacity transit stations were estimated to increase the total number of households in the region by 2.50% in 2030 and 3.51% in 2050, while meanwhile yielding about a 1% increase in regional passenger auto VMT in 2030 and 1.35% increase in 2050. As a result, the placement of new housing in the region reduces VMT per capita within the region. While this strategy yields a small increase in VMT and GHG emissions within the region's boundaries, it overall should provide GHG emission benefits when taking into account emissions outside of the region (not counted in this study).



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ITEM 10 – Information
May 18, 2022

PBPP: CMAQ Program Draft 2022-2025 Targets

Background:

The board will be briefed on federal performance-based planning and programming (PBPP) requirements for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction for the period 2022 to 2025. A draft set of targets developed by staff in coordination with the state DOTs will be presented. In June, the board will be asked to adopt traffic congestion and emission targets for the region.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: PBPP CMAQ Program – DRAFT 2022-2025 Targets
DATE: May 12, 2022

This memorandum provides an update on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements for performance measures of the Congestion Mitigation and Air Quality (CMAQ) Program area. State DOTs and MPOs are required to establish CMAQ Program targets as applicable. New targets are required to be set for the period 2022 through 2025. Reports on performance vs. the 2018-2021 targets and on the new 2022-2025 targets are due to FHWA by October 1, 2022.

CMAQ PROGRAM PERFORMANCE MEASURES

There are three performance measures in the CMAQ Program area. The measures and the 2018-2021 targets are shown in the tables below:

CMAQ Program: Traffic Congestion

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target 2018 – 2019	4-year Target 2018 – 2021
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	n/a	26.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	36.9%	37.2%

CMAQ Program: Emissions Reduction

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2018 – 2019	4-year Target FFY 2018 – 2021
Volatile Organic Compounds (VOCs)	1.8376 Kg/Day	2.1950 Kg/Day
Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day

The CMAQ Program Traffic Congestion performance measures are Peak Hour Excessive Delay (PHED) and Mode Share (Non-SOV Travel) in the Washington, DC-MD-VA urbanized area. For the 2018-2021 targets, TPB staff used an average of a relevant indicator for traffic conditions from the TPB Travel Demand Model and extrapolation of past performance (i.e., trendline). Use of the travel demand model considers near-term predicted changes in population, employment and other factors that increase travel demand, as well as changes in the highway and transit network while the extrapolation method captures recent trends over time.

The CMAQ Program Emissions Reduction performance measure are the on-road mobile source total emission reductions from CMAQ-funded projects for each applicable criteria pollutant and precursor. The applicable pollutants and precursors for the portion of the Washington, DC-MD-VA eight-hour zone nonattainment area within the TPB planning area boundary are Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx). These targets are set by federal fiscal year. For the 2018-2021 targets TPB staff summed the forecast emissions reduction benefits forecast by each state for CMAQ projects planned in the region. The combined emissions reduction was then used to set the two-year and four-year targets for the two applicable pollutants.

REGIONAL CMAQ PROGRAM TARGETS – DRAFT 2022-2025

Using methodologies generally consistent with those used in 2018, TPB staff have developed a draft set of CMAQ Program targets for the 2022-2025 four-year period, per below.

Additional information is anticipated in the month of May that will likely lead to some adjustments in these targets. The goal is to finalize these targets for adoption by the TPB at its June 15 meeting.

2022-2025 Regional CMAQ Program Targets – DRAFT – as of May 12, 2022

CMAQ Program: Traffic Congestion

Performance Measure for the Washington DC-MD-VA Urbanized Area	2-year Target 2022 – 2023	4-year Target 2022 – 2025
Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita	22.5 Hours	22.7 Hours
Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)	37.4%	37.7%

CMAQ Program: Emissions Reduction

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area	2-year Target FFY 2022 – 2023	4-year Target FFY 2022 – 2025
Volatile Organic Compounds (VOCs)	0.610 Kg/Day	2.830 Kg/Day
Nitrogen Oxides (NOx)	9.408 Kg/Day	21.117 Kg/Day

PERFORMANCE BASED PLANNING & PROGRAMMING

CMAQ Program Measures: Draft Targets for 2022–2025

Eric Randall, TPB Transportation Engineer

Transportation Planning Board
May 18, 2022



Contents of Presentation

- Federal requirements and schedule for Performance Based Planning and Programming (PBPP) target-setting
- Congestion Mitigation and Air Quality (CMAQ) Program Performance Measures
- CMAQ Traffic Congestion
 - 2018-2021 Targets
 - Performance vs 2018-2021 Targets
 - Draft 2022-2025 Targets
- CMAQ Emissions Reductions
 - 2018-2021 Targets
 - Performance vs 2018-2021 Targets
 - Draft 2022-2025 Targets
- Next Steps

Performance Based Planning and Programming

- Federal surface transportation regulations require the implementation of performance based planning and programming (PBPP) by State DOTs, MPOs, and transit agencies

“transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds.”

- State DOTs, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the TIP and the long-range transportation plan



Federal PBPP Performance Areas

- Federal PBPP process requires State DOTs, MPOs and providers of public transportation to set targets (annually or every two/four years) for 26 performance measures
 - Highway Safety – *annual*
 - Highway Assets (Pavement and Bridge Condition) – *2/4-year*
 - Highway System Performance (Reliability, Freight, CMAQ Program) – *2/4-year*
 - Transit Assets – *annual / with TIP*
 - Transit Safety – *annual*



4-Year Target reporting and setting in 2022

- Next round of 4-year targets for the two areas of Highway Assets and Highway Systems Performance for the period 2022-2025 must be set by State DOTs by **October 1, 2022**
 - MPOs have up to 180 days afterwards to set targets
- The Visualize 2045 long range transportation plan must include an overall system performance report (Appendix D)
- The FY 2023-2026 TIP must discuss the impact of projects on performance



CMAQ Program Performance Measures

The three CMAQ Program targets are set regionally:

- ❖ Peak Hours of Excessive Delay (PHED)
 - ❖ Mode Share (Non-SOV)
 - ❖ Emissions Reductions: VOCs and NO_x
- } set for the Washington DC-MD-VA urban area
- } set for the non-attainment area

- Due to the regional nature of the CMAQ Program targets, the TPB previously took the lead in developing the targets for these three measures and is doing so again this year
- TPB staff are coordinating with the State DOTs in developing the 2022-2025 CMAQ Program targets
 - Must be identical targets adopted by the three State DOTs
 - Due to urban area overlap, adjoining MPOs FAMPO and BRTB must also adopt identical targets for this region



CMAQ Program: Traffic Congestion

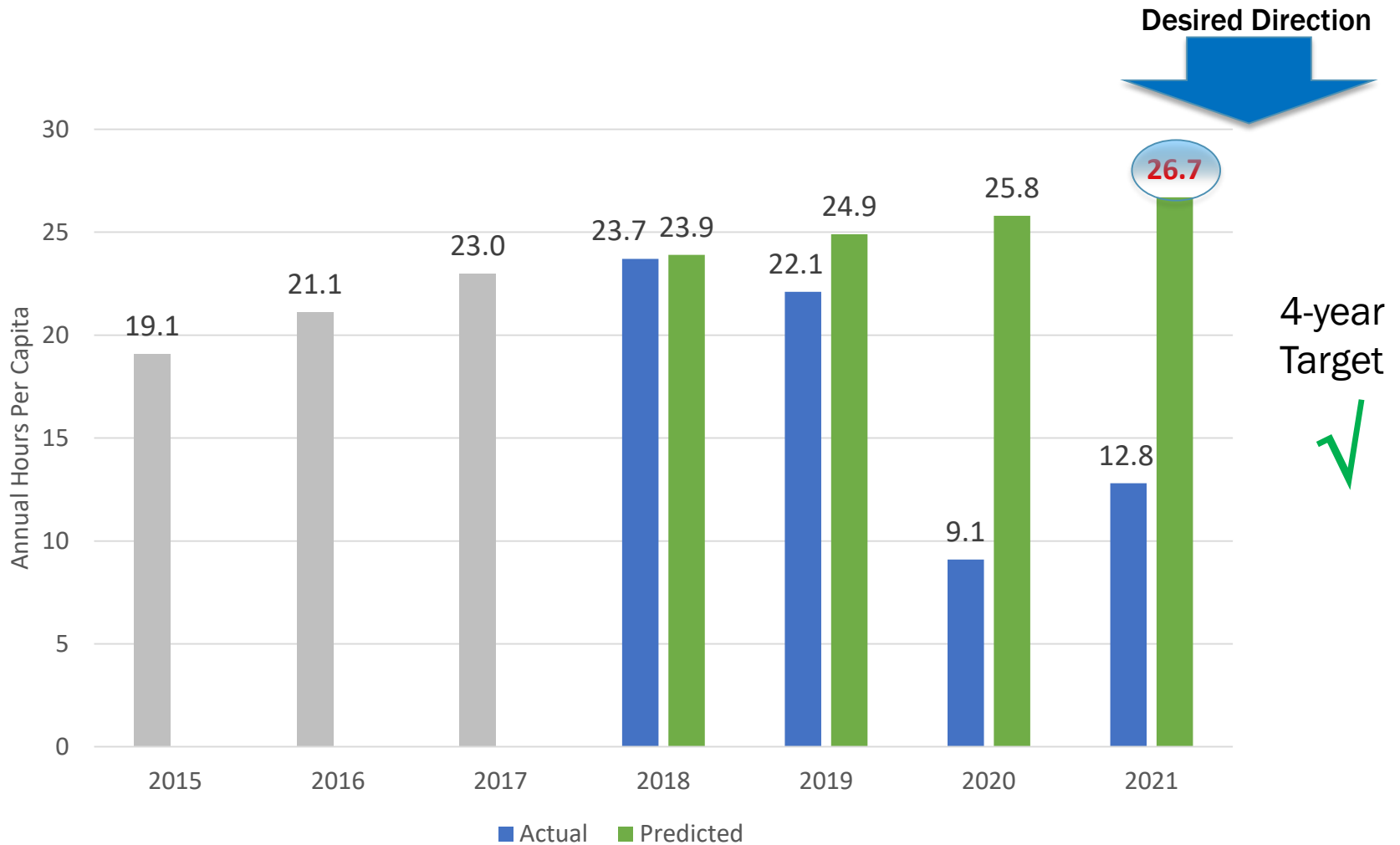
	Performance Measures
CMAQ Program: Traffic Congestion	Peak Hour Excessive Delay (PHED) – Annual hours of peak hour excessive delay per capita
	Mode Share - Percent of Non-SOV Travel on the National Highway System (NHS)

Performance Measures for the Washington DC-MD-VA urbanized area	CY 2018 – 2019 Two Year Target	CY 2018 – 2021 Four Year Target
Peak Hour Excessive Delay (PHED)	Not Required	26.7 Hours
Mode Share (Non-SOV)	36.9%	37.2%

Targets set by the TPB on June 20, 2018



Traffic Congestion: PHED Performance vs. Target

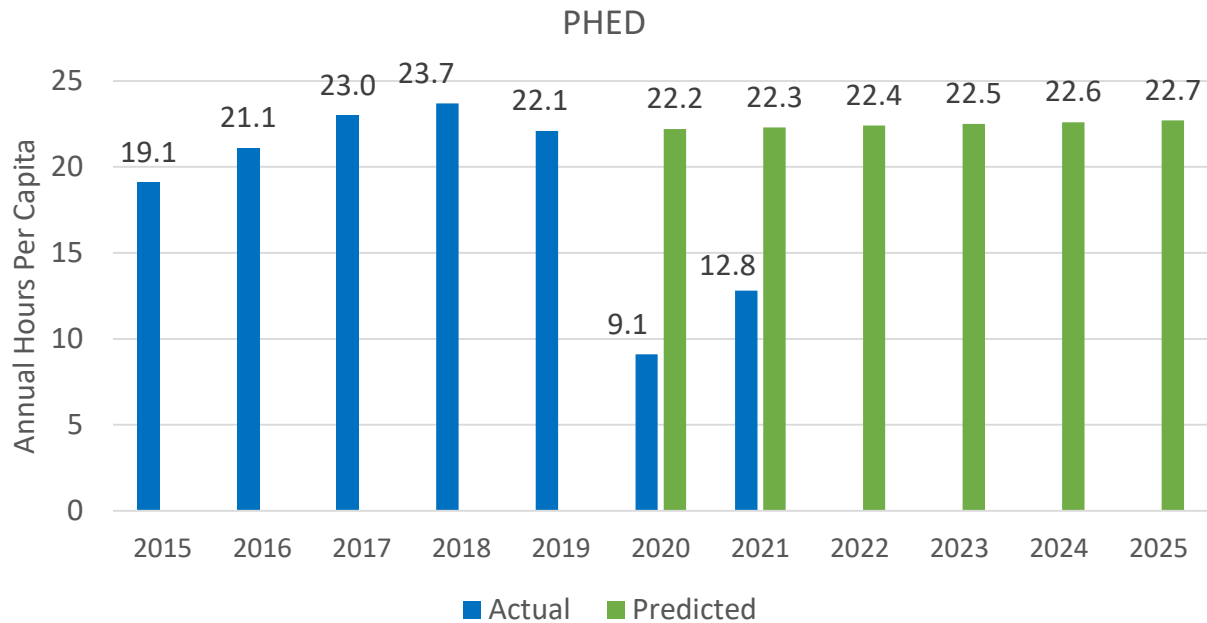


2022-2025 Draft PHED Target Methodology

- Use same general methodology as used in 2018
 - Average of observed trends and short-term predictions of TPB travel demand model
 - Observed trends captures recent influences
 - Model captures the impacts of increased population and travel demand vs. road and transit changes
 - The impact of the pandemic on the PHED performance measure is evident but has uncertain implications for trends going forward
 - Exclude data from pandemic years (2020, 2021)
 - Use trend data for 2016-2019 (four years) and extrapolate from 2019



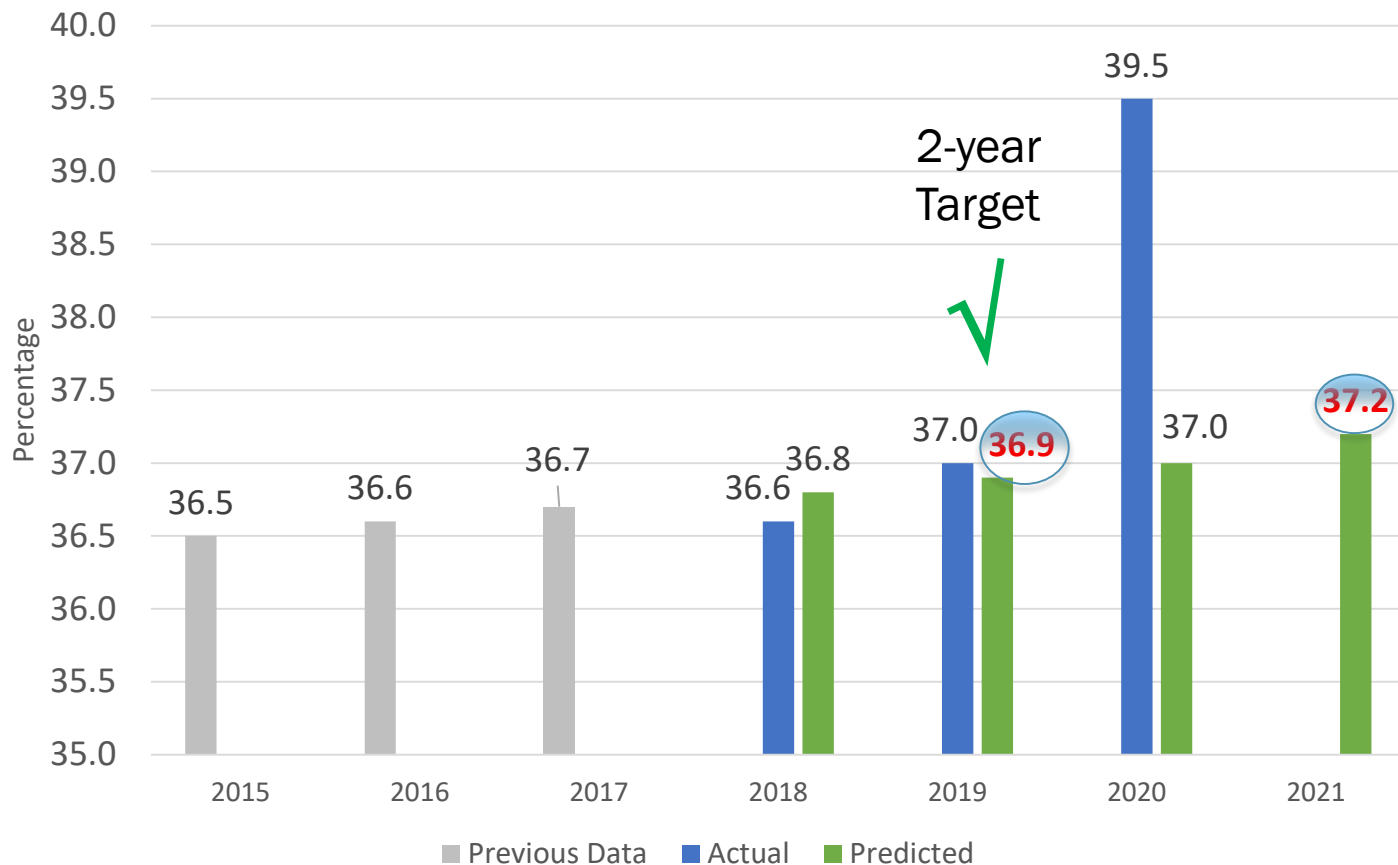
2022-2025 Draft PHED Graph and Target



DRAFT	CY 2022 – 2023 Two Year Target	CY 2022 – 2025 Four Year Target
Peak Hour Excessive Delay (PHED)	22.5 Hours	22.7 Hours



Traffic Congestion: Mode Share (Non-SOV) Performance vs Target

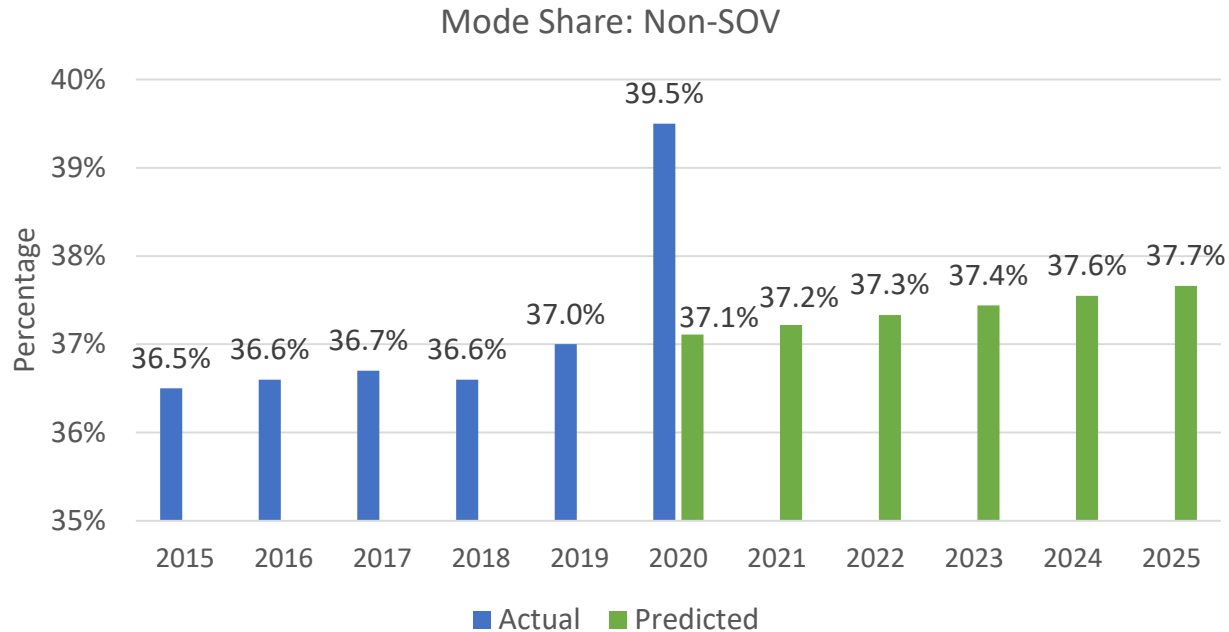


2022-2025 Draft Mode Share Target Methodology

- Recommended methodology:
 - Use only observed trend
 - Uncertainty over impacts of telework and other factors affecting transportation mode choice
- The impacts of the pandemic on the Mode Share performance measure is evident
 - Exclude data from pandemic year (2020)
 - Note 2021 data not available until early CY 2023
 - Use trend data for 2016-2019 (four years) and extrapolate from 2019



2022-2025 Draft Mode Share Graph and Target



DRAFT	CY 2022 – 2023 Two Year Target	CY 2022 – 2025 Four Year Target
Mode Share (Non-SOV)	37.4%	37.7%



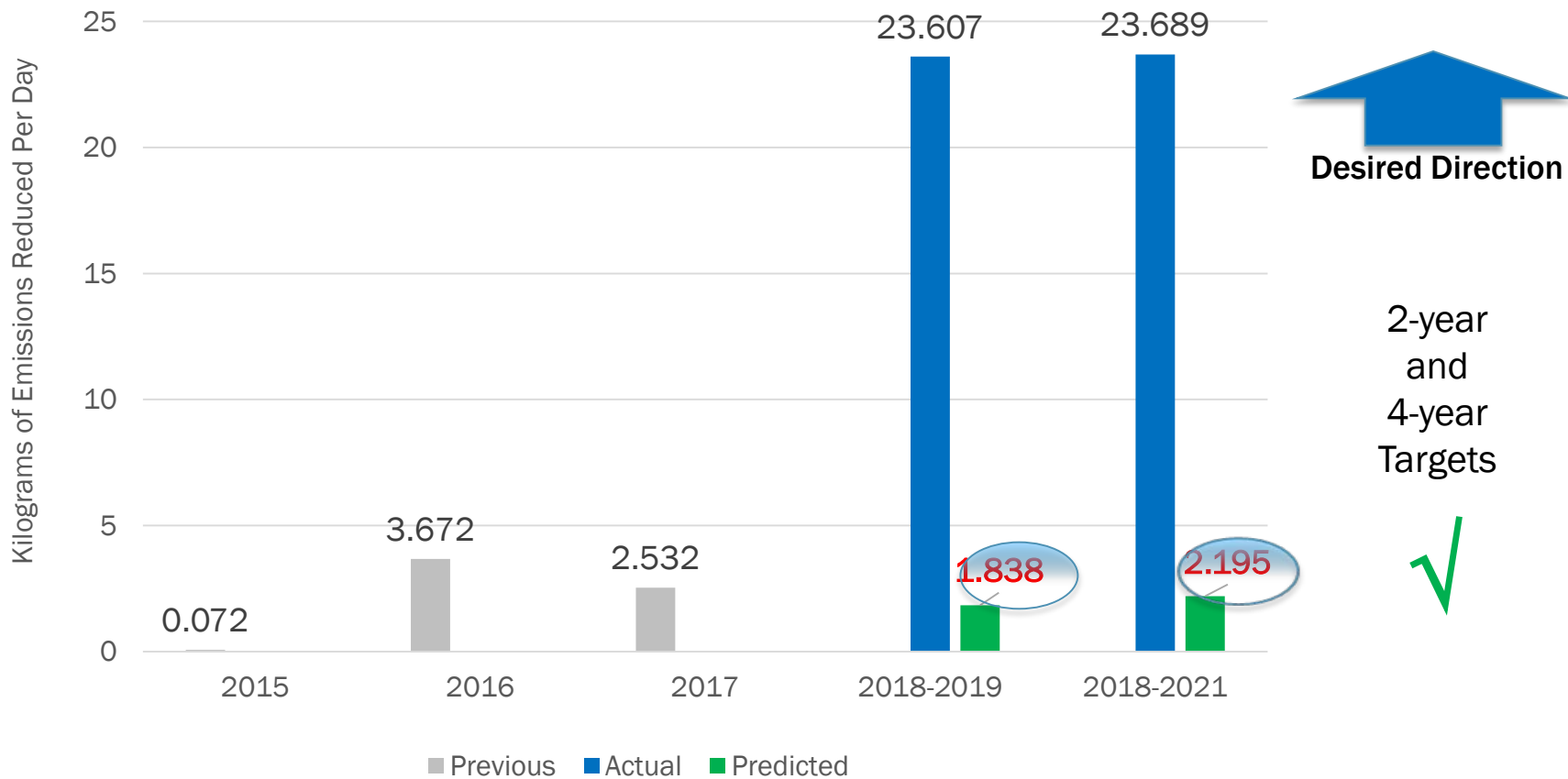
CMAQ Program: Emissions Reductions

Total Emissions Reductions for the TPB portion of the Washington DC-MD-VA nonattainment area		FFY 2018 - 2019 Two Year Target	FFY 2018 - 2021 Four Year Target
	Volatile Organic Compounds (VOCs)	1.8376 Kg/Day	2.1950 Kg/Day
	Nitrogen Oxides (NOx)	4.0194 Kg/Day	4.7026 Kg/Day

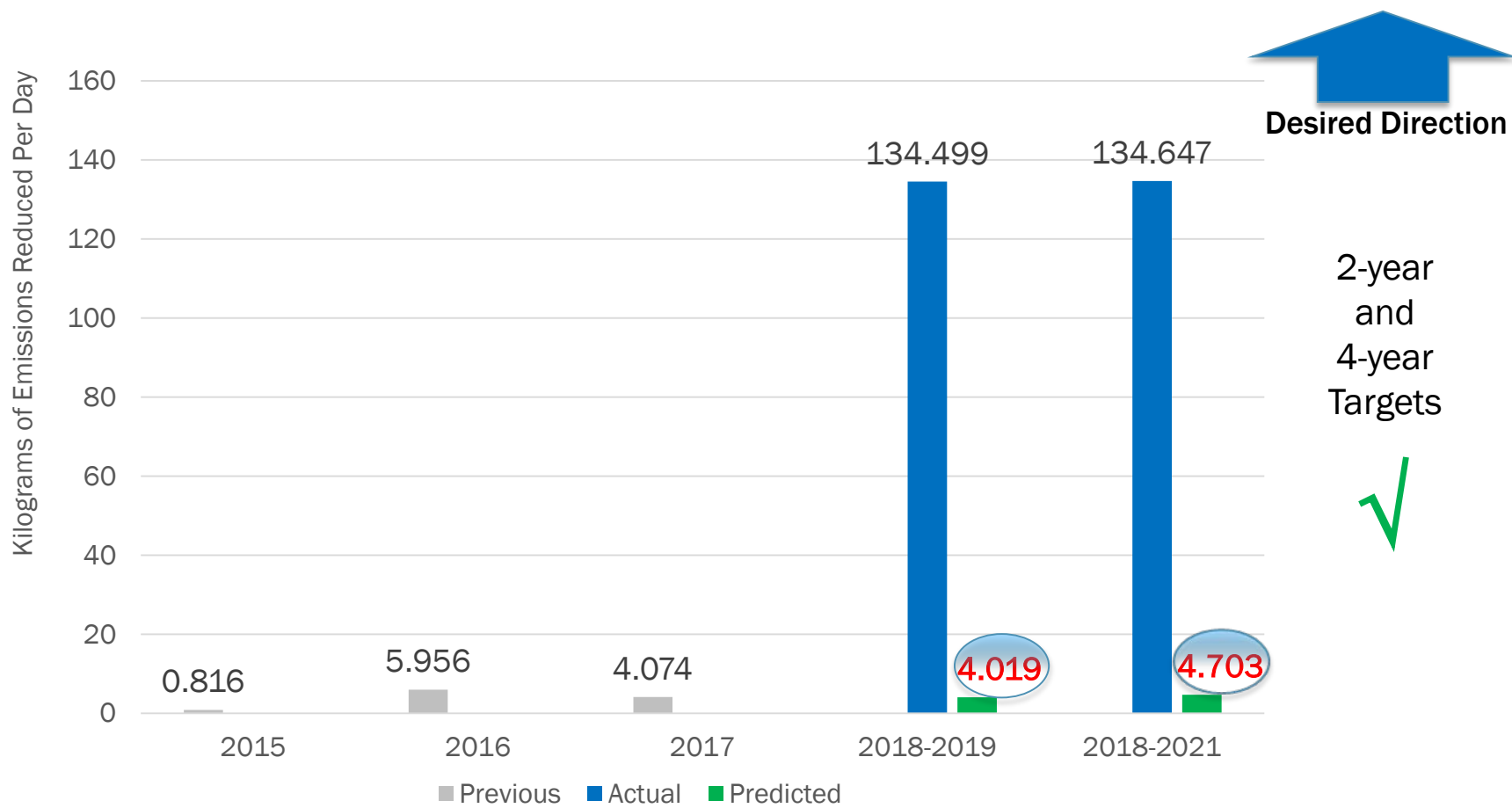
Targets set by the TPB on June 20, 2018



Emissions Reduction (VOC): Performance vs. Targets



Emissions Reduction (NOx): Performance vs. Targets



Observations on CMAQ: Emissions Reduction Performance

- Forecasting / target development based on past trends of CMAQ projects and their quantitatively estimated emissions reductions
- The impact of project selection with emissions reductions quantitative calculations a consideration is evident. Targets were vastly exceeded:
 - A single project in MD (SHA Adaptive "Smart" Signal Systemization) accounted for 80% of the reduced emissions



2022-2025 **Draft** Emissions Reduction Targets

Factors in 2022-2025 CMAQ Emission Reduction forecasting and target-setting

- Maryland and Virginia CMAQ Projects already selected through 2026, though not all have quantitative emissions calculated
- DC's CMAQ projects are still in development
- Draft targets based on forecast reductions or average of past annual reductions

DRAFT	FFY 2022 - 2023 Two Year Target	FFY 2022 - 2025 Four Year Target
Volatile Organic Compounds (VOCs)	0.610 Kg/Day	2.830 Kg/Day
Nitrogen Oxides (NOx)	9.408 Kg/Day	21.117 Kg/Day



Next Steps

- Take comments on the draft CMAQ targets through May
- TPB is scheduled to adopt the CMAQ traffic congestion and emissions reductions targets at the June 15 meeting
- TPB staff will complete the MPO CMAQ Performance Plans and submit to State DOTs by September
 - State DOTs submit targets and MPO Performance Plans to FHWA by October 1, 2022
- Develop regional targets for Highway Assets and other Highway System Performance targets
 - Anticipate TPB briefing and approval in September-November timeframe



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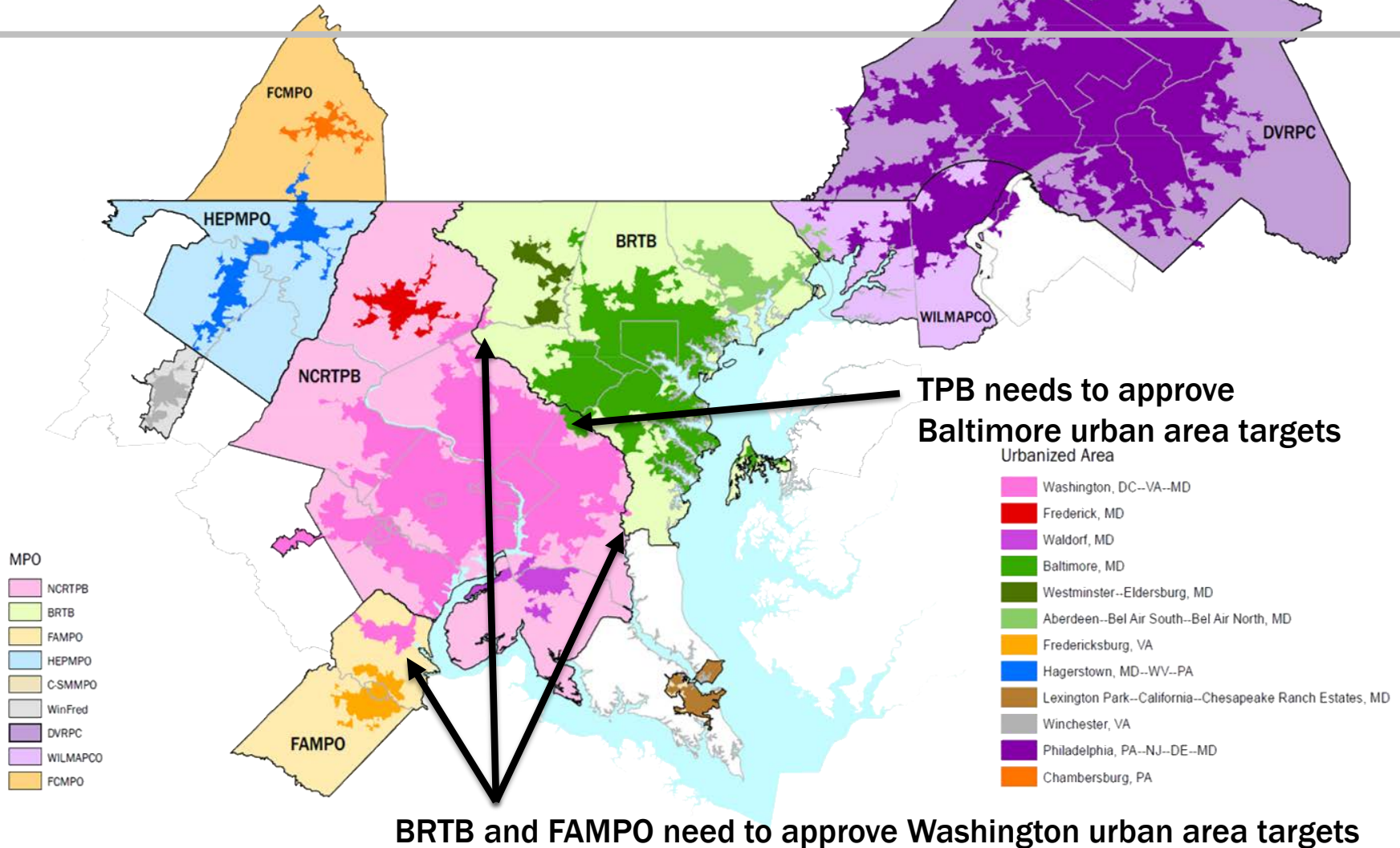
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National Capital Region
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PHED and Mode Share: Adjacent MPO Overlap



CMAQ Emissions Reduction - Overview

- Applies to criteria pollutants in non-attainment or maintenance areas*
- Emissions reductions data are estimates from projects that have received CMAQ funds
- **Forecast emissions reductions are estimates based on projects anticipated to receive CMAQ funds**
- TPB targets reflect the anticipated cumulative emissions reduction to be reported by MDOT, VDOT, and DDOT for the region

* Targets for Calvert County set by Calvert-St Mary's MPO (outside TPB planning area) .

