



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director
SUBJECT: Summary of Comments Received and Proposed Responses on the Project Submissions for Inclusion in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program (TIP)
DATE: January 17, 2018

At the December 20, 2017 meeting the board was briefed on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Citizens Advisory Committee meeting on December 14, 2017. This comment period closed on January 13, 2018.

Comments submitted by individuals, organizations and businesses have been posted on the TPB's website at www.mwcog.org/TPBcomment. This memorandum provides a summary of the comments received and responses provided by TPB staff in consultation with the implementing agencies. A compilation of the comments received as posted is provided separately from this memorandum.

The TPB will be briefed on the comments received and responses provided. Following that briefing, the board will be asked to approve the project submissions for inclusion in the Air Quality Conformity Analysis of the constrained element of Visualize 2045 and the FY 2019-2024 TIP. The comments and responses will be included in the documentation of Visualize 2045.

COMMENTS AND RESPONSES

Comments were received from 166 individuals, non-profit organizations, or governmental representatives. TPB staff have reviewed each comment and summarized their main points in this memo. Where comments pertain to the TPB's processes and procedures, TPB staff have provided responses. For comments that are project-specific in nature, the implementing agencies have provided responses. Comments were received on the following projects and topics:

- A. I-270 and I-495 Toll Lanes
- B. I-95 Southbound Auxiliary Lane
- C. MD 201 Widening
- D. US 301 Widening
- E. MD 97 Widening
- F. US 15 Widening
- G. New Hampshire Ave. BRT
- H. Development, structure and content of the constrained element
- I. Other Comments

A. I-270 AND I-495 TOLL LANES

Two sets of comments were received on MDOT's proposal to add two new managed lanes in each direction on I-270 between I-495 and I-70, and on I-495 from the American Legion Bridge to the Woodrow Wilson Bridge.

1. **Comment:** The portion of I-495 from the American Legion Bridge to I-270 and of I-270 from the split north should be prioritized and completed first.

MDOT Response: The Hogan Administration's proposed Traffic Relief Plan would add new managed or toll lanes to I-270 and I-495 (Capital Beltway), leaving the existing lanes un-tolled. These managed lanes will provide drivers with the choice to pay for a quicker trip, simultaneously reducing delays for those who choose to stay in the existing free lanes. During the development process, MDOT and the private concessionaire will be looking at the best way to phase these improvements.

2. **Comment:** These projects will only benefit private partners and roads will remain crowded.

MDOT Response: The Hogan Administration's proposed Traffic Relief Plan would add new managed or toll lanes to I-270 and I-495 (Capital Beltway), leaving the existing lanes un-tolled. These managed lanes will provide drivers with the choice to pay for a quicker trip, simultaneously reducing delays for those who choose to stay in the existing free lanes.

These improvements to our most congested roadways are critical to spur increased economic development and restore quality of life for countless Marylanders who have been negatively affected by years of traffic congestion, both in the Baltimore City and Washington, D.C. metropolitan areas. Maryland has the second-longest commuting times in the country, and the Washington metropolitan region is the most congested region in the nation based on annual delay and congestion cost per auto-commuter data. More information on the Traffic Relief Plan is available on the Maryland Department of Transportation State Highway Administration (MDOT SHA) website at www.roads.maryland.gov/trafficreliefplan.

The Hogan Administration will continue to pursue a balanced approach to address transportation demands. In addition to the Traffic Relief Plan, the Maryland Department of Transportation (MDOT) is moving forward with Purple Line construction in Montgomery and Prince George's Counties and the recently revamped Baltimore's transit system BaltimoreLink launch. We have pledged more funding for the Washington Metropolitan Area Transit Authority (WMATA) with Virginia, Washington, and the federal government matching Maryland's offer.

3. **Comment:** The Coalition for Smarter Growth and co-signatories oppose the 76-mile Maryland Express Toll Lanes proposal for the Beltway and I-270. Unlike the Virginia HOT lanes, the Maryland proposal doesn't guarantee that HOV users will travel free, and doesn't use the revenues to fund express bus service or build park and ride lots for carpoolers and transit users.

MDOT Response: The Express toll lanes projects along Maryland's portion of I 495 and I 270 is currently under development under a public private partnership program. The project scope as currently proposed is preliminary and likely to evolve further as alternative private sector proposals are evaluated. Maryland Department of Transportation will be considering all proposals including special toll treatment for HOVs, toll exempt transit services along the express lanes and other rideshare and transit supportive investments in the corridor. The TPB will be



notified and briefed on any further evolution of the scope of work and services for these two projects.

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B. I-95 SOUTHBOUND AUXILIARY LANE

Five sets of comments were received in support of VDOT's proposal to add an auxiliary lane on I-95 between VA 123 and VA 294.

1. **Comment:** The terminus should extend to VA 234

VDOT Response: While the comment supports the project, any extension would require further project development and collaboration between VDOT, Prince William County, Fairfax County, Metro and Trans Urban.

2. **Comment:** The project should be implemented sooner than the projected 2028 completion date.

TPB Staff Response: Staff have forwarded this recommendation to VDOT.

3. **Comment:** The intersection with VA 123 should be improved by converting the I-95 southbound lane to an exit lane ramp to VA 123 northbound, shifting VA 123 exit ramp from I-95 southbound to west of the I-95 entrance ramp from US 1 (removing merging point), removing the ramp from VA 123 to I-95 southbound, adding dual left-turn lanes to provide access from VA 123 to I-95 southbound, and adding an auxiliary lane on southbound I-95 from US 1 to VA 294.

VDOT Response: The comment supports the I-95 South Bound Auxiliary Lane between Route 123 and Route 294 proposed by Prince William County. The county has developed a funding plan that would meet the TPB's Fiscal Constraint standard. The wide range of additional projects suggested would require further project development and collaboration between VDOT, Prince William County, Fairfax County, Metro and Trans Urban.



C. MD 201 WIDENING

Two sets of comments were received on MDOT's proposal to widen MD 201 from I-495 to north of Muirkirk Road.

1. **Comment:** The project should include a separated bicycle/pedestrian path.

MDOT Response: Bicycle and pedestrian access will be considered as part of the project. However, the manner in which bicycles and pedestrians will be accommodated would need to be determined as part of the project development process.

2. **Comment:** The project should also improve the Sunnyside Road bridge over Indian Creek and the Powder Mill road bridge over the railroad tracks.

MDOT Response: Should the MD 201 improvements move forward, bridge improvements on Sunnyside Road and Powder Mill Road will not be a part of the scope of the project since they would not help to remedy the congestion issues along the MD 201 corridor. Further, Sunnyside Road is a Prince George's County road, and is not a part of the State roadway system. MDOT SHA will not be providing improvements to bridges along Sunnyside Road as part of the MD 201 improvements.

3. **Comment:** The project will increase pollution and encourage further development.

MDOT Response: The MD 201 project is being considered with input from Prince George's County to address traffic generated by the existing and planned development in the area. All transportation improvements will go through a rigorous planning process that will include the environmental impacts of all proposed alternatives. Transit accommodations will be examined through this process as well and will allow for significant public outreach and involvement. This project is not currently funded for planning and is slated to be completed in 2045. The purpose and need for this project will be the first step in the process and will not be started for some time.

D. US 301 WIDENING

Three sets of comments were received on MDOT's proposal to widen US 301 from the Governor Harry Nice Bridge to US 50.

1. **Comment:** The project should include provisions for future transit accommodations.

MDOT Response: Transit accommodations along the US 301 corridor in portions of Prince George's County and Charles County have been under consideration for some time. As part of MDOT MTA's Southern Maryland Rapid Transit (SMRT) study, MDOT MTA has worked with MDOT SHA to develop transit alternatives that are compatible with planned MDOT SHA projects along the US 301 and MD 5 corridors in Prince George's County and Charles County. In August 2017, MDOT MTA released the SMRT Alternatives Report, which consists of a summary of LRT and BRT alternatives that were developed. Currently, MDOT SHA has been focusing on a subset of the larger MD 301 Transportation Corridor project; the MD 5 (Mattawoman-Beantown Road) and US 301/MD 228/MD 5 Business intersections. MDOT SHA is currently exploring various improvements and strategies to best address the safety and operation needs at these two intersections.



2. **Comment:** The facility should be upgraded to a limited-access highway without stop lights and with highway speed limits throughout.
3. **Comment:** Effective alternatives to the proposed expansion of Route 301 from Route 50 to the Henry Nice Bridge from 4 to 6 lanes throughout the corridor have not been studied.

MDOT Response: The large-scale US 301 South Corridor Transportation Study (I-595/US 50 to the Potomac River) has been on hold awaiting funding for the completion of planning and subsequent phases. For a significant portion of this corridor, MDOT SHA has developed an overarching vision for the US 301 corridor between US 50 and the MD 5 Split at T.B./Brandywine in the 1999 Access Management Plan for US 301. The plan envisions a six-lane, fully access-controlled freeway, with service roads on one or both sides. However, as an immediate measure to address operations and safety on US 301, MDOT SHA has been focusing on a subset of the larger MD 301 Transportation Corridor project, the MD 5 (Mattawoman-Beantown Road) and US 301/MD 228/MD 5 Business intersections. MDOT SHA is currently exploring various improvements and strategies to best address the safety and operation needs at these two intersections.

E. MD 97 WIDENING

One comment was received in opposition to MDOT's proposal to widen MD 97 at the interchange with I-495.

1. **Comment:** Enhanced transit service would serve the area better than widening this facility.

MDOT Response: MDOT SHA is conducting a study, funded by Montgomery County, to address MD 97 (Georgia Avenue) safety and traffic operations between MD 390 (16th Street) and MD 192 (Forest Glen Road). This study's purpose and need is not focused on traffic capacity improvements to MD 97, which in most segments between MD 390 and MD 192 already has seven or eight lanes including the existing dynamic center lane. Currently, MDOT SHA is working to identify a selected alternative and complete the study in line with the federal transportation planning process. Montgomery County prioritizes the identification of design funding for MD 97 improvements in its 2017 transportation priorities letter, submitted to MDOT in June 2017. Currently, full design funding remains to be identified.

F. US 15 WIDENING

Six sets of comments were received in opposition to VDOT's proposal to widen US 15 between Battlefield Parkway and Montresor Road.

1. **Comment:** The project circumvents an underway Loudoun County public process by local stakeholders for improvements to this road. The stakeholders group has not reached consensus. Requested analyses by stakeholders (of induced traffic, environmental and safety impacts) have not been conducted.

VDOT Response: The Loudoun County Board of Supervisors has gone on the record in October 2017 as supporting the widening of Route 15 from two to four lanes from Battlefield Parkway to Rte 661 Montresor Road. The scope of work for the county's stakeholders group is to provide



recommendations for specific elements of the widening (i.e. configuration of some of the intersections, and to provide input on the continuing study of how much farther north the widening should extend.

2. **Comment:** The project does not meet criteria to achieve Goal 4: Maximize operational effectiveness and safety, or Goal 5: Protect and enhance the environment, as stated.

VDOT Response: The corridor is experiencing severe congestion on a daily basis and elevated instances of severe crashes. See the study Route 15 Congestion Report dated May 2017 and revised through October 2017, prepared for the Loudoun County Board of Supervisors by Kimley Horn.

3. **Comment:** The project is being forwarded before the Loudoun County Board of Supervisors has voted to approve the Comprehensive Plan Amendment to change the designation of the road from a 2-lane local access rural arterial to a 4-lane median-divided controlled access rural arterial.

TPB Staff Response: Including this project in the air quality conformity analysis does not preclude Loudoun County from changing the functional class in its documentation of the transportation system. Similarly, a change to the functional class of the roadway at the County level would not preclude the TPB from including the project in the analysis.

VDOT Response: When the Loudoun County Board of Supervisors endorsed a four lane Route 15 from Battlefield Parkway to Montesor Road in October 2017, they also requested VDOT to utilize all existing SYIP funds allocated to the Route 15 corridor north of Leesburg to initiate preliminary engineering.

4. **Comment:** The entire length of Route 15 between north of Leesburg to the Potomac River at the Point of Rocks Bridge needs to be considered in this project

Loudoun County Response: Route 15, between Whites Ferry Road and the Maryland state line, is the subject of the Route 15 Safety and Operations Study which is in progress. That project will determine how far north the widening needs to be extended. Traffic counts were recently captured; the analysis is ongoing.

According to VDOT's traffic data, the traffic counts decrease on Route 15 as you head north from Whites Ferry Road because drivers are turning onto local roads.

The Point of Rocks bridge over the Potomac River, crossing into Maryland, is only 2 lanes. It doesn't make sense to widen Route 15 all the way to the Maryland line if the bridge is going to remain 2 lanes. We are planning to meet with representatives from the Maryland State Highway Administration and Frederick County, MD as part of the Safety and Operations Study to find out if there are any planned improvements to Route 15 in Maryland.

5. **Comment:** The project should not be included in the constrained element until a roundabout or traffic-calming alternatives have been fairly studied.

Loudoun County Response: The Route 15 Congestion Report, which is on-line at www.loudoun.gov/Route15 studied roundabouts at both Route 15/King Street and Route 15/Whites Ferry Road.



The report concluded that a roundabout would not work at Route 15/King Street. A roundabout at the intersection of Route 15/Whites Ferry Road could work, but there is some public opposition to it. Since the analysis determined that a traffic signal will perform as effectively as a roundabout at that intersection, County staff intends to recommend that the signal be retained for now (we understand that the signal will have to be modified to support widening of Route 15).

In August 2016, Loudoun County initiated the Route 15 Congestion Study and presented the Report to the Board on May 18, 2017, which recommended the widening of Route 15 from Battlefield Parkway to Montresor Road and identified improvement alternatives at the intersections of King Street and Whites Ferry Road.

Following the presentation to the Loudoun County Board on May 18, 2017, the Board directed the staff from the Department of Transportation and Capital Infrastructure (DTCI) to the following actions items:

1. Expand the Report to include a Safety and Operational Analysis of Route 15 from Whites Ferry Road to the Maryland State Line.
2. Conduct additional public workshops, including two rounds of two meetings, to present the Report and obtain feedback on the concepts for the Corridor Improvement Plan resulting from the Whites Ferry Road to Maryland state line corridor study;
3. Coordinate directly with the District Supervisors to conduct the public workshops and to establish a Stakeholders Committee. The purpose of the Stakeholder Committee is to gain feedback and public opinion on the Report and provide input for the development of the Safety and Operational Analysis;
4. Upon completion of the public workshops, return to the Board at a future Board Business meeting to obtain further direction regarding the Route 15 Congestion Report; and
5. Initiate a Comprehensive Plan amendment (CPAM) to modify the Countywide Transportation Plan (CTP) to extend the limits of the four-lane section of Route 15 from Tutt Lane to Montresor Road.

The first round of public engagement for the Route 15 Congestion Report and the Safety and Operations Study consisted of three public input meetings; an online interactive survey; establishment of a website for the Route 15 project; and creation of a dedicated email address (Route15@loudoun.gov) to receive input. A total of 239 people attended the public input meetings which were held on the following dates: June 26, 2017; July 8, 2017 and July 15, 2017.

A website was established for the Route 15 project (www.loudoun.gov/Route15), which provides the public with access to materials from the public input meetings and general project progress information. Through this website, individuals who were not able to attend one of the public input meetings can view the information that was presented including maps, presentations and the Report.

The County also conducted an internet based interactive survey between July 12, 2017, and July 24, 2017, which was linked through the project website. The survey provided input exercises that were similar to those given during the public meetings. The survey collected 2,006 unique responses. The County received 29 comments that were submitted through the Route 15 email address.



Key statistics from the public engagement process were as follows:

- Route 15 Widening to Montresor Road: 76% were in favor, 13% were in favor if certain conditions were met, and 11% were opposed;
- Route 15 and King Street Intersection Modifications: 52% favor grade separation, 34% favor a roundabout, and 14% favor a traffic signal
- Route 15 and Whites Ferry Road/Raspberry Drive Intersection Modifications: 57% favor a roundabout, 22% favor a traffic signal, and 21% favor a bowtie roundabout

The result of the Route 15 public engagement process demonstrate that the majority of the public have expressed desire for Route 15 to be widened to four lanes to Montresor Road.

The Route 15 Stakeholder Committee has been established; there are 19 representatives from homeowner associations, business and civic groups located along the Route 15 corridor from the Town of Leesburg to the Maryland state line. The Stakeholder Committee has met three times; the documents are available on the County's Route 15 web site www.loudoun.gov/Route15.

Additionally, the County has initiated a Comprehensive Plan Amendment (CPAM) to amend the Countywide Transportation Plan (CTP), as directed by the Board of Supervisors, to show the Ultimate Condition of Route 15 to be a 4-lane median divided roadway north of Leesburg to Montresor Road. Staff presented at the Loudoun County Planning Commission public hearing on December 19, 2017. A recording of the meeting is available here. 23 members of the public spoke during the Planning Commission public hearing; 10 were in favor of the Route 15 CPAM; 9 were against; and 4 did not express support or opposition to it. Many of the concerns that were expressed by those who were opposed to the Route 15 CPAM concerned access issues that would be handled during design, not during the CTP amendment process.

The County has initiated a capital improvement project to widen Route 15 to 4-lanes to Montresor Road and we have submitted an application to the Northern Virginia Transportation Authority seeking funds for the project.

Additional VDOT Response: The need to widen Route 15 to four lanes is documented by Loudoun County's recent studies prepared by Kimley Horn. Impacts of the no-build alternative are also documented. The proposed transportation improvements will reduce congestion, thereby increasing accessibility and mobility for travelers. The County has worked with stakeholders and is in the process of preparing and adopting appropriate Comprehensive Plan amendments addressing Route 15.

The project will address traffic operations and safety. Currently, because of narrow lanes, lack of adequate shoulders, turn lanes and passing areas, and traffic significantly higher than the facility's capacity create conditions a driver's error can result in a crash that closes the facility for extended periods. It appears the commenter may be confusing controlled access with limited access, neither of which is contemplated at this time. The comments seemed to be centered on a potential median divided facility, details of which can be addressed during preliminary engineering.

VDOT is required to implement Context Sensitive Solutions (CSS) on all of its projects included in the Six Year Improvements Program (SYIP). The CSS approach seeks a realistic and practical balance between traditional transportation objectives and preservation of scenic, aesthetic,



historic, and environmental resources, and other community values and needs. It is also VDOT policy to incorporate provisions for non-motorized traffic on all SYIP projects. Widening the roadway will also improve water quality because current storm water management regulations require addressing water quality for existing pavements as well as increases in impervious surfaces

The project will improve the local as well as regional economy by providing more reliable access and reductions in major disruptions of the facility when there are severe crashes. The decrease in traffic congestion and the reduced disruption to mobility caused by crashes in the corridor will decrease travel time between Leesburg, VA and Maryland.

G. NEW HAMPSHIRE AVE. BRT

Two sets of comments were received urging that the New Hampshire Avenue BRT be included in the constrained element.

1. **Comment:** There is high density and demand for BRT service on New Hampshire Avenue and it has been identified as a priority project. This project should be included in the constrained element.

TPB Staff Response: Montgomery County has reviewed this project and determined that it can be included in the constrained element for construction. Please see the public comment notice included with this item for more details.

H. DEVELOPMENT, STRUCTURE, AND CONTENT OF THE CONSTRAINED ELEMENT

Two comment letters were received from the Coalition for Smarter Growth and Just Economics on a variety of topics. Project-specific comments have been included elsewhere in this memo. These comments pertain to the development, structure and content of the constrained element. An additional 110 comments were received echoing the Coalition for Smarter Growth's comments.

1. **Comment:** The CLRP does not incorporate at its core the findings of the Transportation Planning Board's (TPB) Long Range Plan Task Force (LRPTF) findings. Specifically, it does not frame the CLRP around Balanced Land Use, Transportation Demand Management, Bus Rapid Transit, and Metro Core Capacity which performed best in the analysis and the voting by the task force.

TPB Staff Response: The TPB's financially constrained long-range transportation plan is framed around its policy goals as described in its Vision and Regional Transportation Proprieties Plan documents. The proposed constrained element includes projects and reflects programs that support these policy goals and are reflective of the findings of the Long-Range Plan Task Force. In an effort to better achieve its transportation goals and priorities, beyond the levels its current transportation plan was anticipated to provide for, the TPB examined the types of projects, programs and policies that its member jurisdictions and agencies could implement beyond those already included in its financially constrained long-range plan. Based on this work, the TPB endorsed a set of concepts represented by five improvement initiatives it endorsed. These five initiatives are also rooted in the TPB's Goals and priorities, and specifically focus on better addressing the challenges the region faces in achieving its goals and priorities. In its resolution endorsing these initiatives, the TPB has issued a call to its member jurisdictions and agencies to "commit to fully explore the initiatives to identify specific implementation actions that could be



taken, individually and collectively, to make them part of TPB's future fiscally constrained long-range plans." An assessment of the proposed new projects against these endorsed initiatives has been undertaken for this update and will be considered by the Board.

2. **Comment:** The CLRP has never been explicitly structured to incorporate and support TPB's goals including those that are examined under scenario analysis.

TPB Staff Response: The TPB has adopted a comprehensive set of multi-modal goals and objectives to support the socioeconomic and environmental development of the National Capital Region. These are explicitly documented in the TPB's Vision document. Additionally, the TPB, based on its Vision goals, developed a specific set of transportation priority principles reflected in its Regional Transportation Priority Plan document. The solicitation of inputs to the CLRP issued by the TPB explicitly notes these documents and calls for projects, programs and policies proposed to be added to the long-range plan to be consistent with and advance these policy goals and priorities. The various scenario analysis examined by the TPB are intended to better inform each successive edition of its CLRP of its policy goals and priorities.

3. **Comment:** We would like to see the dates of all transit projects (including MARC) moved up to as early an implementation year as possible.

TPB Staff Response: The anticipated completion dates of all projects are based on the agency's estimate of the project readiness for implementation. This includes development of project details, needed local, state and federal approval and funding availability. It is not unusual for project implementation dates to be advanced in response to any acceleration in any of these aspects of project development and implementation.

4. **Comment:** Visualize 2045 largely fails to include regionally significant measures that can help achieve the balanced land use scenario. Measures such as pricing curbside and off-street parking; pricing all roadway travel, more infill development; comprehensive policy reform that would reduce sprawl should be undertaken in the region.

TPB Staff Response: The region's jurisdictions and their planning offices have fully adopted the Regional Activity Centers concept to help plan the future growth in an efficient and sustainable manner. The long-term land use forecasts represented by MWCOG's cooperative forecasts Round 9.0 has a majority of the new growth in jobs and households located in regional Activity Centers. The TPB continues to promote a balanced and optimized distribution of jobs and housing in this region. One of the five improvement initiatives endorsed by the TPB is focused on this concept. The proposed update to his forecast, cooperative forecast Round 9.1, will be examined relative to previous forecasts to determine the extent to which it advances the optimize regional land use balance initiative endorsed by the TPB.

I. OTHER COMMENTS

- Thirty comments were received in opposition to the implementation of a Potomac River bridge crossing. Two comments were received in support of such a crossing.

TPB Staff Response: A project of this nature has not been proposed for inclusion in the constrained element of Visualize 2045 or as a study by any agency and is not a subject of the Board's action at this time. A Potomac River crossing was included in a menu of items that



the Long-Range Plan Task force reviewed as part of a separate exercise, but was not advanced as a part of the recommended initiatives that the TPB endorsed in December 2017.

- One comment was received in opposition to the conversion of the Baltimore-Washington Parkway to an expanded tolled interstate style highway.

TPB Staff Response: This project is not being proposed to be added to the long-range plan update at this time.

MDOT Response: Currently, the Baltimore Washington Parkway is owned by the National Park Service (NPS), and the Maryland Department of Transportation (MDOT) has begun discussions with them and the Secretary of the Interior to transfer ownership of the facility to the Maryland Transportation Authority (MDTA). However, the project is in the 2018 long range plan as a study only. The proposed 4 Express Toll Lanes (ETL), 2 in each direction, will provide drivers with the choice to pay for a quicker trip, simultaneously reducing delays for those who choose to stay in the existing free lanes, similar to the I-95 ETLs in Baltimore.

- One comment was received in opposition to the inclusion of the Manassas Battlefield Bypass and Bi-County Parkway (Route 234 Extended North) in the constrained element due to its environmental impacts

TPB Staff Response: The FHWA's Planning Department and VDOT will conduct an environmental impact study. Consistent with the requirement for such studies we expect all environmental impacts to be examined and every effort made to minimize the impact and mitigate any impact. Should the scope of the project change during this process the TPB will be notified of such changes

- Four comments were received in support of the bicycle lane projects proposed by DDOT.
- Four comments were received in support of the Montgomery County BRT projects.
- Individual comments were received suggesting the following projects or operational strategies be included in the constrained element in the future:
 - I-95 northbound auxiliary lane from VA 294 to VA 123
 - Metrorail on I-95 to Fredericksburg
 - a 4th Lane on I-95 throughout Prince William County
 - HOT Lanes on I-95 from I-495 to MD 100
 - a pedestrian mall crossing Potomac River
 - extension of the Purple Line connecting the ends of all Metro lines
 - light rail link to Baltimore Washington International Airport
 - replacement of timed traffic signals with on-demand signals
 - elimination of all "no turn on red" restrictions
 - planning for on-demand transportation service and autonomous vehicles

