



## MEMORANDUM

TO: Transportation Planning Board  
FROM: Lyn Erickson, Plan Development and Coordination Program Director  
SUBJECT: Public Comment for the June 2024 TPB Meeting  
DATE: June 20, 2024

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

Between noon Tuesday, May 14, and noon Tuesday, June 18, the TPB received 10 letters (including one resubmitted letter from October, 2023) and 5 comments submitted directly via email. Nine comments were received through the TPB Comment Form on our website. In addition, the TPB received 885 emails generated from email-writing software. Email campaigns included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project, and content urging the TPB to *include* the proposed project.

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

## PUBLIC COMMENT

### Coalition for Smarter Growth - Comments via Letter-June 3, 2024

The Coalition urges TPB officials to exclude the 495 Southside Project from the Visualize 2050 plan and air quality conformity analysis. They state there are unaddressed concerns including:

- A flawed study and alternatives evaluation - They state there is a need to evaluate alternative solutions and consider local jurisdiction concerns for the long-term benefit of the region and communities along I-495.
- A potential traffic bottleneck in Prince George's County - They state the risk of bottlenecks due to the HOT lanes, urging caution before adding the project to Visualize 2050 without studying its impact on Prince George's County.
- Induced Traffic Effects - They assert VDOT has not adequately studied the induced traffic effects from a larger I-495 on connecting roads in Prince George's, Fairfax, and Alexandria, stating the highway widening project could exacerbate congestion and increase cut-through traffic.
- Future Metrorail Concerns - They assert that the proposal's impact on future Metrorail expansion remains uncertain. They state WMATA has raised unanswered questions about right-of-way preservation and near-term bus services.
- Climate Pollution - They assert adding highway lane capacity, even with HOT lanes, worsens climate pollution. They cite the UC Davis Institute of Transportation Studies, which found that induced travel from HOT lanes could increase overall greenhouse gas emissions.

- Health Impacts - They assert the project's higher vehicle volumes would contribute to air pollution from tailpipes, tires, and brakes, affecting adjacent neighborhoods, reminding the board that the Washington, DC region is a nonattainment area for ozone pollution.
- Flaws in VDOT Study - The Coalition attributes these issues to a flawed scoping and analysis by VDOT in the 495 Southside Express Lanes Study.

The Coalition also included their comment letter from October, 2023 with further details

#### **Citizens Against Beltway Expansion- Comments via Letter-June 17, 2024**

The Citizens Against Beltway Expansion write that allowing the Southside Lanes to move forward would break a promise that rail would one day extend over the Wilson Bridge. They urge the TPB to remove the Southside Express Lanes from Visualize 2050.

#### **Brian E. Ditzler- Comments via Letter- June 17, 2024**

Mr. Ditzler urges the TPB to remove the Southside Express Lanes from Visualize 2050 for the following reasons: they are inconsistent with greenhouse gas reduction goals, they would block a future extension of Metro's Blue Line over the bridge, they would not resolve congestion but shift it to Oxon Hill, and they would result in increased traffic volumes undermining efforts to create more walkable local streets. Mr. Ditzler states that VDOT's purpose and need statement reflects a conclusions-first approach, and that there are other demand-management and transit-oriented alternatives that should be considered.

#### **Sierra Club-Comments via Letter-June 17, 2024**

Writing on behalf of the Sierra Club chapters in the DMV, the Sierra Club urges the TPB to support the motion from Prince George's County to remove the I-495 Southside Express Toll Lanes project from Visualize 2050 and the list of project submissions to the air conformity analysis. They state the following:

- It would move the region further from reaching the Transportation Planning Board's greenhouse gas goals and would make it more challenging for the region to achieve compliance with the ozone National Ambient Air Quality Standards (NAAQS).
- The toll lanes would put the extension of Metrorail on the Woodrow Wilson Bridge at risk especially given that large toll lane ramps may be built and then need to be removed or reconstructed for Metro extension.
- It is a false solution for transit riders. The hundreds of millions of dollars used to expand the Southern portion of the Beltway would be better used if it were all spent on increasing access to more affordable public transit, bike, and pedestrian infrastructure and transportation demand management options.
- The project will shift traffic bottlenecks and fail to fix congestion.

They conclude urging the TPB to remove the project along with all beltway and toll lane expansions from the long-range plan.

#### **Southlawn Citizens Association-Comments via Letter- June 18, 2024**

Residents urge the TPB to remove the I-495 Southside Express toll lanes project from Visualize 2050, stating that it would expand the beltway, move the bottleneck to Oxon Hill, and generate more traffic on local streets. They state the project is inconsistent with greenhouse gas emissions goals, and would increase air, water and noise pollution in their neighborhood. They note that WMATA is conducting a study to extend the Blue Line, and this project would impede those efforts. They ask the TPB to remove this project along with all other segments planned for the Beltway and I-270; and re-

evaluate the 900 miles of highway expansion in favor of better transit, transit-oriented development, and Transportation Demand Management.

**George "Tad" Aburn- Comments via Letter- June 18, 2024**

Mr. Aburn focused on the need for the TPB to review and take action on the recommendations by MWAQC and ACPAC regarding environmental justice and the need for the TPB to better address air pollution related to environmental justice. He notes that ACPAC has made recommendations to CEEPC, MWAQC, and the MWCOG Board on climate change and environmental justice calling for more aggressive action. He urges the TPB to consider these recommendations.

**Maryland Transportation Builders and Materials Association (MTBMA)- Comments via Letter- June 19, 2024**

MTBMA urges the inclusion of the Southside Express Lanes project in TPB's Visualize 2050's Air Quality Conformity Analysis, highlighting its potential to enhance transit connections and create new revenue streams. The association emphasizes that this study is crucial for informed decision-making and maintaining eligibility for federal funding.

**Maryland League of Women Voters - Comments via Letter-June 18, 2024**

LWVMD believes that this Project should be completely removed from the Plan because converting infrastructure that was designed for rail to roads is backwards thinking considering the climate crisis. It would just move a bottleneck of traffic from the Virginia side of the bridge to the Maryland side of the bridge. By increasing I-495 lanes, it would also increase traffic on roads such as Telegraph Road, Van Dorn Street, Route #295, and Maryland Route #210.

**Northern Virginia Transportation Alliance (NVTA)-Comments via Letter-June 18,2024**

The NVTA writes in favor of the inclusion of the Southside Express Lanes project, stating that the project presents an opportunity to alleviate congestion, improve access to jobs and opportunities, and invest in the region's transit system. They note concerns have been raised regarding the misuse of the Air Quality Conformity process to impede potential projects before a fair evaluation can take place. They state VDOT is obligated to demonstrate Air Quality Conformity under the National Environmental Policy Act. They state that while the inclusion of the Southside Express Lanes on the list of projects doesn't approve the construction, it allows the completion of the NEPA process. VDOT states that the project will not move forward without support from Prince George's County and the region. They state that refusing to evaluate the air quality impacts of the project sets a dangerous precedent for future transportation projects and undermines regional collaboration.

**John Undeland-Comments via Email- June 14, 2024**

Mr. Undeland urges the TPB to include the Southside Express project in Visualize 2050. He states the improvements offer a chance to fund transit and promote carpooling. He states that increased transit funding is crucial due to the pandemic's impact, noting the decline in ridership and the need for revenue. He states that the project would provide continuity for the express lanes system on I-495, offer additional travel choices, reduce congestion, enhance travel reliability, improve safety, and align with local and regional plans. The express lanes would contribute transit funding, provide more reliable bus service, and promote ridesharing.

**Mark Scheufler-Comments via Email-June 18, 2024**

Mr. Scheufler writes that Resolution R13-2024, entitled "Inclusion of I-95/I-495 Southside Express Lanes Project in the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP", should be denied for the following reasons: Maryland/Prince George's County's support for the

project is uncertain; Prince George's County will bear most of the costs via high tolls and congestion; implementing inexpensive interim solutions, such as painting auxiliary lanes and limiting access during high traffic, could resolve major congestion issues without additional project costs; suburb to suburb express bus transit is unlikely to succeed due to ample parking and car infrastructure. Current routes have low ridership, indicating potential challenges for similar new routes.

#### **Adam Paul-Comments via Email-June 18, 2024**

Mr. Paul writes to oppose reserving median space on the Woodrow Wilson Bridge for auto travel. He states the median was built to support rail and building auto lanes would prevent this. Approval signals more difficulty in establishing a Metro line in the future. He urges the TPB to work with WMATA to accelerate the expansion of Metro.

#### **Bill Pugh, Coalition for Smarter Growth (CSG)- Comments via Email-June 18, 2024**

CSG writes that they are disappointed that VDOT's 495 Southside study has failed to consider bus, HOV and travel demand management and has ignored transit. They are concerned that future Metrorail is not being protected. They state that a possible proposal by TPB members to model two scenarios – with and without VDOT's 495 Southside widening with toll lanes – would fail to model alternative solutions and simply reinforce the bias of VDOT's study to date. Any alternative conformity scenarios must model multiple build alternatives for 495 Southside including a bus and HOV lane with TDM measures, a Metrorail and expanded transit-oriented development scenario. They think TPB and the region are best keeping the premature 495 Southside project out of Visualize 2050.

#### **Casey Clements- Comments via Email-June 18, 2024**

Mr. Clements writes in opposition to using the reserved medial space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, he states replacing it with auto lanes would decimate WMATA's plan on creating the blue loop/bloop, limiting a huge number of DMV's residents (many of which who do not use a car) to do crucial things like get to work, attend important appointments, etc. Also, it would limit their ability to get out and participate in all of the amazing events the DMV has to offer, which impacts the city financially.

#### **General Comment Form Submissions**

Nine comments were received in the General Comment box from June 17 to June 18, 2024. All nine commenters wrote in opposition to the I-495 Express Lanes project.

#### **Email Campaigns- Comments via Email - May 15, 2024- June 18, 2024**

The TPB received 885 emails from Tuesday afternoon, May 14 until noon Tuesday. Email campaigns included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project, and content urging the TPB to *include* the proposed project. The emails were generated from email-writing software, with some capacity to tailor the email contents. Two of the emails contained the same content as the campaign last month but were received after the cut-off date for the May meeting.

Email forms urging removal of the project (593) were similar in content, urging the board to vote to remove the I-495 Southside Express toll lanes project from Visualize 2050. They state the project would increase traffic, leading to more pollution and impede the efforts to extend the Blue Line. They advocate that instead of highway expansion, better public transit and transit-oriented development are more sustainable solutions that will reduce congestion and improve public health. They state that VDOT's proposal to widen I-495 is problematic because it would cause a bottleneck in Prince



George's County, hinder the future Metrorail expansion, and increase traffic on surrounding streets. They state VDOT is pushing for its preferred alternative without sufficient evaluation of other options. They also state the agency failed to consider transit-oriented development and climate change goals; urge rejection of this proposal; and, demand the evaluation of more effective alternatives in line with the region's vision for sustainable communities.

The TPB received an additional 292 emails from Wednesday, June 12 until noon Tuesday from community members urging support of the I-495 Express Lane project, stating it would relieve congestion, improve traffic, and bring in money to fund transit. They state that transit systems are struggling, and this project would provide an opportunity for dedicated transit funds for Prince George's County. They urge the addition of the project into the air quality conformity analysis so that VDOT can continue to work on identifying and refining it, resulting in a more informed decision being made before construction.

Thirty-three emails contained some variation in content from the forms provided. There were many instances of an individual submitting the exact email more than once, and instances of the same individual submitting comments using two or more fillable forms.

## Laura Bachle

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Tuesday, June 4, 2024 10:38 AM  
**To:** TPBcomment  
**Cc:** Stewart Schwartz  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** CSG 495 Southside letter June 3 2024.pdf

Dear TPB board members and staff,

Please see attached letter by the Coalition for Smarter Growth. We respectfully ask Transportation Planning Board officials at the June 20 board meeting to:

1. Vote to exclude the 495 Southside Express Lanes project from the Visualize 2050 plan and air quality conformity analysis due to the strong concerns of multiple local jurisdictions and WMATA that have not been adequately addressed by the Virginia Department of Transportation (VDOT).
2. Ensure that VDOT fixes its flawed 495 Southside Study to fully evaluate other alternatives, address local jurisdiction concerns, and identify the best long-term solution for the region and communities along 495.

Thank you for your dedication to our region,

Bill Pugh, AICP CTP | Senior Policy Fellow  
Coalition for Smarter Growth  
[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion  
[bill@smartergrowth.net](mailto:bill@smartergrowth.net)  
(202) 821-3226

June 3, 2024

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

**Re: Deeply flawed 495 Southside Express Lanes project should not be in Visualize 2050**

Dear TPB Chair Henderson and Board members,

The Coalition for Smarter Growth respectfully asks Transportation Planning board officials to:

1. *Vote to exclude the 495 Southside Project from the Visualize 2050 plan and air quality conformity analysis due to the strong concerns of multiple local jurisdictions that have not been adequately addressed by the Virginia Department of Transportation (VDOT).*
2. *Ensure that VDOT fixes its flawed 495 Southside Study to fully evaluate other alternatives, address local jurisdiction concerns, and identify the best long-term solution for the region and communities along 495.*

At this point, the region still doesn't have clear answers from VDOT to these concerns:

- **Traffic bottleneck in Prince George's County** – HOT lanes have a record of creating significant bottlenecks at their termini. Rushing to add this project to Visualize 2050 before VDOT has studied the bottleneck impacts to Prince George's County would be a serious mistake.
- **Growth in traffic volumes on connecting roads in Prince George's, Fairfax and Alexandria** – VDOT has not studied the impacts of induced traffic from a bigger I-495 on I-295, Route 210, Route 1, Telegraph and Van Dorn, and other roads. The highway widening project can be expected to generate more traffic that will feed into local streets. Tolls and the fact that congestion would continue on general purpose lanes also increase cut-through traffic concerns.
- **Future Metrorail on Wilson Bridge at risk, too many unanswered questions** – Following the debate and lawsuit over the new Woodrow Wilson Bridge, area officials committed to install Metrorail in the future. Engineers designed the bridge to handle the weight of Metrorail and to ensure the rail connection would work with the drawbridge, while integrating into the bridge (including the drawbridge portion) key features like conduits for Metro's power and train control needs.

VDOT claims that toll lanes built in the right-of-way reserved for future Metrorail on the bridge would not preclude future rail. However, WMATA has significant concerns and sent a letter to VDOT on May 31 with 11 unanswered questions on both future transit

right-of-way preservation and near-term bus services. Clearly, the VDOT proposal is not ready to go into our region's transportation plan.

VDOT has acknowledged that large toll lane ramps may be built and then need to be removed or reconstructed with the region bearing the cost. VDOT has not explained what provisions they would impose in toll lane contracts to ensure the right-of-way is returned in a timely manner to Metrorail and whether this will be done at no cost to WMATA and taxpayers. Nor have they considered that the toll lanes would likely have to be shut down during Metrorail construction nor who would compensate a private toll concessionaire for lost revenue during construction.

- **Adding highway lane capacity – even with HOT lanes – worsens climate pollution** – The UC Davis Institute of Transportation Studies in 2023 concluded that adding new “high-occupancy toll (HOT) lanes might have similar induced travel effects as general-purpose lane expansions.” And that induced travel increases overall GHG emissions. (see attached CSG comment letter, bullet #10, with more detail). The project would cause further health impacts to adjacent neighborhoods from its resulting higher vehicle volumes and their air pollution from tailpipes, tires and brakes. We remind you that the Washington, DC region is a nonattainment area for ozone pollution.

These problems and the local opposition result from a flawed scoping and analysis by VDOT in its 495 Southside Express Lanes Study. We encourage you to read our attached comment letter from October 2023. Problems in the study include:

- VDOT's stated purpose of the project is to "extend and provide continuity of the Express Lanes system" and the first screening criterion for selecting an alternative is "system continuity" of the Express Lanes. This conclusion-first statement biases the study.
- The agency has failed to objectively study comprehensive and integrated transit, transit-oriented development (TOD), and travel demand management (TDM) alternatives and their benefits for reducing the region's east-west jobs and commuting imbalance.
- The toll lanes generate racial and economic equity concerns, because unlike a solution focused on transit-oriented economic development in Prince George's, residents of the county would have to endure both more traffic in general purpose lanes and high tolls.
- The VDOT study ignores local and regional plans for the corridor and the TPB studies that show that transit-oriented land use and strong TDM would be the most effective solutions for improving regional transportation, while providing other benefits.
- The Virginia Department of Rail and Public Transportation (DRPT) study of transit alternatives, likewise failed to examine dedicated transit lanes and strong TDM alternatives that could be implemented without adding four new tolled lanes. DRPT's projected 8,000 transit riders would just as easily benefit from new transit and HOV lane alternatives that don't depend on environmentally destructive highway widening and the long-term auto dependence that this reinforces.

Following conclusion of an improved study, the region's jurisdictions could then consider the type of project for this corridor that should be included in the Long-Range Transportation Plan.

***Actions that local officials and members of the Transportation Planning Board (TPB) must take on the 495 Southside project:***

1. At the June 20 TPB meeting, vote to exclude the 495 Southside Express Lanes from the Visualize 2050 long-range regional plan and air quality conformity.
2. Require the following fixes and additional information from VDOT before considering amending Visualize 2050 to add a project in this corridor:
  - a. Amend the study scope and purpose and need statement to remove its conclusion-first bias, broadening it "to move more people and provide alternatives to sitting in congestion."
  - b. Re-do the alternatives to include truly comprehensive and integrated transit, TOD, and TDM alternatives with fair criteria, and commit to advancing multiple build alternatives for detailed evaluation in the NEPA process. Include:
    - i. Metrorail, TOD, and TDM.
    - ii. BRT, TOD, and TDM.
    - iii. A pilot project using shoulder lanes and/or Metrorail right-of-way for transit and HOV, with TDM incentivizing carpool, transit, off-peak travel.
  - c. Provide information requested by WMATA, e.g., ramps and other facilities required for HOT lanes, engineering challenges and costs of removing or modifying ramps and other HOT lane infrastructure to install future Metrorail, the construction impact on toll lane operations and contracts, and info on near-term corridor bus service proposals.
  - d. Require detailed, written commitments by VDOT, in consultation with WMATA, to ensure that interim HOT lanes would not meaningfully increase costs or delay for the region to convert the facility to future rail.
  - e. Provide data from the existing 495 toll lanes on travel times in the general purpose lanes versus express lanes during peak and off-peak periods, transit ridership data, crash data, and other relevant information.
  - f. Provide other analyses and commitments to address specific local jurisdiction concerns, such as traffic bottlenecks in Maryland and on connecting roads, and improving multimodal travel across and parallel to the corridor.

Let's make sure that this 70-year regional decision is done right and not rushed. Thank you for your commitment to the region.

Stewart Schwartz  
Executive Director

Bill Pugh, AICP CTP  
Senior Policy Fellow

Addendum: CSG's Oct. 2023 comment letter on VDOT's I-495 Southside Express Lanes Study

## **Addendum: CSG's October 2023 comment letter on VDOT's I-495 Southside Express Lanes Study**

October 2, 2023

Mr. Nick Nies, AICP  
Virginia Department of Transportation  
VDOT 495 Southside Express Lanes Study NEPA Project Manager  
9030 Stony Point Parkway, Suite 220  
Richmond, VA 23235  
(via email to [495southsideexpresslanes@VDOT.Virginia.gov](mailto:495southsideexpresslanes@VDOT.Virginia.gov))

Re: Comments on 495 Southside Express Lanes Study, Preliminary Alternatives & Screening

Mr. Nies:

The Coalition for Smarter Growth submits the following comments on the Preliminary Alternatives and Screening Evaluation presented by VDOT in September 2023 for its 495 Southside Express Lanes study.

In summary:

- VDOT's purpose and need statement – “extend and provide continuity of the Express Lanes system” – is biased, leading to a foregone conclusion, and is inconsistent with the National Environmental Policy Act direction to evaluate alternatives.
- VDOT handicapped the Transit and TDM preliminary alternatives by only creating piecemeal, separate elements that were each evaluated individually, rather than also creating an effective and comprehensive Transit (facilities and service), TDM, and TSM alternative that would perform well in the screening evaluation.
- DRPT's study unfortunately failed to include transit-oriented land use and housing recommendations in regional/local plans that would be effective components of alternatives.
- VDOT is rushing its study before WMATA can complete its current study of Metrorail in the corridor.
- If VDOT advances only highway expansion concepts, as its screening suggests, the public will not have information to compare the traffic and environmental impacts among alternatives for widening versus alternatives for transit and TDM.

We ask that VDOT pause the 495 Express Lanes study to revise the Purpose and Need; develop meaningful transit, TDM and transit-oriented land use alternatives; and allow WMATA to complete its ongoing study. Our detailed comments follow.

## **Detailed Comments:**

- 1. VDOT's study uses a foregone conclusion - purpose of the study is to "extend the Express Lanes" – and this violates the intent of the NEPA process** – VDOT's stated purpose of the project is to "extend and provide continuity of the Express Lanes system" and the first screening criterion for selecting an alternative is "system continuity" of the Express Lanes. While VDOT staff said they have not made a decision yet on which project alternative they will pursue, the entire study is biased by their Purpose statement. By your defined purpose it is impossible for a rail transit/TOD/TDM alternative or a bus/TOD/TDM alternative to advance for detailed evaluation. A Purpose which would have been properly focused on the customer should have been something like "to move more people and provide alternatives to sitting in congestion." This would have created a fairer and more objective playing field for considering alternatives to be evaluated. The public at meetings we attended included many people who called out VDOT on its flawed circular logic that runs counter to the intent of NEPA.
- 2. Express Lanes don't significantly reduce congestion in the general purpose lanes, but VDOT won't admit that or provide data on this from its existing Express Lanes** – A number of people at the meetings raised this issue and asked VDOT to provide data from the existing 90+ miles of Express Lanes – to what extent they reduce congestion in the general purpose (non-tolled) lanes. VDOT staff would not directly respond to this comment or commit to providing this data, which should be readily available.
- 3. VDOT's Transit and TDM alternatives were not developed to the same level of detail as the alternatives to add lanes for cars – this reflects VDOT failing to take these seriously from the start**
  - The preliminary alternatives for adding general purpose lanes and express lanes showed detailed cross-sections for all three segments of the project corridor. Meanwhile, transit and TDM alternatives only had random photos borrowed from other places rather than diagrams to illustrate these concepts. The "Standalone Transit" concept used a photo from some country with cars driving on the left next to a bus lane.
  - The rendering showing how Metrorail could be accommodated in the future was based on the 2 Express Lanes alternative; no other alternatives were shown to illustrate how they might accommodate Metrorail in the future.
  - VDOT failed to consider a TDM alternative that prices existing lanes and that could study measures such as exemptions or discounts for low-income drivers.
  - VDOT staff couldn't answer basic questions about the Transit and TDM alternatives and referred questions to DRPT regarding its study. When we asked VDOT staff during the in-person open house what bus services and TDM measures (besides park-and ride-lots) were included in their Transit alternative, they referred us to the DRPT representative. When one of us asked the DRPT representative in person what transit service elements and TDM measures VDOT was including in its study, he referred us back to VDOT staff. The separation of

the two studies isn't appropriate because a full range of transit alternatives and comprehensive and equally detailed analysis of those alternatives should be part of the primary environmental study.

4. **VDOT handicapped the Transit and TDM preliminary alternatives by only creating piecemeal, separate elements that were each evaluated individually, rather than also creating an effective and comprehensive Transit (facilities and service), TDM, and TSM alternative that would perform well in the screening evaluation –**
  - a. The slide deck is very vague on this, but VDOT staff at the Alexandria public meeting finally confirmed to us that indeed there is no additive Transit and TDM concept that combines all features.
  - b. VDOT's bus lane alternative ("Standalone Transit") includes no expanded bus services. Meanwhile, its expanded bus service alternative ("Transit TSM/TDM") includes no dedicated or priority transit lanes. VDOT excluded and failed to evaluate in its screening a preliminary alternative that combines both.
  - c. VDOT continually cited the DRPT study but didn't use that study to construct its alternatives, and VDOT staff couldn't answer basic questions on the relationship of the DRPT study and VDOT study.
  - d. The separated and very limited transit, TSM, and TDM alternatives of course don't score well in VDOT's subjective screening. There is no comprehensive, transit and TDM alternative - and none consider the potential of transit-oriented land use plans in the corridor. DRPT completed a separate study on transit needs in the corridor and issued recommendations, yet VDOT wouldn't say whether it will follow them.
5. **The TDM alternative doesn't actually include TDM measures –** The only types of solutions listed for the TSM/TDM alternative are TSM measures: ramp metering, extension of acceleration/deceleration lanes, and active traffic management (dynamic speed limits, queue warnings). For Transit and TSM/TDM, the only type of measure listed is park-and-ride lots. VDOT doesn't even list the types of TDM elements recommended by DRPT in its study, which albeit were mostly limited traveler information measures. VDOT staff couldn't answer questions about what other types of TDM measures they were considering and just referred the public to the separate DRPT study.
6. **VDOT failed to study the alternatives that the region's MPO found most effective. –** The National Capital Region Transportation Planning Board's (TPB) 2017 [Long-Range Plan Task Force, Phase II Assessment of Regional Initiatives](#) found that Travel Demand Management and Regional Land Use Balance were the two most effective strategies at addressing a range of regional mobility needs, such as improving travel times, improving job access, and fixing regional bottlenecks like the Woodrow Wilson Bridge beltway crossing – more effective than an Express Toll Lanes network strategy they modeled. However, VDOT did not develop preliminary alternatives for either strategy. DRPT also failed to study the Balanced Land Use strategy its study, and DRPT's TDM



recommendations did not include the full suite of tools that TPB has studied and that could be used to improve 495 corridor travel.

7. **Unclear accommodation of Metrorail on WW Bridge sometime in future after Express Lanes and ramps are built and toll concession contract signed** - At the end of the multiyear debate over the Woodrow Wilson Bridge, the region was promised Metrorail on the bridge (which was engineered to hold the weight and right of way was reserved). While VDOT said the project won't preclude future Metrorail across the Woodrow Wilson Bridge, it seems very unlikely that TransUrban (or other firm) would give up two express out of four lanes for the rail. VDOT showed a picture of an Express Lane later converted to Metrorail tracks but this presumably would involve significant cost to retrofit, require substantial payment to the contract P3 operator, and may face challenges in designing around the Express Lane ramps and lane entrance/exits.
8. **Broad impacts to adjacent neighborhoods and communities and the environment are not addressed so the public can't see the impact of adding up to four travel lanes compared to other alternatives** – Numerous speakers at public meetings expressed concern about the Express Lanes dumping traffic into Old Town Alexandria, worsening the Route 1 interchange, creating a bottleneck in Maryland, impacting adjacent neighborhoods, and worsening noise and heat island impacts from the expanded highway footprint and volumes. If VDOT only advances highway expansion alternatives, as its screening suggests, the public will not have information to compare the traffic and environmental impacts among different alternatives.
9. **Screening results are biased and often flawed, but VDOT doesn't provide any memorandum that describes how it arrived at these conclusions.** Here are the screening criterion and our objections to VDOT's evaluations:
  - a. *System Continuity* –
    - The Express Lanes should receive a "Yellow" because there is no continuity – or Maryland plan for continuity – on the Maryland side of the Woodrow Wilson bridge.
    - Standalone Transit Lane should receive a "Yellow" for providing continuity with Express Lanes transit priority lanes.
  - b. *Reduce Congestion and Improve Reliability* –
    - VDOT gave all of its alternatives that add lanes for cars a "Green," ignoring the decades of evidence on induced demand that means congestion returns within a few years. This has been demonstrated not only for general purpose lane capacity additions, but also for express toll lanes projects that add lane capacity.
    - This "Green" rating for Express Lanes also ignores the fact that under VDOT's Express Lane business model, the general purpose lanes

continue to experience congestion and the vast majority of drivers use the general purpose lanes.

- The Express Lanes alternatives should have received “Yellows,” and the General Purpose Lane alternatives should have received “Reds.”

c. *Improve Safety* –

- VDOT scored all of its alternatives to add lanes for cars as fully improving safety, “Green.” However, when asked in the two public meetings we attended how the Express Lane and General Purpose Lane alternatives improved safety (especially given that the alternatives remove or reduce shoulders), VDOT staff simply responded that reducing congestion improves safety. We know from the pandemic, when crash rates rose as congestion fell, that this is simply not true – higher speeds and more lanes can lead to more crashes. We also know that congestion returns due to induced demand. The public asked VDOT to share safety data from its existing Express Lane facilities, but VDOT staff would not commit to providing this available data. The Express Lanes and the General Purpose Lane alternatives should have received “Yellows” for safety, or “Reds” unless VDOT provides data confirming their assertions.
- The Standalone Transit and Transit TSM/TDM alternatives should also have received “Yellows” rather than “Reds,” as transit is documented to be a safer mode than travel by car by an order of magnitude, and more people would be traveling by the safer transit modes.

d. *Consistency/Compatibility with Regional Plans* –

- Fairfax County and Alexandria transportation plans do not call for HOT lanes or widening of 495 from Springfield to Maryland. The increased VMT related to widening 495 would be counter to the local plans, which emphasize transit and alternatives to driving.
  - Fairfax County Transportation Plan shows 495 Southside as an Enhanced Public Transportation Corridor with HOV lanes but no HOT lanes. It also does not call for further widening.
  - Alexandria Mobility Plan (AMP) - emphasizes alternatives to driving, mobility options, and reducing car dependency. One of its performance indicators is reducing Vehicle Miles Traveled. It does not specifically address 495 or recommend more HOT lanes facilities. In the AMP, these only come up in the context of how signage, information and examination of toll rates on existing highway and HOT facilities could potentially help reduce in-town cut-through traffic. The City's June 2022 letter to VDOT emphasized these points.

- Fairfax County Community-Wide Energy and Climate Action Plan – for Transportation planning, its strategy is to “Support sustainable land use, active transportation, public transportation, and Transportation Demand Management to reduce Vehicle-Miles Traveled.” The 495 widening and Express Lanes proposal is not consistent with this strategy.
- Prince George's County has not supported recent Express Lanes proposals on I-495.
- The region's adopted long-range transportation plan, Visualize 2045, includes the current study but does not propose HOT or Express Lanes in the I-495 Southside corridor.
- Overall, regional and local plans include a mix of strategies and recommendations that overall prioritize non-single occupant travel modes, Metrorail and bus transit on dedicated lanes, balanced land use, and rapidly lowering greenhouse gas emissions in transportation decisions. While TPB includes “Expand the express highway network, with rapid transit, and allow carpool/vanpool ride free” as one of its seven aspirational initiatives, the rest of TPB's priority strategies in its policy framework emphasize system improvements that do not expand roadway capacity for private cars and instead emphasize transit, walking and biking, safety, technology, demand management, and transit-oriented and balanced land use.
- Given these objectives in regional and local plans, there is no plausible explanation for VDOT to score Transit and TDM alternatives as “Red,” adding General Purpose lanes to 495 as “Yellow,” and the Express Lanes alternatives as “Green.”
- VDOT's materials don't indicate which plans in the region it consulted and how it decided on the screening.

**10. The study fails to consider greenhouse gas mitigation and VDOT's preferred solution would exacerbate the climate problem** – TPB adopted a target to reduce on-road greenhouse gas emissions 50% below 2005 levels by 2030. According to TPB's Climate Mitigation Study, the region has to significantly reduce per capita vehicle miles traveled to reach this goal, even with rapid vehicle electrification. Even for the more moderate adopted regional COG and local Fairfax County, City of Alexandria and Prince George's County GHG reduction targets (that seek 50% reduction across all sectors), these areas must reduce per capita light duty VMT by about 20% by 2030 from pre-pandemic levels in addition to achieving 50% light duty EV sales by that time. Highway widening projects – even with express toll lanes – contribute to induced demand and higher VMT, as found in a review of the empirical research by the National Center for Sustainable Transportation.

**11. CSG appreciates VDOT's consideration of pedestrian and and bicycle infrastructure improvements along the 495 southside corridor** – Improved connectivity across and along 495, more connections between neighborhoods and commercial areas, more direct and enhanced pedestrian and bicycle facilities to the Van Dorn Metro station are needed. Note that further widening the footprint of 495 makes challenging pedestrian connections under and over the roadway even longer, and dark, noisy underpasses (such as at Van Dorn St) are often deterrents to pedestrians. We ask that relevant community stakeholders and pedestrian and bicycle advocacy groups, and local government pedestrian and bicycle coordinators be involved in developing and evaluating alternatives.

**12. Public won't get to comment on the detailed alternatives and their performance until *after* VDOT's decision to pick an alternative** - According to the schedule presented, VDOT will make its decision on the project next summer and that will be the next public involvement opportunity. That is simply too late. VDOT has provided far too little information about their modeling and the performance data for the alternatives, and has excluded worthwhile alternatives from consideration, as described above. VDOT should both provide additional information during this current public comment period and provide another round of engagement after more information is available on the alternatives – doing so prior to narrowing their range of alternatives.

**In conclusion**, we ask that VDOT pause the 495 Express Lanes study to revise the Purpose and Need; develop meaningful transit, TDM and transit-oriented land use alternatives; and allow WMATA to complete its ongoing study.

Thank you for the opportunity to comment.

Stewart Schwartz  
Executive Director

Bill Pugh, AICP CTP  
Senior Policy Fellow

cc:

- City of Alexandria Mayor and City Council, transportation staff, and state Delegates and Senators
- Fairfax County Board of Supervisors, transportation staff, and state Delegates and Senators
- Prince George's County Executive, County Council, transportation staff, and state Delegates and Senators
- Todd Horsley, Virginia Department of Rail and Public Transit
- Maryland Department of Transportation State Highway Administration
- Sandra Jackson, Federal Highway Administration, representative to the National Capital Region Transportation Planning Board

**Laura Bachle**

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**From:** bcoufal10@aol.com  
**Sent:** Monday, June 17, 2024 8:59 PM  
**To:** TPBcomment  
**Subject:** Comment Letter for Thursday TPB Meeting  
**Attachments:** TPB letter for Southside Lanes Vote in June.docx

Please find attached a letter to the members of the TPB regarding vote on Southside Express Lanes this Thursday.

Thank you,  
Barbara Coufal  
Citizens Against Beltway Expansion



June 17, 2024

Transportation Planning Board  
777 North Capitol St. NE  
Washington, DC 20002-4239

Dear Chair Henderson and Transportation Planning Board Members:

I am writing with respect to Thursday's vote on the Southside Express Lanes.

Allowing the Southside Lanes to move forward would break a promise to the public that rail would one day extend over the Woodrow Wilson Bridge. The investment taxpayers made to make the Bridge ready for rail would be wasted. Many communities in DC, Virginia and Maryland would be denied efficient rail service.

For this and many other reasons, we urge you to remove the Southside Express Lanes from Visualize 2050.

Sincerely,

Barbara Coufal, Chair  
Citizens Against Beltway Expansion

**Laura Bachle**

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**From:** B Ditzler <bditzler@gmail.com>  
**Sent:** Sunday, June 16, 2024 10:50 AM  
**To:** TPBcomment  
**Subject:** Public comments on VDOT's Southside proposal for 6/20 mtg.  
**Attachments:** BD Comments for TPB mtg. 20June2024.docx

Attached please find my comments. I would appreciate confirmation that they have been received.

Brian Ditzler

Brian E. Ditzler  
1225 Noyes Drive  
Silver Spring, MD 20910  
[bditzler@gmail.com](mailto:bditzler@gmail.com)  
June 16, 2024

**Comments for TPB meeting on June 20, 2024, concerning VDOT's request to include its Southside Express Lanes Proposal in the Visualize 2050 plan**

VDOT's Southside Express Lanes proposal should be removed Visualize 2050 because it is a very flawed proposal that would be especially detrimental to Prince George's County and DC. The many flaws of the proposal include:

It is not consistent with TPB's goal to reduce greenhouse gas emissions and actually would increase emissions because of increased traffic that would result on the widened highways because of induced demand;

The private toll lanes would effectively block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge which would serve many communities in MD, DC and VA more effectively than toll lanes and also be more sustainable and equitable;

The Southside proposal would not resolve congestion but only shift a bottleneck from Springfield, VA, to Oxon Hill in Prince George's County where the proposed toll lanes would end and traffic merges into general lanes.

The widened highway would increase traffic volumes on connecting roads and local streets, undermining community efforts to transition local streets into more walkable, transit and bicycle-friendly places.

VDOT's purpose and need statement on the project reflected a conclusions-first approach that presumed extending an express lanes system was the best alternative and therefore promising alternatives to road widening were not adequately studied. Viable alternatives include travel demand management programs, and high-capacity transit with more transit-oriented development and housing.

In summary, VDOT's Southside Express Lanes proposal would be a step backward in traffic management especially when there are better, more sustainable and equitable alternatives available. The proposal should be removed from Visualize 2050.



Laura Bachle

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**From:** Rebekah Whilden <rebekah.whilden@sierraclub.org>  
**Sent:** Monday, June 17, 2024 8:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity  
**Attachments:** Remove Southside Project from Visualize 2050.pdf

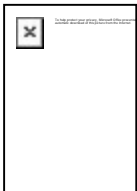
Dear Chair Henderson and Members of the TPB,

We urge you to support the motion from Prince George's County to remove the I-495 Southside Express Toll Lanes project from Visualize 2050 and the list of project submissions to the air conformity analysis. Below is a summary of our comments along with an attached letter from the three Sierra Club chapters in the DMV region.

- The Southside Project would move us further from reaching the Transportation Planning Board's greenhouse gas goals and would make it more challenging for the region to achieve compliance with the ozone National Ambient Air Quality Standards (NAAQS).
- The toll lanes would put the extension of Metrorail on the Woodrow Wilson Bridge at risk especially given that large toll lane ramps may be built and then need to be removed or reconstructed for Metro extension.
- The Southside Project is a false solution for transit riders. The hundreds of millions of dollars used to expand the Southern portion of the Beltway would be better used if it were all spent on increasing access to more affordable public transit, bike, and pedestrian infrastructure and transportation demand management options.
- The project will shift traffic bottlenecks and fail to fix congestion.

Thank you for your consideration of these comments.

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Rebekah Whilden  
Senior National Campaign Advisor  
Clean Transportation for All, Sierra Club  
Charlotte, NC - land of the Sugaree and Catawba people  
Pronouns: she, her, hers  
***Proudly Represented by Progressive Workers Union***



June 18, 2024

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

**Re: Remove the I-495 Southside Project from Visualize 2050**

Dear Chair Henderson and Members of the TPB,

We urge you to support the motion from Prince George's County to remove the I-495 Southside Express Toll Lanes project from Visualize 2050 and the list of project submissions to the air conformity analysis. Please consider the following impacts the project will have on our environment, health, and future.

**Climate and Air Quality Impacts.** The 2021 Climate Change Mitigation Study conducted by the Transportation Planning Board (TPB) revealed that the Greater Washington, D.C. region needs to achieve a 15-20% reduction in per capita driving (light-duty vehicle miles traveled) below the 2030 baseline forecast, as outlined in the current transportation plan in order to reduce transportation emissions 50% by 2030 relative to 2005 levels. The Southside Project would increase vehicle miles traveled (VMT) and move us further from reaching the Transportation Planning Board's greenhouse gas goals. Additionally, the Washington D.C. region is in non-attainment of the 2015 ozone National Ambient Air Quality Standards (NAAQS). Ozone formation is traceable in significant part to emissions of nitrogen oxides ("NOx"), which are released by the combustion of gasoline and diesel fuel in on-road vehicles. Increased vehicle traffic from the Southside Project would make it more challenging for the region to achieve compliance with these standards and would further burden communities living near the Beltway with increased air, water, and noise pollution.

**Future of Metrorail Risk.** The toll lanes would put the extension of Metrorail on the Woodrow Wilson Bridge at risk by taking space on the Wilson Bridge reserved for a future extension of Metro's Blue Line. The Blue line extension would serve Rosslyn, Georgetown, downtown D.C., Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill, National Harbor, and Alexandria. It is highly unlikely that the right of way can truly be preserved for future Metro given that the Virginia Department of Transportation (VDOT) has acknowledged that large toll lane

ramps may be built and then need to be removed or reconstructed for Metro extension. Additionally, the toll lanes expansion as a public-private partnership (P3) agreement would present further barriers to metro extension, especially given that most P3 models involve long term arrangements. As stated by Prince George's County Department of Public Works and Transportation: "While on the surface it can be said that a rail option will not be precluded practically speaking, once a P3 contract has been executed and toll lanes are in operation, the conversion would be presented with new obstacles that will likely be insurmountable."

**The project will shift traffic bottlenecks and fail to fix congestion.** It is well documented that highway expansion is not a solution to traffic congestion due to induced demand.<sup>1</sup> It is very likely that the Southside Express project would move the traffic bottleneck on the Beltway in Virginia into Prince George's County. VDOT has not studied the impacts of induced traffic from the proposed project on I-295, Route 210, Route 1, Telegraph and Van Dorn, and other roads. Additionally this project would likely generate more traffic on local streets that would have a negative impact on communities in the region.

**The Southside Project is a false solution for transit riders.** The Southside project is categorized as a toll lanes project for Visualize 2050. Any promises for better bus service appear to be more of an afterthought and not a guarantee. And, as stated above, the project would harm transit by creating a major barrier to extending the Blue line of Metro. The hundreds of millions of dollars used to expand the Southern portion of the Beltway that would harm local communities with more pollution and traffic would be better used if it were all spent on increasing access to more affordable public transit, bike, and pedestrian infrastructure and transportation demand management options.

Please vote to remove the I-495 Southside Project from Visualize 2050. All Beltway and I-270 toll lane expansions should be removed from the region's long-range plan and the hundreds of miles of additional highway expansion projects in the plan should be re-evaluated in light of our climate goals. Better public transit, including the Blue line extension of Metro; transit-oriented development; and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution; improving public health; and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Rebekah Whilden

Senior National Campaign Advisor, Sierra Club

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<sup>1</sup> <https://www.sciencedirect.com/science/article/abs/pii/S0967070X18301720>

**Laura Bachle**

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**From:** Southlawn Citizens <southlawnca@gmail.com>  
**Sent:** Monday, June 17, 2024 9:22 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside project from the 2050 Regional Transportation Plan  
**Attachments:** Southlawn ltr Transportation Planning Board.pdf

Attached are comments from the residents of South Lawn regarding the 495 Toll Road Expansion. I have also enclosed a pdf for the record.

The residents of South Lawn would like to request that the Transportation Planning Board vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic onto local streets and in the neighborhoods. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. This plan would also increase air, water, and noise pollution, in our neighborhood, which is located directly off 210, and on local Oxon Hill/Fort Washington and Forest Height roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor, even though extension of the Yellow Line would probably be more cost effective, but I guess Virginia does not want that. Rail riders would not have to go miles out of their way to get to the Oxon Hill/Fort Washington area and visitors would have faster and easier access to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20th, 2024 meeting. In addition, we are also asking that you vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in order to meet our climate goals. Instead of highway expansion, better public transit including the Blue Line (or Yellow line) extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improve public health, and increase access to jobs, education, and healthcare for residents across the region.

Sincerely,

Patricia Monroe

South Lawn Citizens Association

President



## SOUTH LAWN CITIZENS ASSOCIATION

P.O BOX 11, Oxon Hill, MD, 20750  
Southlawnca@gmail.com

National Capital Region Transportation Planning Board  
777 North Capitol Street, NE  
Washington, DC 20002

The residents of South Lawn would like to request that the Transportation Planning Board vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic onto local streets and in the neighborhoods. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. This plan would also increase air, water, and noise pollution, in our neighborhood, which is located directly off 210, and on local Oxon Hill/Fort Washington and Forest Height roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor, even though extension of the Yellow Line would probably be more cost effective, but I guess Virginia does not want that. Rail riders would not have to go miles out of their way to get to the Oxon Hill/Fort Washington area and visitors would have faster and easier access to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20th, 2024 meeting. In addition, we are also asking that you vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in order to meet our climate goals. Instead of highway expansion, better public transit including the Blue Line (or Yellow line) extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improve public health, and increase access to jobs, education, and healthcare for residents across the region.

Sincerely,

Patricia Monroe

South Lawn Citizens Association  
President

**Laura Bachle**

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, June 18, 2024 6:15 AM  
**To:** TPBcomment; Lyn Erickson; Jeffrey King  
**Cc:** chenderson@dccouncil.gov; Kenny Boddy; tedernoga@co.pg.md.us; Ivey, Jolene; Julie Kimmel; William Washburn; James Wang  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** TPB 06192024 Final Written TPB Comment Tad.pdf

Lyn - Please register me to provide virtual comments during the May 15, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

My comments are attached.

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

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the June 19, 2024 TPB Meeting

Tad Aburn<sup>1</sup>

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

(443) 829-3652

\*\*\*\*\*

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

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

***“My comments today focus on the need for TPB to review and take action on the recent meetings and recommendations by MWAQC and ACPAC that directly link to future TPB actions. During the May 22, 2024 MWAQC meeting there was a session and significant public comment on environmental justice. The need for TPB to better address air pollution related environmental justice issues came up routinely. The video recording of the MWAQC meeting is posted on the MWAQC webpage.***

***ACPAC has forwarded two formal, written recommendations to CEEPC, MWAQC and the MWCOG Board. One on climate change. The other on environmental justice. Both of these recommendations push for much more aggressive action at TPB.***

***The upcoming TPB actions that need to consider the recommendations and recent discussions and public comment are the ongoing TPB effort to adopt a TPB climate change/greenhouse gas emission reduction plan and the final adoption of Envision 2050.”***

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

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<sup>1</sup> As background, my name is Tad Aburn. I have submitted comments at every TPB meeting since 11/22. I was a MD resident for 68 years. I am now retired and doing volunteer work for overburdened communities in PG County and DC. I am also a member of the DC EJ Coalition. I was the Chair of MWAQC TAC multiple times. I was an MWAQC member for over 15 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years. I was a two-term President and long-time SIP policy Committee Chair with the NACAA.





## Laura Bachle

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**From:** Mary Ellen Tokar <mtokar@mtbma.org>  
**Sent:** Tuesday, June 18, 2024 9:57 AM  
**To:** TPBcomment  
**Cc:** Michael Sakata; Laura Bachle; Lyn Erickson  
**Subject:** Item 1 Public Comment Opportunity  
**Attachments:** 2024-06-20 MTBMA Written Statement.pdf

Good morning!

Please see attached for MTBMA's comment for the June 20<sup>th</sup> TPB meeting.

Best,

Mary Ellen Tokar  
Workforce Solutions Coordinator  
Maryland Transportation Builders & Materials Association  
[mtokar@mtbma.org](mailto:mtokar@mtbma.org)

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July 25 | SHA D3 & D5 | Odenton  
Aug 7 | SHA D4 + BCDOT | Parkton  
Aug 20 | MTA + MPA + MDTA | Halethorpe



June 20, 2024

Hon. Christina Henderson, Chair  
National Capital Transportation Planning Board (TPB)  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

**RE: 2050 Air Quality Conformity Analysis & Southside Express Lanes**

Dear Chair Henderson and Members of the Transportation Planning Board:

Established in 1932, the Maryland Transportation Builders & Materials Association (MTBMA) serves as the voice for Maryland's transportation, construction, and materials industries. With over 200 members across a multitude of sectors, we advocate for the interests of over 30,000 regional employees. Amidst historic elections, significant transformations, and system improvements, we have represented the interests of the transportation industry, and will continue to do so. We prioritize working with regulatory agencies & governing bodies to advocate for adequate state & federal funding, while promoting greater regional collaboration to improve Maryland's multimodal transportation system.

We believe it is imperative to continue studying a wide range of long-term, multimodal solutions to address some of our area's most severe traffic choke points, including those that could improve access to jobs in Prince George's County, provide new revenue streams, add new transit services in the near term, and help support the long-term economic vitality of the National Capital region. That is why we respectfully urge you to include the Southside Express Lanes project submitted by Virginia in TPB's Visualize 2050's Air Quality Conformity Analysis.

This project offers the potential to add new transit connections in years -- not decades -- utilizing existing transit infrastructure on the Wilson Bridge. It will serve residents in Equity Focus Areas and those living or working between the I-95 corridor in Virginia and National Harbor in Maryland. Given that regional transit agencies lack immediate or long-term plans to fund or build rail transit in this corridor, it is sensible to explore short-term bus transit options. These could enhance transit access and create new revenue streams to fund these improvements in the interim. Studying these options does not diminish the feasibility of a future rail connection; rather, it allows for informed decision-making later down the line.

As transportation industry leaders, MTBMA members design, build, and maintain transportation infrastructure across all modes in our region. Like everyone else, we rely on our region's aging & overcrowded transportation facilities to move people, goods, and services daily. Including this project in the region's Air Quality Conformity Analysis allows Virginia to advance the National Environmental Policy Act (NEPA) study that is already underway and maintain eligibility for federal funding. This step is crucial to properly assess the potential benefits for residents of Prince George's County and the broader region, helping us determine if pursuing these improvements is worthwhile.

Should local leaders determine, based on information gathered, that the project should not move forward, there will be ample opportunities to make that decision in the future or consider other options. However, we should allow this analysis to proceed to ensure all decisions are well-informed.

For these reasons, we request that you include this important project in the Air Quality Conformity Analysis for Visualize 2050.

Thank you,



Michael Sakata  
President and CEO  
Maryland Transportation Builders and Materials Association

**Laura Bachle**

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**From:** Bee Ditzler <bee.ditzler@gmail.com>  
**Sent:** Friday, June 14, 2024 11:28 AM  
**To:** TPBcomment  
**Subject:** 6.20 meeting comment from LWVMD  
**Attachments:** 6.20.2024 TPB comments.pdf

Hello,

Please find attached the comments of League of Women Voters of Maryland for the June 20 meeting. We oppose the inclusion of I-95 /I495 Southside Express Lanes project into the Visualize 2050 Plan.

Thank you,

On behalf of LWVMD



**TESTIMONY TO THE TRANSPORTATION PLANNING BOARD,  
I-95/I-495 SOUTHSIDE EXPRESS LANES PROJECT, VISUALIZE 2050 PLAN**

**POSITION: Comments**

**BY: Linda Kohn, LWVMD President**

**Date: June 6, 2024**

The League of Women Voters of Maryland (LWVMD) appreciates that the Transportation Planning Board (TPB) has asked for comments for the I-95/I-495 Southside Express Lanes Project in the Visualize 2050 Plan. We believe the removal of this Project from the Plan is appropriate.

LWVMD believes that this Project should be completely removed from the Plan because of three main reasons:

1. Converting an infrastructure that was designed for rail to roads is not only a backwards thinking decision considering the climate crisis we are facing, but also not a realistic option.
2. It would just move a bottleneck of traffic from the Virginia side of the bridge to the Maryland side of the bridge.
3. By increasing I-495 lanes, it would also increase traffic on roads such as Telegraph Road, Van Dorn Street, Route #295, and Maryland Route #210.

LWVMD urges the complete removal of I-95/I-495 Southside Express Lanes Project in the Visualize 2050 Plan.

## Laura Bachle

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**From:** Jason Stanford <jason@nvta.org>  
**Sent:** Tuesday, June 18, 2024 10:52 AM  
**To:** TPBcomment  
**Cc:** Laura Bachle; Lyn Erickson; Kanti Srikanth  
**Subject:** Item 1 Public Comment Opportunity - DC Area Business Community Support for the Southside Express Lanes  
**Attachments:** 24 SEL Business Community Letter FINAL.pdf

Laura,

Please find attached a letter of support for the Southside Express Lanes project from Virginia, DC, and Maryland business community organizations. Thank you for your time and consideration of this important matter.

Sincerely,

Jason Stanford



Jason Stanford  
President  
P.O. Box 6149  
McLean, VA 22106-6149  
Office: 703-883-1830  
Mobile: 650-200-6375  
[www.NVTA.org](http://www.NVTA.org)

June 18, 2024

The Honorable Christina Henderson, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

RE: 2050 Air Quality Conformity Analysis & Southside Express Lanes

Dear Chair Henderson:

As representatives of the vast majority of private and nonprofit employers across the Greater Washington region, we are writing to share our strong support for inclusion of the Southside Express Lanes project submitted by Virginia for Visualize 2050's Air Quality Conformity Analysis.

While we believe this project represents a tremendous opportunity to relieve congestion, improve access to jobs and opportunities, and invest in our region's transit system, we are deeply concerned by the weaponization of the region's Air Quality Conformity process to halt potential projects before a fair evaluation can be completed.

The Virginia Department of Transportation (VDOT) is required by the National Environmental Policy Act (NEPA) to demonstrate that our region will still meet Air Quality Conformity once this project is completed. As the region's designated Metropolitan Planning Organization (MPO), the Transportation Planning Board (TPB) is responsible for conducting this analysis. Including the Southside Express Lanes on the TPB's list of projects DOES NOT approve the project for construction. It simply allows VDOT to complete the NEPA process.

In a letter to Prince George's County dated June 13, 2024, VDOT confirms, "The Commonwealth cannot and will not advance this project to implementation without the support of Prince George's County and the region." In other words, if the final evaluation of this project does not produce sufficient community benefits to earn support from Prince George's County and the region, VDOT has agreed not to move forward.

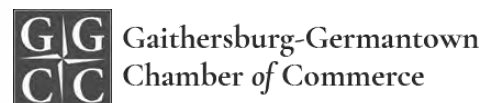
However, blocking a project from the TPB's Air Quality Conformity Analysis is neither the right time nor the right venue to make that determination. Refusing to even evaluate the air quality impacts of a potential project sets a dangerous precedent for future transportation projects and undermines the regional collaboration that the Transportation Planning Board is supposed to foster for our community.

Our region's economy is strongest when we work together. We urge you to consider this in your evaluation and allow for the inclusion of this project in the region's Air Quality Conformity Analysis.

Thank you for your time and consideration of this important matter.

Sincerely,







## Laura Bachle

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**From:** John Undeland <jundeland@gmail.com>  
**Sent:** Friday, June 14, 2024 1:22 PM  
**To:** TPBcomment  
**Subject:** Include Southside Beltway Improvements in Long-Range Transportation Plan

Dear Chair Henderson, Vice Chair Walkinshaw, Second Vice Chair Harris and Other Members of the National Capital Region Transportation Members:

Please include the 495 Southside Beltway Improvements - including the segment extending into Prince George's County - in the region's Long-Range Transportation Plan. The project will reduce trip times for all travelers, while providing much-needed funding for transit service in Prince George's County and elsewhere in our region.

In the wake of the pandemic, increased transit funding has never been more vital to our region. The 2023 Transportation Planning Board State of the Commute report showed the share of weekly transit trips declined drastically: 24.1% in 2019 to 7.8% in 2022. While transit's share has improved since 2022, it remains well below pre-pandemic levels and major infusions of revenue are necessary to help prevent a freefall in the viability of our transit systems. More proof of the pandemic's persistent long shadow was witnessed this week when Coach USA (which operates Dillon commuter buses in Maryland) declared bankruptcy due to drastically lower ridership: 2023 ridership is 43% below 2019 ridership, according to news reports.

Major infusions of transit revenue have been a core element of every Express Lane project in the region since the initial Beltway lanes opened in Virginia in 2012. The same will be true with the Southside Beltway Improvements.

Moreover, given the Maryland Department of Transportation's well-documented major funding challenges (a \$3.3B funding shortfall in the six-year plan was announced in December 2023, and while a modicum of additional funding was provided in the 2024 recent General Assembly session, a major deficit remains), passing up this impactful source of transit funding would be an enormous missed opportunity.

What's more, of course, Express Lanes themselves make transit viable by providing the same time savings that benefit toll payers at no cost to transit providers or riders. With regard to the Southside Beltway Improvements, one can envision the establishment of regular bus service using the Express Lanes to connect activity centers in Oxon Hill and National Harbor in Maryland with those in the City of Alexandria and Springfield in Virginia.

Transit across the Wilson Bridge has been planned since at least the early 1990s and the crossing's lanes originally intended for this purpose have laid fallow since the crossing was completed in 2008.

Additionally, Express Lanes also promote ridesharing, again providing major time savings at no cost to carpoolers. As with transit, the need for increased carpooling has never been more important: The 2023 State of the Commute also showed the pandemic's pervasive impact with the share of carpool trips dropping unprecedentedly from 4.6% in 2019 to 1.7% in 2022.

Last but not least, the major time savings and quality of life benefits that Express Lanes provide to the majority of our region's residents who drive solo should not be undervalued. Experience has shown faster trips accrue not only to those who pay tolls to use the Express Lanes but also (albeit less profoundly) to travelers in the General Purpose Lanes.

The Southside Beltway Improvements present an outstanding opportunity to dedicate additional funding to transit, promote carpooling, and in general get our region moving again. Please vote to include the project in air quality modeling that will inform our region's Long-Range Transportation Plan. Thank you very much for your consideration.

John Undeland

McLean, VA

**From:** Mark Scheufler <scheufler@gmail.com>  
**Sent:** Tuesday, June 18, 2024 10:29 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Please consider the follow comments to Item 7 in the June 2024 Transportation Planning Board Meeting Agenda

Recommend **denial** of Resolution R13-2024 (Inclusion of I-95/I-495 Southside Express Lanes Project in the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP) for the following reasons:

1. It is unclear at this time if Maryland/Prince George's County will sign or support a concessionaire agreement for this project.
2. A better cost-effective "interim" solution is to just paint in auxiliary lanes between US1 and MD210 in the "THRU lanes" on the WWB.
3. Suburb to suburb express bus transit is unlikely to be sustainable due to the large amount of free parking at each location. Omniride just cancelled the state supported Woodbridge to Tysons route due to low ridership.

#### Detailed Comments

Recommend **denial** of Resolution R13-2024 (Inclusion of I-95/I-495 Southside Express Lanes Project in the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP) for the following reasons:

1. It is unclear at this time if Maryland/Prince George's County will sign or support a concessionaire agreement for this project. Prince George's County will bear most of the "costs" for this project via high peak direction tolls and major congestion at the terminus of the project.
2. A simple very cheap "interim" solution to resolve the major congestion issues in the corridor while maintaining government control is for VDOT and MDOT to just paint in auxiliary lanes between US1 and MD210 in the "THRU lanes" on the WWB **and** also limit access from US1 S to I-495E "LOCAL lanes" during high volume periods to eliminate a poorly designed merge area in the corridor.
3. Unfortunately, Suburb to Suburb express bus transit as proposed in the DRPT study will not be successful due to the massive amount of free convenient parking and associated car infrastructure at each location.
  - a. Omniride just cancelled the state supported Woodbridge to Tysons route due to low ridership. I cannot think of a more ideal Suburb to Suburb Express Lanes route than this one.
  - b. The current Omniride Manassas to Reston route via the I-66 Express Lanes is by far the worst performing Express Lanes route with 7 *total* riders per day across 10 trips.
  - c. Fairfax County does not even publicly release the performance of their Suburb to Suburb Express Lane routes.

But, if the proposed VDOT project moves forward we will just get wider roads = more cars = more severe congestion and just lead to pressure for more unsustainable suburban sprawl in the region. We need a structural change in our

transportation/land use planning and eliminating this project from the air quality conformity analysis is a good place to start.

Individual/CAC Member  
Mark Scheufler  
Manassas, VA 20111  
[scheufler@gmail.com](mailto:scheufler@gmail.com)

**Laura Bachle**

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**From:** Adam Paul <apumich@gmail.com>  
**Sent:** Tuesday, June 18, 2024 10:55 AM  
**To:** TPBcomment  
**Subject:** Public Comment for June 20th Item 7 I-495 Southside express lane

Hello Transportation Planning Board,

I am writing in opposition to the use of reserved median space on the Woodrow Wilson Bridge for auto travel. This bridge median was originally built to support rail transit, and is critical to WMATA's long-term Blue line plans to extend Metro from Alexandria to National Harbor.

Building additional auto lanes in this space would most likely prevent future investment in building this portion of the metro network.

While statements in the proposal say that the TPB would remain open to Metro efforts in the future, building these additional lanes today sends a clear signal that TPB is making any future project more difficult.

I encourage TPB to abandon its plans for additional express lanes. Instead, it should collaborate with WMATA to accelerate the expansion of Metro, which the proposal says the board supports.

Sincerely,  
Adam Paul  
5333 Chillum PI NE, Washington, DC 20011

## Laura Bachle

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Tuesday, June 18, 2024 11:59 AM  
**To:** TPBcomment  
**Cc:** Stewart Schwartz  
**Subject:** Item 1 Public Comment Opportunity

Dear Chair Henderson and TPB board members,

The Coalition for Smarter Growth remains disappointed that VDOT's 495 Southside study has been biased in favor of widening with toll lanes.

VDOT has failed to consider a bus and HOV lane and travel demand management short-term solution that could utilize available right-of-way.

And VDOT has completely ignored the longer-term transit and transit-oriented development solution for the corridor, which would address the jobs-housing imbalance and economic divide.

CSG remains concerned that future Metrorail is not being protected, as VDOT's June 13 letter made clear that key issues would be subject to future secret negotiations between the Commonwealth and a private concessionaire.

A possible proposal by TPB members to model two scenarios – with and without VDOT's 495 Southside widening with toll lanes – would fail to model alternative solutions and simply reinforce the bias of VDOT's study to date.

Any alternative conformity scenarios must model multiple build alternatives for 495 Southside including a bus and HOV lane with TDM measures, and a Metrorail and expanded transit-oriented development scenario.

We still think TPB and the region are best keeping the premature 495 Southside project out of Visualize 2050.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow  
Coalition for Smarter Growth  
[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion  
[bill@smartergrowth.net](mailto:bill@smartergrowth.net)  
(202) 821-3226

**Laura Bachle**

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**From:** Casey Clements <caseyclements13@gmail.com>  
**Sent:** Tuesday, June 18, 2024 12:00 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7

Hello!

I am writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel.

As a life-time DMV resident, I love the Metro as much as I love living here, which is a lot. It is an integral part of living in the area for me and being able to travel to and from work, concerts, spending time with family and friends, and other special events. Exploring the DMV, especially the National Harbor area, is one of my favorite past times, and limiting the ways I can get around the city would deeply, deeply sadden me.

As the bridge median was originally built to support rail transit, replacing it with auto lanes would decimate WMATA's plan on creating the blue loop/bloop, limiting a huge number of DMV's residents (many of which who do not use a car on the daily <https://ggwash.org/view/86455/how-much-does-dc-drive>) to do crucial things like get to work, attend important appointments, etc. But also, it would limit their ability to get out and participate in all of the amazing events the DMV has to offer. This also impacts the financials of the city. Less people in and around the area means less money being pumped back into the area to improve it even more.

For these reasons, I oppose the use of the reserved median space on the Woodrow Wilson Bridge for auto travel.

Thank you!  
Casey

Rafaele Vigilante

Thank you for working towards improving transportation across the region. I want to voice my support for transit oriented projects which will help relieve congestion and reduce car dependency in the region. Projects such as the Southern Maryland Rapid Transit project should be included in the 2050 plan. I firmly oppose giving away access reserved for transit on the Woodrow Wilson Bridge to toll operators. This does not help reduce car dependency in this region, and provides unequal access to high quality transportation options based on income. Please work to reduce car dependency in this region.

Matthes Priester

Hello,

I am writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any further investment in building a metro network that can adequately serve our region.

Kind regards.

Thomas Rausch

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for car travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Should car lanes be built here, it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region. While Toll/HOV Lanes may decrease travel times for some drivers, high-capacity transit (like WMATA's blue line extension) does a better job at both decreasing trip times and increases the capacity of the bridge.

Brian Thomas

I am writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's plan to extend the Blue Line and provide a connection between Alexandria and National Harbor, it is vital that this right-of-way. The construction of further lanes for auto use would directly hamper future investment in the development of our region's metro network and forever prevent the construction of a connection between Alexandria and National Harbor.

The I-95/I-495 Southside Express Lanes Project would directly stymie the development of DC's metro system, forcing more people to rely on cars. This would thereby increase long-term costs for individuals and families to move throughout the region, harm economic growth, and increase emissions as more road capacity would incentivize high traffic volumes.

Victoria Waskowicz

Toll lanes that negate realistic possibility of non-car transit connectivity across the Wilson Bridge are bad for everyone except for those who financially benefit from toll lanes and their construction. Please do not approve this. WMATA is not perfect by any means, but I will note that non-car transit agencies have been systematically hobbled for more than a century now. I am sure there are powerful voices



advocating for the toll roads, and saying it won't preclude a rail line. This stretches the truth beyond recognition, and if the TBP is making this decision responsibly, they will not approve tolls lanes that for all intents and purposes lock out anything but car lanes on this bridge. Thanks.

Jessica Pryor

I'm writing in opposition to the use of reserved median space on the Woodrow Wilson bridge for auto travel. The bridge space was originally designed to support rail travel and should be used for this purpose. Use of this bridge is crucial for WMATA's long term plans for a blue line. Should auto lanes be built, it would preclude any rail use of the bridge. More auto traffic into DC is not the solution for transit issues in the metro area.

Brendan Kibala

As a DC resident and Georgetown student who utilizes public transit (and does not own a car), I would encourage the board to prioritize the use of the Woodrow Wilson Bridge for future Metro expansion as opposed to the addition of vehicle express lanes. The DMV experiences so much vehicular congestion that could be decreased with improved public transit. The possibility of a Blue line expansion would be huge for the area and Georgetown residents. We are also experiencing a climate crisis that must be addressed through such policies as expansion of and improvement to public transit. Please consider this as we work to make DC more livable for everyone.

Gregory Bricker

I am writing in opposition to the use of the reserved median space of the Woodrow Wilson bridge to be used for express lanes for auto travel. This space was built for future metro expansion and would be better suited to provide more access to WMATA services. There are many benefits to preserving this space for future rail use to connect Alexandria to the National Harbor, and any expansions for cars will severely limit future expansions to metro, something that is needed as communities in these areas continue to grow.

Morgan Handley

I oppose the expansion of car traffic lanes on 495 to add express lanes, which would take the space built specifically for future WMATA metro expansion. It does NOT promote the goals of equity, safety, and sustainability to continue expanding car traffic at the direct expense of transit. This space should be reserved for expansion of the Metro, such as the proposed blue line loop which would add much needed connectivity for the region. Adding more lanes never makes congestion better, adding lanes to 495 would not make travel better. Metro expansion WOULD improve mobility for the region and promote equity, safety, and sustainability.

Rafaele Vigilante

Thank you for working towards improving transportation across the region. I want to voice my support for transit oriented projects which will help relieve congestion and reduce car dependency in the region. Project such as the Southern Maryland Rapid Transit project should be included in the 2050 plan. I firmly oppose giving away access reserved for transit on the Woodrow Wilson Bridge to toll operators. This does not help reduce car dependency in this region, and provides unequal access to high quality transportation options based on income. Please work to reduce car dependency in this region.

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advocating for the toll roads, and saying it won't preclude a rail line. This stretches the truth beyond recognition, and if the TBP is making this decision responsibly, they will not approve tolls lanes that for all intents and purposes lock out anything but car lanes on this bridge. Thanks.

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**Laura Bachle**

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**From:** janeplyons@everyactioncustom.com on behalf of Jane Lyons-Raeder  
<janeplyons@everyactioncustom.com>  
**Sent:** Tuesday, May 14, 2024 4:26 PM  
**To:** TPBcomment  
**Subject:** Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,  
Ms. Jane Lyons-Raeder  
1400 E West Hwy Silver Spring, MD 20910-3230 janeplyons@gmail.com

**Laura Bachle**

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**From:** papetro@everyactioncustom.com on behalf of Pat Petro  
<papetro@everyactioncustom.com>  
**Sent:** Wednesday, May 15, 2024 1:03 AM  
**To:** TPBcomment  
**Subject:** Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,  
Ms. Pat Petro  
6237 18th Rd N Arlington, VA 22205-2019 papetro@gmail.com

**Laura Bachle**

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**From:** Alex Adams <alexeadams298@gmail.com>  
**Sent:** Tuesday, June 18, 2024 11:20 AM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7 (I-495 Southside Express Lanes Project)

Hi,

I hope this email finds you well. I am writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the median was originally intended to support rail transit and is a critical component of WMATA's plans for the blue line to extend metro access from Alexandria to the National Harbor, it is absolutely necessary to preserve this right of way.

In the event that car lanes be built there, it would undoubtedly deter any future investment for building a more inclusive Metro network and have negative long term effects to the effectiveness of the Metro's ability to serve our region and communities.

As someone who relies on public transit as a means of transportation, and believes in the importance of investing in transit means that can move the largest amounts of people in the most efficient way possible, the proposition that this area be used for car transit is devastating.

Thank you for your time and consideration.

Best,  
Alex Adams, D.C. Resident

**Laura Bachle**

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**From:** isoarch@everyactioncustom.com on behalf of Edwin Agudelo  
<isoarch@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:01 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Edwin Agudelo  
2309 Glasgow Rd Alexandria, VA 22307-1821 isoarch@msn.com

**Laura Bachle**

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**From:** Folahan Akinyemi <folly709@gmail.com>  
**Sent:** Monday, June 17, 2024 9:21 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** folly709@everyactioncustom.com on behalf of Folahan Akinyemi <folly709@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Folahan Akinyemi  
1724 17th St NW Washington, DC 20009-2456 folly709@gmail.com

**Laura Bachle**

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**From:** baiqayati8@everyactioncustom.com on behalf of Baik Rika Ayati <baiqayati8@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:17 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Baik Rika Ayati  
2003 Marthas Rd Alexandria, VA 22307-1954 baiqayati8@gmail.com

**Laura Bachle**

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**From:** Kerri Albright (kerri.albright@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 5:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Kerri Albright  
1004 Azalea Drive  
Rockville, MD 20850  
kerri.albright@comcast.net

(240) 426-3940

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jim Albright (jimalbright1985@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Tuesday, June 18, 2024 6:47 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Jim Albright  
1004 Azalea Drive  
Rockville, MD 20850  
jimalbright1985@gmail.com

(240) 602-6502

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Lucy Alexander (lcylnr@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 11:31 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Dear Board members

I have been tracking discussions of adding toll lanes to the Beltway in Maryland for a few years now and the plan continues not to make sense. Toll lanes do not have the desired effect -- they make transportation more difficult for the majority of citizens not easier. I have discussed this with the engineers themselves and they agree. I don't object to toll lanes in principle but to the misguided way they have been implemented in Virginia which has just created more environmental destruction., displacement of communities, and costs both for residents and travelers. Do not repeat this in Maryland. The Southside extension will do exactly that. We should not take on Virginia's problems and half-baked solutions. We're smarter than that.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving

public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lucy Alexander  
10908 Rock Run Drive  
Potomac, MD 20854  
lcylxndr@yahoo.com  
(908) 391-4488

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**Laura Bachle**

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**From:** aliferis@everyactioncustom.com on behalf of Peter Aliferis  
<aliferis@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:15 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Peter Aliferis

5903 Mount Eagle Dr Apt 1208 Alexandria, VA 22303-2531 aliferis@cox.net

**Laura Bachle**

---

**From:** radchic05@everyactioncustom.com on behalf of Madeline Amalphy <radchic05@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 4:29 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

As a Gaithersburg resident who is extremely concerned about the climate crisis, I demand that you do everything in your power to immediately implement sustainable transportation policies. This is our last chance to prevent millions of innocent Americans from dying in natural disasters caused by climate change.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,

Ms. Madeline Amalphy

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

**From:** Anne Ambler <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 4:28 PM  
**To:** TPBcomment  
**Subject:** Urgent! Please remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

I wonder how express lanes could have been put into Visualize 2050 when those lanes were so proudly included on the Woodrow Wilson Bridge to accommodate a future Metrorail line, which planners knew was (and is) essential to our larger community. Yet here they are. Luckily, you have the opportunity to remove those lanes through your vote. So when the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to remove the Southside Express Lanes from the transportation plan. They make no sense if the TPB considers long-range transportation needs and climate change. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

As you probably know, the Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is exactly what you can expect with toll lanes. They have to end somewhere, and since they induce even more people to drive, they create an even bigger traffic jam where they end than the congestion they were meant to lessen. I am not at all surprised that VDOT would like to shift the congestion it has created to Maryland, but we

should not be foolish enough to allow it. Even worse, of course, is that using those lanes for cars prevents their use for Metrorail, and worsens our region's congestion.

I urge members of the TPB to remember the hard-fought battle for those lanes for RAIL and remove the Southside Express Lanes from Visualize 2050.

Thank you for your attention to this urgent request for better regional transportation planning.

Anne Ambler

anambler@gmail.com

12505 Kuhl Road

Silver Spring, Maryland 20902-1443

**Laura Bachle**

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**From:** Richard Anderson (anderfam5@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 10:02 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Richard Anderson  
623 Smallwood Road  
Rockville, MD 20850  
anderfam5@verizon.net

(301) 742-3088

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** larabandre@everyactioncustom.com on behalf of Lara Andre  
<larabandre@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:44 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Lara Andre  
89 Jackson Ln Boston, VA 22713-1719  
larabandre@gmail.com



**Laura Bachle**

---

**From:** Andrew <ionoxycat@gmail.com>  
**Sent:** Monday, June 17, 2024 10:47 PM  
**To:** TPBcomment  
**Subject:** Don't use Metro land for highways. Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Please do not hand over future Metro land to a private tolling company. This is a bad idea. Please repurpose existing lanes to be tolling and have Virginia or a locality run it and make money off it. No handouts or welfare to private companies.

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Anju S. (anju\_sid@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:01 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Anju S.  
1208 Windmill Ln  
Silver Spring, MD 20905  
anju\_sid@yahoo.com

(301) 526-9087

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**From:** Brenda Anna (baviolinist@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 11:52 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Expanding Metro to include a line which circumnavigates the Beltway will prove many times more efficient than adding more lanes for cars to drive recklessly, taking dozens of lives in hundreds of crashes each year. In an era where distracted driving is a major cause of motor vehicle collisions, Metro provides a comfortable alternative to dangerous roads, and an outlet for people who feel compelled to look at their phones during their commute.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Brenda Anna  
4904 Somerset Rd  
Riverdale, MD 20737  
baviolinist@verizon.net  
(301) 699-5079

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Karl Antonsson <knantonsson@gmail.com>  
**Sent:** Monday, June 17, 2024 12:16 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Dear Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows an overly optimistic prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Karl Antonsson

**Laura Bachle**

---

**From:** davidappleman@everyactioncustom.com on behalf of David Appleman  
<davidappleman@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 4:59 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. David Appleman  
770 5th St NW Washington, DC 20001-2674 davidappleman@yahoo.com

**Laura Bachle**

---

**From:** knantonsson@everyactioncustom.com on behalf of Karl Antonsson  
<knantonsson@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:19 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. The DC region is a leader in public transportation and this proposal would be a step in the wrong direction. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Karl Antonsson  
4208 13th St NE Washington, DC 20017-3825 knantonsson@gmail.com



**Laura Bachle**

---

**From:** Kenneth Aruda <koaruda@gmail.com>  
**Sent:** Monday, June 17, 2024 9:58 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sent from my iPhone

**Laura Bachle**

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**From:** Giorgia Atchison (giorgiavegan@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 8:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need to protect the environment. We need better solutions.  
Widening the Beltway is certainly not the option!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Giorgia Atchison

9812 Brunett Ave  
Silver Spring, MD 20901  
giorgiavegan@gmail.com  
(443) 608-3437

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Gretchen Aurin (gretchenaurin@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 11:23 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Gretchen Aurin  
14307 Delcastle Dr  
Bowie, MD 20721  
gretchenaurin@gmail.com

(860) 876-5054

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** M Azriel (msazriel@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 12:28 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

M Azriel  
776 Kimberly Ct E  
Gaithersburg, MD 20878  
msazriel@gmail.com

(240) 672-6601

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Katherine Babiak (kmbnyc@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 11:55 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Katherine Babiak  
8350 Woody Rd  
Port Tobacco, MD 20677  
kmbnyc@aol.com



(301) 934-2685

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Robert Bailey (baileys.4@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 3:52 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I think this project will just push Virginia traffic congestion into Maryland.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Robert Bailey  
19401 Dubarry Dr

Brookeville, MD 20833  
baileys.4@verizon.net  
(301) 774-1074

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Dustin Bales <dustin.bales@gmail.com>  
**Sent:** Monday, June 17, 2024 10:02 AM  
**To:** TPBcomment  
**Subject:** Woodrow Wilson Bridge Plans

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Dustin Bales  
Alexandria City, VA

**Laura Bachle**

---

**From:** mimi.banta@everyactioncustom.com on behalf of Mimi Banta  
<mimi.banta@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 7:44 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Mimi Banta  
2403 Elba Ct Alexandria, VA 22306-2561  
mimi.banta@gmail.com

**Laura Bachle**

---

**From:** William Ballard (dog.ballard@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 8:58 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Yes, please remove the Express Lane Widening Project from Visualize 2050. The project is a 1960's solution to the transportation challenges of the next 50 years or more. There is completely inadequate analytical data on the cost benefit (including environmental and quality of life aspects) of the project plans and potential impacts. The project is doomed to have enormous cost overruns and schedule delays and I say that as a Certified Project Manager who is familiar with the many other failed DMV projects (Purple Line, Metro Silver Line, Silver Spring Transportation Center to name a few).

We have the technical and analytical capabilities to come up with alternative solutions that will benefit everyone for many decades to come. Stop the irresponsible political games and do the right thing.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line

extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

William Ballard  
413 Saint Lawrence Dr  
Silver Spring, MD 20901  
dog.ballard@gmail.com  
(301) 537-0300

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** jacobbarker@everyactioncustom.com on behalf of Jacob Barker  
<jacobbarker@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 8:45 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr. Jacob Barker



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

**Laura Bachle**

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**From:** Charlotte Barkley (casbarkley@msn.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:20 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Charlotte Barkley  
3128 Gracefield Rd Apt 620  
Silver Spring, MD 20904  
casbarkley@msn.com

(240) 867-3648

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Scott Baron (baron.scott@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:53 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please do not add more vehicle lanes to the Wilson Bridge in the space that is supposed to be for Metrorail. The proposed widening of the southern part of I-495 is ill advised when we are facing severe threats from climate change.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Scott Baron  
24015 Santa Anita Ct  
Damascus, MD 20872  
baron.scott@gmail.com  
(703) 968-3057

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Gary Barone <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 5:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Gary Barone  
garymbarone@gmail.com  
22011 Ivy Leaf Dr  
Boyd's, Maryland 20841



**Laura Bachle**

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**From:** Phillip Barsky (phillipbarsky@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Phillip Barsky  
17609 Parkridge Dr  
Gaithersburg, MD 20878  
phillipbarsky@gmail.com



(301) 330-3693

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** nick10bartl@everyactioncustom.com on behalf of Nick Bartl  
<nick10bartl@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 2:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr. Nick Bartl

1420 N Utah St Arlington, VA 22201-4802 nick10bartl@icloud.com

**Laura Bachle**

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**From:** Jeannette Bartelt <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:49 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jeannette Bartelt  
jmbartelt@gmail.com  
110 Burgess Hill Way Apt 100  
Frederick , Maryland 21702



## Laura Bachle

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**From:** Kathy Bartolomeo <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 7:37 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

We need the Blue Line and not Tolls!

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

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The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kathy Bartolomeo  
kbartolo30@gmail.com

15 Laurel Hill Rd  
Greenbelt , Maryland 20770

**Laura Bachle**

---

**From:** Kathy Bartolomeo <noreply@adv.actionnetwork.org>  
**Sent:** Monday, June 17, 2024 2:52 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

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The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kathy Bartolomeo  
kbartolo30@gmail.com  
15 Laurel Hill Rd  
Greenbelt , Maryland 20770





**Laura Bachle**

---

**From:** Rebecca Batt (beckybatt@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 12:30 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It is absolutely essential that you remove all beltway and 270 widening from the region's transportation plan. Widening the highways would greatly increase noise, air and water pollution. It would escalate climate change rather than fight climate change. It is a 1960's response to traffic and makes no sense whatsoever.

We must focus on improving public transit , including commuter buses, Metro and MARC. Public transit is the future of our state and our country.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Rebecca Batt  
745 Anderson Ave.  
Rockville, MD 20850  
beckybatt@comcast.net  
(301) 580-2084

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** mbaumanlpc@everyactioncustom.com on behalf of Marjorie Bauman  
<mbaumanlpc@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:33 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Marjorie Bauman  
7717 Elba Rd Alexandria, VA 22306-2557  
mbaumanlpc@verizon.net

**Laura Bachle**

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**From:** Valerie Beattie (beattie.vallynn@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 8, 2024 12:47 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Valerie Beattie  
18605 Winding Creek Pl  
Germantown, MD 20874  
beattie.vallynn@gmail.com

(610) 336-4328

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** vybeauregard@everyactioncustom.com on behalf of Vance Beauregard  
<vybeauregard@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:07 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Vance Beauregard  
337 Wesmond Dr Alexandria, VA 22305-3039 vybeauregard@gmail.com

**Laura Bachle**

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**From:** alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Alek Becker

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



**Laura Bachle**

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**From:** alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

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Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** danbehrend@everyactioncustom.com on behalf of Dan Behrend  
<danbehrend@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Dan Behrend  
4511 Riverdale Rd Riverdale, MD 20737-1939 danbehrend@gmail.com

**Laura Bachle**

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**From:** Dan Behrend (danbehrend@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 12:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Dan Behrend  
4511 Riverdale Rd  
Riverdale Park, MD 20737  
danbehrend@gmail.com

(202) 596-5152

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Mercedes Bellcase <mercedesbellcase@gmail.com>  
**Sent:** Monday, June 17, 2024 2:52 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** mercedesbellcase@everyactioncustom.com on behalf of Mercedes Bellcase  
<mercedesbellcase@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:52 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Mercedes Bellcase

1005 1st St NE Washington, DC 20002-8164 mercedesbellcase@gmail.com

**Laura Bachle**

---

**From:** David Belyea <dbbelyea@gmail.com>  
**Sent:** Monday, June 17, 2024 4:24 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to voice my opposition to the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. A tolling company will never give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows an optimistic prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
David

**Laura Bachle**

---

**From:** behradb@everyactioncustom.com on behalf of Behrad Behbahani  
<behradb@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Behrad Behbahani

10201 Grosvenor Pl Apt 422 North Bethesda, MD 20852-4608 behradb@gmail.com



**Laura Bachle**

---

**From:** marc@everyactioncustom.com on behalf of Marc Bendick Jr  
<marc@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 5:50 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Marc Bendick Jr  
319 Prince St Alexandria, VA 22314-3315 marc@bendickegan.com

**Laura Bachle**

---

**From:** dvbenedi@everyactioncustom.com on behalf of Daniella Benedi  
<dvbenedi@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:12 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Transit is one of the most important economic drivers in our region. The United States is behind globally on transit investment and it will hurt us. We are being beaten out by countries smaller and poorer than us; we are being ravaged by China on this. Trains are the key to unlocking an area financially and this proposal will risk our future economic development by hindering it with a low-throughput car-based transit system.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Daniella Benedi

2322 Hunters Run Dr Reston, VA 20191-2830 dvbenedi@gmail.com

**Laura Bachle**

---

**From:** D B <dvbenedi@gmail.com>  
**Sent:** Monday, June 17, 2024 11:13 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Transit is one of the most important economic drivers in our region. The United States is behind globally on transit investment and it will hurt us. We are being beaten out by countries smaller and poorer than us; we are being ravaged by China on this. Trains are the key to unlocking an area financially and this proposal will risk our future economic development by hindering it with a low-throughput car-based transit system.

Thank you for your consideration

**Laura Bachle**

---

**From:** Kathleen Benner <kathleen.l.benner@gmail.com>  
**Sent:** Monday, June 17, 2024 6:53 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is unlikely that a tolling company would give up revenue-generating space for heavy rail transit without significant payments to buy out the proposed contract. This would substantially increase the cost of a WMATA Blue Line Loop.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Kathleen

**Laura Bachle**

---

**From:** Samuel Bentley (samuel.bentley@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 11:39 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It's so tempting to feel like another extra lane for cars is the right solution. I want to switch to rail so bad. Building more bridge capacity for cars that obstructs a plan to build a bridge for Metro rail is a short term solution that makes the long term worse. Please re-think!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Samuel Bentley  
420 Ritchie Parkway  
Rockville, MD 20852  
samuel.bentley@gmail.com  
(301) 283-7819

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** jbermingham3@everyactioncustom.com on behalf of John Bermingham  
<jbermingham3@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 4:15 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

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The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. John Bermingham

1150 4th St SW Ph 07 Washington, DC 20024-4479 jbermingham3@hotmail.com



**Laura Bachle**

---

**From:** nicholas.bernard@everyactioncustom.com on behalf of Nicholas Bernard  
<nicholas.bernard@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:12 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

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Sincerely,

Mr. Nicholas Bernard

3816 4th St NW Washington, DC 20011-5916 nicholas.bernard@outlook.com

**Laura Bachle**

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**From:** Keith Bierman <keith.bierman@gmail.com>  
**Sent:** Monday, June 17, 2024 9:49 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Peter Boice (mdroadrunner32@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:13 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need to focus our investments on public transportation, not on highways which will inevitably become overcrowded as soon as they're built.

Climate change is real. Action, now and for the foreseeable future, is critical.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Peter Boice  
721 Harrington Rd  
Rockville, MD 20852  
mdroadrunner32@hotmail.com  
(301) 251-1486

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**Laura Bachle**

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**From:** bolesmargaret@everyactioncustom.com on behalf of Margaret Boles  
<bolesmargaret@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 3:53 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Margaret Boles  
10409 Cleary Ln Mitchellville, MD 20721-2869 bolesmargaret@gmail.com

**Laura Bachle**

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**From:** melissabondi@everyactioncustom.com on behalf of Melissa Bondi  
<melissabondi@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 9:55 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Melissa Bondi

1201 N Fillmore St Apt 808 Arlington, VA 22201-2883 melissabondi@gmail.com

**Laura Bachle**

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**From:** Laura Bonkosky (laura.bonkosky@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:38 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Adding more lanes is always a losing proposition- more lanes will bring more cars to the road and more congestion. The end result is we still have the same terrible traffic and even more greenhouse gasses, Code Red air, and more global warming. Expand and support metro and other rail routes to get more cars off the road, not add more.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Laura Bonkosky  
19 Ridge Rd Unit T  
Greenbelt, MD 20770  
laura.bonkosky@gmail.com  
(301) 908-6899

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** carolyn.l.boyd@everyactioncustom.com on behalf of Carolyn Boyd  
<carolyn.l.boyd@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 12:16 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

I am homeowner living in the Huntington Metro area. I've lived in this area many years, and the traffic gets worse each year, but I had hoped when they rebuilt the WW Bridge they would have put in the metro line then. Lane expansion will just bring more vehicles.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Carolyn Boyd

2429 Huntington Park Dr Alexandria, VA 22303-2256 carolyn.l.boyd@gmail.com

**Laura Bachle**

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**From:** bradlem3@everyactioncustom.com on behalf of Marshall Bradley <bradlem3@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:41 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Marshall Bradley

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

**Laura Bachle**

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**From:** Brenda Braham (bbraham@earthlink.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:54 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Andrew Brailey <anbrailey@gmail.com>  
**Sent:** Monday, June 17, 2024 9:56 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I hope this email finds you well.

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. Once built, it is very unlikely that the lanes will be surrendered for rail. If the bridge is capacity constrained, then why are we choosing a low-capacity mode (a highway lane) rather than a high capacity mode (a railway) to address the issue?

Please ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places, especially if we are going to meet our climate obligations.

Thank you for your consideration,

Andrew Brailey

**Laura Bachle**

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**From:** Elizabeth Brandt (liesel.beta@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:12 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It just makes no sense that there is no public transit option that can take people over the beltway bridge bridge. My sister, like so many others, commutes between silver spring and northern VA. Metro over the bridge would allow her to commute without driving- a total benefit for all of us impacted by air and climate pollution generated by cars. I?m tired of endless roadway expansion, with little to no reduction in traffic.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Elizabeth Brandt  
8510 Grubb Rd  
Chevy Chase, MD 20815  
liesel.beta@gmail.com  
(206) 697-2064

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** pprsche@everyactioncustom.com on behalf of Peter Braun  
<pprsche@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 7:58 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Peter Braun  
7801 Elba Rd Alexandria, VA 22306-2559  
pprsche@aol.com

**Laura Bachle**

---

**From:** Benjamin Bray <benjaminbray@gmail.com>  
**Sent:** Monday, June 17, 2024 5:37 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Benjamin Bray

## Laura Bachle

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**From:** Dominic Brazina <[dbrazina21@gmail.com](mailto:dbrazina21@gmail.com)>  
**Sent:** Monday, June 17, 2024 12:36 PM  
**To:** TPBcomment  
**Subject:** Public Comment for July 20th Item 7 Visualize 2050 - I-495 Southside Express lanes Projects

Hello to who this may concern,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson Bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes, built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

**Dominic Brazina**  
Virginia Tech Alum, Class of 2023  
E: [dbrazina21@gmail.com](mailto:dbrazina21@gmail.com)  
P: 703-508-9851

**Laura Bachle**

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**From:** Wayne Breslyn (waynebreslyn@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:37 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Metro is my go to form of transportation. I want my tax money going to maintain and develop Metro rather than being wasted on expensive and unfair toll lanes.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Wayne Breslyn

1916 Stanley Avenue  
Rockville, MD 20851  
waynebreslyn@gmail.com  
(301) 230-2545

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**Laura Bachle**

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**From:** Holly Brewer (hbrewer@umd.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:10 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Holly Brewer  
3806 Calverton Dr  
University Park, MD 20782  
hbrewer@umd.edu

(919) 522-5565

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

Laura Bachle

---

**From:** bright.sock7265@fastmail.com  
**Sent:** Monday, June 17, 2024 10:39 PM  
**To:** TPBcomment  
**Subject:** Public Comment for I-495 Southside Express Lanes

How about no to the toll lane? Stop building more car infrastructure.

If this is a short-medium term revenue ploy, DC gov can do better than privatizing a chunk of our limited VA to DC and DC to VA infrastructure.

If it's intended to discourage driving then try adding speed cameras, bike lanes, bus routes, and metro lines, which are actually proven to reduce car traffic, pollution, and unsafe driving

Public transit infrastructure is the only course of action that supports a livable and navigable future for DC and the DMV.

I have a few sources I could cite, but I'd rather be poignant. Generative AI scrapes most of our societies data and distills it. It has many faults, but summary lists tend to be quite comprehensive. Even with a typo in my question, a quick AI search gets it. See the search link and summary result below, and notice what isn't there.

<https://search.brave.com/search?q=what+improve+transportation+in+cities&source=web&summary=1&summary Og=bc8be2d00f2556d39da0fa>

## what improve transportation in cities

Transportation is a crucial aspect of urban life, and cities around the world are constantly seeking innovative ways to improve their transportation systems. Here are some effective ways to improve transportation in cities:

- 1. Invest in Public Transit:** Developing efficient and reliable public transportation systems can reduce congestion, decrease air pollution, and increase mobility for citizens.
- 2. Promote Alternative Modes of Transportation:** Encourage the use of bicycles, electric scooters, and walking by providing dedicated lanes, bike-share programs, and pedestrian-friendly infrastructure.
- 3. Improve Public Transportation Infrastructure:** Upgrade bus and train stations, and invest in modern, efficient vehicles to reduce emissions and increase capacity.
- 4. Implement Smart Traffic Management:** Utilize technology, such as intelligent traffic signals and real-time traffic monitoring, to optimize traffic flow and reduce congestion.
- 5. Encourage Carpooling and Ride-Sharing:** Incentivize carpooling and ride-sharing through preferential parking, reduced tolls, and other benefits.
- 6. Develop Autonomous Vehicles:** Invest in autonomous vehicle technology to improve safety, reduce traffic congestion, and enhance mobility for the elderly and disabled.
- 7. Enhance Pedestrian-Friendly Infrastructure:** Create safe and accessible pedestrian zones, improve street lighting, and reduce pedestrian-vehicle conflicts.



**8. Foster Public-Private Partnerships:** Collaborate with private companies to develop innovative transportation solutions, such as bike-share programs and ride-hailing services.

**9. Invest in Non-Motorized Transportation:** Develop pedestrian and cycling infrastructure, and promote non-motorized transportation options to reduce reliance on cars.

**10. Monitor and Analyze Traffic Data:** Collect and analyze traffic data to identify bottlenecks, optimize traffic flow, and make data-driven decisions to improve transportation.

**11. Implement Congestion Pricing:** Charge fees for driving in congested areas to reduce traffic and generate revenue for transportation infrastructure.

**12. Develop Electric Vehicle Infrastructure:** Install charging stations and promote the adoption of electric vehicles to reduce emissions and improve air quality.

**13. Foster a Culture of Sustainability:** Encourage sustainable transportation habits through education, awareness campaigns, and incentives for eco-friendly transportation options.

By implementing these strategies, cities can improve transportation systems, reduce congestion, and enhance the overall quality of life for citizens.

**Laura Bachle**

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**From:** Brij <patelbrij97@gmail.com>  
**Sent:** Monday, June 17, 2024 3:58 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

---

**From:** Mark Brochman <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, June 16, 2024 8:37 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Mark Brochman  
brochmark@yahoo.com  
8305 Roanoke Ave.  
Takoma Park, Maryland 20912



**Laura Bachle**

---

**From:** smtsb25@everyactioncustom.com on behalf of Stephanie Brown <smtsb25@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:25 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

We need you to hear from us, your constituents, and not cater to developers or be distracted by your future political ambitions.

The state of Virginia would impose even more traffic problems for the citizens/taxpayers of Maryland. How can they do that? We need YOU to speak for the citizens of Maryland to oppose this proposed action.

Thank you.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Stephanie Brown

3104 Lowe Ln Fort Washington, MD 20744-1439 smtsb25@yahoo.com

**Laura Bachle**

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**From:** bitsybullock818@everyactioncustom.com on behalf of Marie Bullock <bitsybullock818@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 3:58 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr Marie Bullock

5901 Mount Eagle Dr Apt 714 Alexandria, VA 22303-2508 bitsybullock818@gmail.com

**Laura Bachle**

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**From:** Barry Buchbinder (bbuchbinder@alum.mit.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:17 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I believe that any extra lanes should be available to everyone, not just to people willing to pay. That belief extends to existing beltway toll lanes, not just the proposed expansion. I also believe that expansion of the Metro system is desirable, for both traffic and environmental reasons.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,



Barry Buchbinder  
806 College Pkwy.  
Rockville, MD 20850  
bbuchbinder@alum.mit.edu  
(301) 424-3813

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## Laura Bachle

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**From:** Bryce Bundens <186bryce1@gmail.com>  
**Sent:** Saturday, June 15, 2024 9:45 AM  
**To:** TPBcomment  
**Subject:** Please remove I495 widening/ express lanes from Visualize 2050

Good morning, MWCOG TPB,

Please remove the I495 express lanes / widening project from the region's Visualize 2050 plan- this project plan significantly limits and disregards sustainable transportation options across one of the most important transportation connectors in the region.

Express lanes will not mitigate congestion; they will induce further demand for driving on the bridge and incentivize communities on either side to become even more sprawled and auto-centric. Most importantly, they will take up valuable space from possible transit projects. Reserve this space for transit only.

Specifically, Metrorail should occupy the limited space on the bridge- which has been engineered and built to support rail. Metro is our region's economic engine, enabling people to access amenities / businesses, travel, and connect communities- it's the main reason my family and friends live in the region. My wife and I are young in our 20s, do not own a car, and none of our friends do. We never intend to! If our taxes are used to fund the express lane project, we would never benefit- if they were used to fund metro, everyone would benefit from less traffic, increased access, cleaner air, thriving businesses, and equitable connections. Even though it's more expensive, and might take longer- public transit is a far better investment in the region.

Metro's most popular near term expansion plan includes rail across the bridge for the Blue Line Loop- this direct conflict necessitates an intentional choice from our regional planning leaders at TPB. The Visualize 2050 plan process should not be a game of "who can plan their project first"- rather this is an opportunity to reshape the direction the region is going in to invest in a walkable and transit accessible future, rather than enabling further car dependent sprawl.

Please prioritize Metro over endlessly giving cars more and more space. 8 lanes is plenty! Please reserve the extra 4 lanes proposed for transit, and remove the express lanes from the Visualize 2050 plan.

Peace, hope, and joy,  
Bryce G. Bundens

**Laura Bachle**

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**From:** rlbουργess23@everyactioncustom.com on behalf of Ryan Burgess <rlburgess23@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 9:56 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

I do not support this project. It will not meet the region's transportation and climate goals, and will only deepen its dependence on car-dependent infrastructure. There is a better way to move people, and the bridge already supports future Metrorail development. Please keep that option.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,

Mr. Ryan Burgess

2702 Wisconsin Ave NW Washington, DC 20007-4670 rlbουργess23@gmail.com

**Laura Bachle**

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**From:** rlbουργess23@everyactioncustom.com on behalf of Ryan Burgess <rlburgess23@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:26 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

More highway lanes are an inefficient, impractical, and irresponsible use of taxpayer dollars. Please ensure that the remaining lanes on the Woodrow Wilson Bridge are used for WMATA.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Ryan Burgess

2702 Wisconsin Ave NW Washington, DC 20007-4670 rlbουργess23@gmail.com

**Laura Bachle**

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**From:** abigailburman@everyactioncustom.com on behalf of Abigail Burman  
<abigailburman@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:49 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Abigail Burman  
1111 Columbia Rd NW Washington, DC 20009-5351 abigailburman@gmail.com

**Laura Bachle**

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**From:** harperpb@everyactioncustom.com on behalf of Peter H Burris  
<harperpb@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 10:06 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr Peter H Burris

1007 N Vail St Alexandria, VA 22304-1939 harperpb@gmail.com

**Laura Bachle**

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**From:** pdjburton@everyactioncustom.com on behalf of Patricia Burton  
<pdjburton@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:12 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Patricia Burton

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



**Laura Bachle**

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**From:** Lisa Buschmann (mlbuschmann@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 12:32 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lisa Buschmann  
617 McIntyre Rd  
Rockville, MD 20851  
mlbuschmann@gmail.com

(301) 424-9042

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** buschwacker87@everyactioncustom.com on behalf of WILLIAM BUSCHUR  
<buschwacker87@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:05 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

I understand that VDOT's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. WILLIAM BUSCHUR

2181 Jamieson Ave Unit 701 Alexandria, VA 22314-5749 buschwacker87@gmail.com

**Laura Bachle**

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**From:** Paul Butterworth <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 5:23 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Paul Butterworth  
paulstewartbutterworth@yahoo.com  
7826 Vanity Fair Drive  
Greenbelt, Maryland 20770



**Laura Bachle**

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**From:** Paul Butterworth <noreply@adv.actionnetwork.org>  
**Sent:** Monday, June 17, 2024 10:37 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Paul Butterworth  
paulstewartbutterworth@yahoo.com  
7826 Vanity Fair Drive  
Greenbelt, Maryland 20770



**Laura Bachle**

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**From:** Clare Callaghan (clare.m.callaghan@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 10:26 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

No. Virginia should not build toll lanes into Maryland. Both states own the Wilson Bridge. Accessing our capitol should not be a privilege of those who can pay tolls. And as a matter of national security, we should not encircle our capitol with toll lanes owned and operated by a foreign country.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,



Clare Callaghan  
824 azalea drive  
Rockville, MD 20850  
clare.m.callaghan@gmail.com  
(301) 424-0540

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jeffrey Callewaert <callewaertjeffrey@gmail.com>  
**Sent:** Monday, June 17, 2024 1:42 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Diane Cameron (diane@cameronhorgan.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:02 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need improved transit access, not highway expansion. I strongly oppose any expansion of the Beltway and I-270.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Diane Cameron

3102 Edgewood Road  
Kensington, MD 20895  
diane@cameronhorgan.com  
(301) 933-1210

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** mcampscomp@everyactioncustom.com on behalf of Mary I Campbell  
<mcampscomp@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 2:05 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Mary I Campbell

522 Dartmouth Ave Silver Spring, MD 20910-4263 mcampscomp@aol.com

**Laura Bachle**

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**From:** Allegra Cangelosi (allegracangelosi@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 2:28 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please don't act to widen the Beltway and decrease public transit options just when the need for us to reduce driving is most critical for our region (and planet). Drivers can and will adapt to congestion by reducing their use of their cars whenever possible. Alternatives to driving are numerous in our region and should continue to grow.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Allegra Cangelosi  
7410 Cedar Ave  
Takoma Park, MD 20912  
allegracangelosi@gmail.com  
(202) 557-6536

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** jennine.carmichael@everyactioncustom.com on behalf of Jennine Carmichael  
<jennine.carmichael@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 6:44 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Ms. Jennine Carmichael



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

**Laura Bachle**

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**From:** David Carpenter (davidcarpenter4206@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:31 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The Beltway in this part of my County already has a massive footprint, adding another lane at the expense of a transit lane is a short-sighted idea.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

David Carpenter

4206 Underwood St  
University Park, MD 20782  
davidcarpenter4206@gmail.com  
(301) 807-7073

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Natalie Carreiro <natalie.em.carreiro@gmail.com>  
**Sent:** Monday, June 17, 2024 5:20 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Nat Carreiro

c: 703-254-6163  
[www.nataliecarreiro.com](http://www.nataliecarreiro.com)

UNCSA Design and Production  
Stage Properties BFA 2023

**Laura Bachle**

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**From:** tcarterross@everyactioncustom.com on behalf of T. Carter Ross  
<tcarterross@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 1:42 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

As someone whose daily commute has at times been through this corridor, I can attest to the disruption this would cause on the Maryland side of the border with little to no real benefit for drivers on the Virginia side. The long-term plan has always been to eventually bring Metrorail across the Wilson Bridge. The region would benefit much more from following through on that commitment than it would from a flawed, rushed road project.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. T. Carter Ross

3915 Longfellow St Hyattsville, MD 20781-1743 [tcarterross@comcast.net](mailto:tcarterross@comcast.net)

Laura Bachle

---

**From:** Gordon Chaffin <galexanderchaffin@gmail.com>  
**Sent:** Monday, June 17, 2024 6:12 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

--

**Gordon Chaffin**  
Infrastructure Expert and Community Volunteer

*\*\*I follow the Associated Press and NPR sourcing guidelines If we're corresponding about my email newsletter. Please preface messages with your requested attribution.\*\**

gordonchaffin@gmail.com and 586-549-0303

**Laura Bachle**

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**From:** W Chan <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

Our family has been car free for over 25 years. We depend on Metro and do not support sacrificing long laid plans for Metro expansion on the Woodrow Wilson Bridge.

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

W Chan  
goodstuffnow@gmail.com



7710 Woodmont Ave  
Bethesda, Georgia 30814

**Laura Bachle**

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**From:** Hector Chang <hectorchang@outlook.com>  
**Sent:** Monday, June 17, 2024 10:15 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Dear Transportation Planning Board members,

I am writing to oppose the inclusion of a project in the "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. This would deviate from the original intention of the bridge and would make adding rail service to the bridge nearly impossible for at least 1-2 generations of Washington-area residents.

It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Hector Chang  
(607) 379-3457

**Laura Bachle**

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**From:** zhabizf@everyactioncustom.com on behalf of Zhabiz Chu  
<zhabizf@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:25 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

We have many schools in our neighborhood and a hospital. Traffic is horrid in our community as so. Please don't make it worse.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs Zhabiz Chu

2406 Daphne Ln Alexandria, VA 22306-2551 zhabizf@yahoo.com

**Laura Bachle**

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**From:** Erik Cieslewicz <erikcieslewicz@proton.me>  
**Sent:** Monday, June 17, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

This is another copy/paste job, but this message says it better than I could. We need to work toward a sustainable future that prioritizes non-car ways of transporting people if we want to fight climate change and make our communities more safe and attractive. As a D.C. resident of over ten years, I endorse the following statement.

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino  
<cimino.andrea.m@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 4:35 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** Hannah Clancy-Thompson (hct223@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 12:41 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Hannah Clancy-Thompson  
9517 Flower Ave  
Silver Spring, MD 20901  
hct223@gmail.com

(301) 377-9757

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**Laura Bachle**

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**From:** Judy Cline (wgstprez@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 6:47 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

This expansion, along with I270 plan completely contradicts the Governors 50% reduction in emissions goals. Mass transit is the future, not highways.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Judy Cline

23 Hawthorn Ct  
Rockville, MD 20850  
wgstprez@gmail.com  
(301) 213-0870

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**Laura Bachle**

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**From:** Judith Cline (wgstprez@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 7:40 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Bottlenecks, construction traffic, loss of trees, toll payments on top of already high taxes are consequences of this plan. Please think outside the box, this plan is too expensive and too destructive.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Judith Cline  
23 Hawthorn Ct  
Rockville , MD 20850  
wgstprez@gmail.com  
(301) 213-0870

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**Laura Bachle**

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**From:** Clayton Cobb <crcobb96@gmail.com>  
**Sent:** Monday, June 17, 2024 1:30 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** crcobb96@everyactioncustom.com on behalf of Clayton Cobb <crcobb96@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:37 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Clayton Cobb  
1000 New Jersey Ave SE Washington, DC 20003-3312 [rcobb96@gmail.com](mailto:rcobb96@gmail.com)

**Laura Bachle**

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**From:** ccoerbell@everyactioncustom.com on behalf of Chuter Coerbell  
<ccoerbell@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Chuter Coerbell  
Capitol Heights, MD  
ccoerbell@msn.com

**Laura Bachle**

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**From:** Shannan Cole (sktcole@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 12:55 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Toll lanes only benefit the wealthy drivers. It does not seem to actually help with traffic- anyone driving in BA can see that.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Shannan Cole



2 Hawthorn Court  
Rockville , MD 20850  
sktcole@comcast.net  
(240) 498-0935

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Gary Cole (garymcole2@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 11:29 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Maryland should not model anything to do with highways/traffic from Virginia? Virginia is the absolute worst for traffic. Please do not do toll lanes in MD.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Gary Cole

2 Hawthorn Ct  
Rockville, MD 20850  
garymcole2@comcast.net  
(240) 498-0936

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**Laura Bachle**

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**From:** tcolberg@everyactioncustom.com on behalf of Terry Colberg  
<tcolberg@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:50 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Adding toll lanes is a shoddy patch job to the lack of accessible and reliable mass transit. In order to go forward with such a plan, there must be clear and easily implemented contract mechanisms for ensuring that the bridge infrastructure can be returned to state control for the development of Metrorail. Furthermore, the state should be pushing to develop this rail infrastructure as soon as practicable.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Terry Colberg  
2220 Fairfax Dr Apt 503 Arlington, VA 22201-6630 tcolberg@yahoo.com

**Laura Bachle**

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**From:** chuckcoleman@everyactioncustom.com on behalf of Charles Coleman  
<chuckcoleman@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:33 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

These agencies are optimizing the wrong objective: maximizing the movement of cars. Instead, they should be maximizing the movement of people while minimizing the distances they have to travel.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Charles Coleman

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

**Laura Bachle**

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**From:** Geoffrey Collins (isk56a60@duck.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:49 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

**WE NEED SMART GROWTH DEVELOPMENT, IN THE FORM OF EXTENDING THE BLUE LINE INTO NATIONAL HARBOR!**

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Geoffrey Collins

3309 Asher street  
Upper Marlboro, MD 20772  
isk56a60@duck.com  
(301) 466-3005

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Sarah Combs (sarah.madden@sierraclub.org) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:42 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

So a bridge expansion would be to add toll lanes - toll lanes that are cost prohibitive for everyday people. And those toll lanes would remove the possibility for metro expansion - metro, the thing that people from all walks of life can afford... HOW IS THIS SOMETHING THAT IS BEING CONSIDERED?! Look, I can drive wherever I want. I don't "need" to metro. Heck, I'm one of the people who's using the toll lanes that are cost prohibitive for everyday people. But how dare anyone prioritize the comfort of the people who can pay for a toll lane over the entire public who need that metro expansion?! Metro is not only better for the environment (I do take it when I go into in the city) but it's also what so many people depend on to be able to get to work or school. Metro is the only way some kids get into the city to go to museums or the zoo. What would your 10 year old self think? They'd probably be ashamed. Future history will see your failures, decide accordingly.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line

extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sarah Combs  
8860 Shady Pines Dr  
Urbana, MD 21704  
sarah.madden@sierraclub.org  
(310) 746-8512

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** mconway1392@everyactioncustom.com on behalf of Michael Conway <mconway1392@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 9:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Michael Conway

2124 Farrington Ave Alexandria, VA 22303-1553 mconway1392@gmail.com

**Laura Bachle**

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**From:** jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 7:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Jennifer Cook  
1150 Ripley St Silver Spring, MD 20910-3475 jhcook120@gmail.com

**Laura Bachle**

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**From:** Kristin Cook <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 7:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kristin Cook  
kristingamzoncook@gmail.com  
9408 Jongroner Ct  
Potomac, Maryland 20854



**From:** corrigan.salerno@gmail.com <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 2:40 PM  
**To:** TPBcomment  
**Subject:** Remove the Emissions Increasing Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

As the Transportation Planning Board (TPB) convenes this month to finalize Visualize 2050, I strongly advocate for the removal of the Southside Express Lanes from the transportation plan. The construction of these lanes would obstruct a potential extension of Metro's Blue Line across the Woodrow Wilson Bridge, effectively shifting congestion from Springfield to Oxon Hill, rather than alleviating it. Importantly, this project contradicts TPB's objective to mitigate greenhouse gas emissions by aiming to reduce vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is examining a proposal to extend the Blue Line, including over the Woodrow Wilson Bridge. This extension promises a more effective and sustainable resolution to congestion compared to the addition of toll lanes on the Beltway. Additionally, it would extend new transit services to numerous communities, including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill, and National Harbor.

The perpetual bottleneck at Springfield highlights a critical flaw in the toll lane approach: they generate more traffic, exacerbating congestion when this induced traffic merges into general lanes. Virginia Department of Transportation's (VDOT) strategy to displace congestion to Oxon Hill while impeding future Metrorail expansions will only deteriorate regional transportation conditions.

We implore the TPB members to align their decision with their greenhouse gas reduction goals and remove the Southside Express Lanes from the Visualize 2050 plan. This action would prevent the increase in greenhouse gases associated with adding new lane miles, promoting a more sustainable and efficient transportation framework.

corrigan.salerno@gmail.com  
2827 28th St NW, 33  
Washington, District of Columbia 20008





**Laura Bachle**

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**From:** cheryl@everyactioncustom.com on behalf of Cheryl Cort  
<cheryl@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:37 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Cheryl Cort  
1438 Florida Ave NW Washington, DC 20009-5802 cheryl@smartergrowth.net

**Laura Bachle**

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**From:** Lawrence Couch (lawrencecouch1@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lawrence Couch  
7 Briggs Ct  
Silver Spring, MD 20906  
lawrencecouch1@gmail.com

(301) 622-6838

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**Laura Bachle**

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**From:** Judith Covich (covich@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 7:41 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I most strongly urge that any plans for widening the Beltway be removed from the Regions Transportation Plan. The plans is totally adverse to reducing on road greenhouse gas emissions and will increase all manner of pollution.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Judith Covich  
1103 Azalea Drive  
Rockville, MD 20850  
covich@verizon.net  
(301) 928-9248

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** ecridd@everyactioncustom.com on behalf of Elisa Criddle  
<ecridd@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:53 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Elisa Criddle  
Largo, MD  
ecridd@aol.com

**Laura Bachle**

---

**From:** jerrycowden@everyactioncustom.com on behalf of Jerry Cowden  
<jerrycowden@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:04 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Jerry Cowden  
1501 S Edgewood St Apt 576 Arlington, VA 22204-4956 jerrycowden@gmail.com

**Laura Bachle**

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**From:** Greg@everyactioncustom.com on behalf of Greg M. Culbertson  
<Greg@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 4:56 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Greg M. Culbertson

5903 Mount Eagle Dr Apt 914 Alexandria, VA 22303-2530 Greg@GregCulbertson.com



**Laura Bachle**

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**From:** dianamcull@everyactioncustom.com on behalf of Diana Cull  
<dianamcull@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:28 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs Diana Cull

2101 Marthas Rd Alexandria, VA 22307-1824 dianamcull@yahoo.com

**Laura Bachle**

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**From:** Alex Culver (vwgrapes2@ymail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 9:47 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Alex Culver  
9305 Ogden Pl  
Lanham, MD 20706  
vwgrapes2@ymail.com

(301) 918-5621

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Don Cuming (cumingd@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:55 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Don Cuming  
7814 Stratford Rd  
Bethesda, MD 20814  
cumingd@aol.com

(301) 654-7830

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Paul Daisey <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 3:52 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Paul Daisey  
pdaisey1331@gmail.com  
13910 Overton Lane  
Silver Spring, Maryland 20904-1129



**Laura Bachle**

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**From:** mdakita@everyactioncustom.com on behalf of Marlene Dakita  
<mdakita@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:43 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Has agency's 495 Southside Express Lanes study examined a comprehensive alternative that would combine transit, transit-oriented development, and travel demand management? Why is VDOT ignoring our region's transit-oriented development and climate change goals? VDOT has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Marlene Dakita

200 N Pickett St Apt 1410 Alexandria, VA 22304-2130 mdakita@comcast.net



**Laura Bachle**

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**From:** Matthew Daniels (danielsmw@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 7:52 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a scientist, I'm extremely concerned about climate change, population growth, and equity issues. Expanding high quality public transit like the metro system is a key ingredient in addressing these issues, and I worry that the highway widening will threaten that possibility. What's more, it's well known that you can show it mathematically that adding a lane does not proportionally improve traffic flow, so investing in one seems like a poor use of resources. Making it a toll lane compounds the issue by making transit accessibility fundamentally inequitable. Please remove this highway widening expansion from our transportation plan.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Matthew Daniels  
14652 Woonsocket Drive  
Silver Spring, MD 20905  
danielsmw@gmail.com  
(843) 469-5475

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Robert and Naira Darius (dariustrio@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:34 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need fewer cars and more mass transportation options.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Robert and Naira Darius  
6011 Conway Rd

Bethesda, MD 20817  
dariustrio@gmail.com  
(240) 476-0527

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** bendavanzo@everyactioncustom.com on behalf of Ben D'Avanzo  
<bendavanzo@everyactioncustom.com>  
**Sent:** Saturday, June 8, 2024 7:11 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

With climate change continuing to threaten our region in so many ways, precluding the future of public transit in favor of yet more lanes does a deep disservice to future generations.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Ben D'Avanzo  
728 15th St S Apt B Arlington, VA 22202-5576 bendavanzo@gmail.com

**Laura Bachle**

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**From:** daycamilla@everyactioncustom.com on behalf of Camilla Day  
<daycamilla@everyactioncustom.com>  
**Sent:** Sunday, June 9, 2024 3:54 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Camilla Day

6 Gerard Ct Rockville, MD 20850-2936  
daycamilla@hotmail.com

**Laura Bachle**

---

**From:** Monique Defrees (mdefrees@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:29 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

More roads equals more cars. More cars equals more traffic. It's a never ending cycle. Easy access public transportation is the most responsible action for moving people, not more roads and cars.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,



Monique Defrees  
503 Beall Ave  
Rockville, MD 20850  
mdefrees@verizon.net  
(301) 251-3754

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** margot\_dehn@everyactioncustom.com on behalf of Margot Dehn  
<margot\_dehn@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:54 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Margot Dehn  
7411 Admiral Dr Alexandria, VA 22307-2012 margot\_dehn@yahoo.com

**Laura Bachle**

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**From:** Emiliana Delgado <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 2:30 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Emiliana Delgado  
theemilianadelgado@gmail.com  
312 Hannes Street  
SILVER SPRING, Maryland 20901



**Laura Bachle**

---

**From:** Akshay Delity <akshay.delity@gmail.com>  
**Sent:** Monday, June 17, 2024 8:19 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOV lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Sent from my iPhone

**Laura Bachle**

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**From:** ademaraais@everyactioncustom.com on behalf of Alex Demaraais  
<ademaraais@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:37 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Alex Demaraais  
9116 Eton Rd Silver Spring, MD 20901-4902 ademaraais@gmail.com

**Laura Bachle**

---

**From:** Sonia Demiray (sonia@demirayink.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sonia Demiray  
1401 Jefferson Pike  
Knoxville, MD 21758  
sonia@demirayink.com

(202) 744-2948

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** suyogdeshpande@everyactioncustom.com on behalf of Suyog Deshpande  
<suyogdeshpande@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 4:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Suyog Deshpande

2623 Oakton Glen Dr Vienna, VA 22181-5344 suyogdeshpande@gmail.com

**Laura Bachle**

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**From:** susan@everyactioncustom.com on behalf of Susan Dexter  
<susan@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:26 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study did not adequately examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also did not thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Plus, Highway 1, where I live, has a lot of additional multifamily housing units recently build so traffic is already increased and this will add to the congestion even more.

Thank you for your time and consideration of my email message.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Susan Dexter

5901 Mount Eagle Dr Apt 614 Alexandria, VA 22303-2507 [susan@susandexter.com](mailto:susan@susandexter.com)

**Laura Bachle**

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**From:** Robyn DeYoung (robyndeyoung@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 6:44 AM  
**To:** TPBcomment  
**Subject:** I urge you to Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

This email is to express my opinion about the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase greenhouse gas emissions, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway. This is not only an environmental concern but an equitable development concern.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

I urge you to vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. There is more study needed to see how metro and other sustainable transport can replace this project.

Additionally, re-evaluate the 900 miles of highway expansion projects in light of our states climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region. We need your leadership. Widening one section won't reduce traffic. More study is needed to evaluate all other possible options.

Sincerely,

Robyn DeYoung  
13822 Turnmore Rd  
Silver Spring, MD 20906  
robyndeyoung@gmail.com  
(908) 303-2192

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Daniel Deibler <daniel.deibler@gmail.com>  
**Sent:** Monday, June 17, 2024 8:12 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Ralph DiGaetano (rdg5633@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 9:26 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The threat this effort makes to mass transit options such as an extension of the Blue Line of Metro is a very real drawback to Virginia's toll lane proposal and should provide sufficient reason to reject it.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Ralph DiGaetano  
1051 Carnation Dr  
Rockville , MD 20850  
rdg5633@gmail.com  
(240) 506-5175

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Paula Dinerstein (pdinerstein@peer.org) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Tuesday, June 11, 2024 12:22 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a long-time resident of the DC area, I support increased public transportation. Toll lanes are an unjust way to get only rich people out of the worst traffic, and road building in general only increases traffic while creating much environmental harm and increased carbon emissions.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Paula Dinerstein  
2616 Colston Dr  
Chevy Chase, MD 20815  
pdinerstein@peer.org  
(301) 589-0210

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** kristyjd@everyactioncustom.com on behalf of Kristiana Doades  
<kristyjd@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:19 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Kristiana Doades  
4196 Waterway Dr Dumfries, VA 22025-1603 kristyjd@hotmail.com

**Laura Bachle**

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**From:** Angela Dobransky (angeladobransky@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 9:31 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We don't need to create a traffic nightmare for citizens of Maryland in order to give Virginians greater access to our great state.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Angela Dobransky

13403 Clifton Road  
SILVER SPRING, MD 20904  
angeladobransky@gmail.com  
(301) 879-7873

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Michael Donnellan <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 3:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Michael Donnellan  
e\_identity@hotmail.com  
9113 Wire Ave  
Silver Spring, Maryland 20901



**Laura Bachle**

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**From:** c.t.dove@everyactioncustom.com on behalf of Chris Dove  
<c.t.dove@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:41 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Chris Dove  
2918 Garfield St NW Washington, DC 20008-3536 c.t.dove@gmail.com



**Laura Bachle**

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**From:** Christopher Dove <c.t.dove@gmail.com>  
**Sent:** Monday, June 17, 2024 10:40 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Chris Dove  
Woodley Park

**Laura Bachle**

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**From:** aparjd@everyactioncustom.com on behalf of Robert Duffy  
<aparjd@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:03 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Robert Duffy  
809 Devon Pl Alexandria, VA 22314-1214  
aparjd@comcast.net

**Laura Bachle**

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**From:** jimandcarey48@comcast.net  
**Sent:** Thursday, June 6, 2024 3:02 PM  
**To:** TPBcomment  
**Subject:** Keep the 495 Southside Express Lanes project out of Visualize 2050

Dear TPB Board Chair Henderson and Board Members,

VDOT's proposal to widen I-495 from Springfield to Maryland is seriously flawed. I am writing to ask that you vote to exclude the 495 Southside Express Lanes from the Visualize 2050 long-range regional plan and air quality conformity and require VDOT to undertake a more complete analysis of alternatives for transportation in this corridor.

VDOT's proposal is has too many unanswered questions and does not include an analysis of all alternatives to move people in our region. For example,

- VDOT's proposal would block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.
- VDOT claims that toll lanes built in the right-of-way reserved for future Metrorail on the bridge would not preclude future rail. However, WMATA has significant concerns and sent a letter to VDOT on May 31 with 11 unanswered questions on both future transit right-of-way preservation and near-term bus services. Clearly, the VDOT proposal is not ready to go into our region's transportation plan.
- VDOT has not studied the impacts of induced traffic from a bigger I-495 on I-295, Route 210, Route 1, Telegraph and Van Dorn, and other roads. The highway widening project can be expected to generate more traffic that will feed into local streets.
- VDOT has not included all transportation modes in its analysis of alternatives.

I respectfully ask you to take the following actions:

1. At the June 20 TPB meeting, please vote to exclude the 495 Southside Express Lanes from the Visualize 2050 long-range regional plan and air quality conformity.
2. Require additional information from VDOT before considering amending Visualize 2050 to add this project:
  - a. Amend the study scope and purpose and need statement, broadening it "to move more people and provide alternatives to sitting in congestion."
  - b. Conduct a true analysis of alternatives to include comprehensive and integrated transit, TOD, and TDM alternatives with fair criteria, and commit to advancing multiple build alternatives for detailed evaluation, including Metrorail and BRT.

Thanks so much,  
Jim Durham, 703-508-0762  
622 Fort Williams Pkwy  
Alexandria, VA 22304



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**Laura Bachle**

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**From:** Lauren Durland <laurendurland@gmail.com>  
**Sent:** Monday, June 17, 2024 9:37 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** lauraehle@everyactioncustom.com on behalf of Laura Ehle  
<lauraehle@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 5:53 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Laura Ehle

2012 Hancock Dr Upper Marlboro, MD 20774-5613 lauraehle@comcast.net

**Laura Bachle**

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**From:** Lee Eismann (lee.eismann@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 12:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

My wife and I use Metro as much as we can, and I do not drive into DC because of Metro's convenience. My wife also uses Metro twice a week to commute to work.

Why would you even consider putting more cars on the road with this proposed project? This sounds like a plan to put money into the pockets of VA politicians.

Let's get cars off the road by expanding Metro via the Wilson bridge!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lee Eismann  
15311 Littleton Pl  
Upper Marlboro, MD 20774  
lee.eismann@gmail.com  
(949) 436-6381

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** acelder@everyactioncustom.com on behalf of Allison Elder  
<acelder@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:05 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Allison Elder  
7710 Elba Rd Alexandria, VA 22306-2556  
acelder@gmail.com



**Laura Bachle**

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**From:** Barbara Elesh (bmelesh@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 3:13 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

At your June 20 meeting, please vote against letting Virginia push its way with toll lanes into Maryland. We need the access of the Wilson Bridge for the extension of the Blue Line to National Harbor. It is a royal pain to have to drive to National Harbor, which has become a major hub for meetings and conferences. The Blue Line would provide much greater and less expensive access to and from downtown DC and airports.

I also hope that you will stop the consideration of putting toll lanes on I-270. The highway has been tweaked by MDOT to make it much more user friendly since the pushback to Hogan's ill conceived plan was so roundly opposed. (Had he lived and commuted anywhere near I-270 when he was governor, he might well have come to understand what a logistically, economically, and environmentally awful idea that is.)

Thank you for the opportunity to comment.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway

and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Barbara Elesh  
887 Azalea Drive  
Rockville, MD 20850  
bmelesh@gmail.com  
(301) 340-0410

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jade Elkins <jadenelkins@gmail.com>  
**Sent:** Monday, June 17, 2024 8:24 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside

Dear TPB Board Chair Henderson, Board Members, and all local elected officials:

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's. I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050. VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Additionally, it is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Jade Elkins  
2401 Calvert St NW,  
Washington, DC 20008

**From:** Scott Ellison <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 5:21 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

Toll lanes aren't the solution to our long term transportation needs. Please focus more on enhancements to transit service first and preserving the roadways we already have.

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Scott Ellison  
swellison@gmail.com

618 T St NW, Apt 202  
Washington, District of Columbia 20001

**Laura Bachle**

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**From:** itsallab@everyactioncustom.com on behalf of Charles English  
<itsallab@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 5:06 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Charles English  
7408 Recard Ln Alexandria, VA 22307-1846 itsallab@me.com

**Laura Bachle**

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**From:** jenifereoff1@everyactioncustom.com on behalf of Jenifer Eoff <jenifereoff1@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:24 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Jenifer Eoff  
1945 Marthas Rd Alexandria, VA 22307-1953 jenifereoff1@gmail.com

**Laura Bachle**

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**From:** lee263@everyactioncustom.com on behalf of Lee Epstein <lee263@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:23 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

As has all too often been the case in the past, VDOT's 495 Southside Express Lanes study has once again failed to examine a comprehensive alternative, which could, for example, include transit, transit-oriented development, and travel demand management.

VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT has failed to thoroughly examine feasible near-term solutions to use available right-of-way for transit, and is recommending approval now of a project to be inserted into the list of planned regional projects, one that would expand private automobile capacity before fully and adequately examining alternatives. This is wholly inappropriate.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.



Sincerely,

Mr. Lee Epstein

12612 Taylor Ct Silver Spring, MD 20904-3531 lee263@verizon.net

**Laura Bachle**

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**From:** Ethan Epstein <etheps123@gmail.com>  
**Sent:** Monday, June 17, 2024 11:55 AM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7 I-495 Southside Express Lanes

Hi,

I'm writing in opposition to the use of the reserved median space on the woodrow wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary preserve this key right of way. Should auto lanes be built here it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thanks!  
Ethan Epstein

**Laura Bachle**

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**From:** Eric <busche916@gmail.com>  
**Sent:** Monday, June 17, 2024 5:07 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Seriously, just focus on getting to the BLOOP faster, which is going to improve outcomes for area residents.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Ernest Daniel Fleischer <edanielfleischer@gmail.com>  
**Sent:** Monday, June 17, 2024 5:42 PM  
**To:** TPBcomment  
**Subject:** Public Comment on June 20th Item 7 I-495 Southside Express Lanes Project

Hi,

I'm writing in opposition to the use of the reserved median space on the Woodrow Wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Should auto lanes be built here, it would undoubtedly preclude any future investment in building a metro network that can adequately serve our region.

Thank you for your consideration,  
Ernie

**Laura Bachle**

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**From:** mayorofarcola@everyactioncustom.com on behalf of W. Christopher Farrell  
<mayorofarcola@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:54 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr W. Christopher Farrell  
701 Horton Dr Wheaton, MD 20902-3010  
mayorofarcola@gmail.com

**Laura Bachle**

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**From:** W. Christopher Farrell <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 2:52 PM  
**To:** TPBcomment  
**Subject:** Remove Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

W. Christopher Farrell  
mayorofarcola@gmail.com  
701 Horton Dr  
Wheaton, Maryland 20902



**Laura Bachle**

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**From:** Sebastian Fernandez (sebifn@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 9:03 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sebastian Fernandez  
111 Rosewood Dr  
Greenbelt, MD 20770  
sebifn@gmail.com



(240) 723-6349

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**Laura Bachle**

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**From:** fferris504@everyactioncustom.com on behalf of Frank Ferris <fferris504@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:34 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Frank Ferris  
5901 Mount Eagle Dr Alexandria, VA 22303-2503 fferris504@gmail.com

**Laura Bachle**

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**From:** Marcia Feuerstein (mfeuerst@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 7:48 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

This is the wrong way to reduce auto use and will not serve the community.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Marcia Feuerstein  
5242 Strathmore Ave

North Bethesda, MD 20852  
mfeuerst@hotmail.com  
(240) 669-9170

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**Laura Bachle**

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**From:** Randi Field <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 4:05 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Randi Field  
scribers@verizon.net  
9307 Long Branch Parkway  
Silver Spring, Maryland 20901



**Laura Bachle**

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**From:** maureencfine@everyactioncustom.com on behalf of Maureen Fine  
<maureencfine@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:31 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Maureen Fine

2509 Knighthill Ln Bowie, MD 20715-2754 maureencfine@gmail.com

**Laura Bachle**

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**From:** Maureen Fine (maureencfine@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 1:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need to improve mass transit options to fight climate change. Widening our roads will only end up with more congestion, along with decreased air and water quality and loss of natural areas!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,



Maureen Fine  
2509 Knighthill Ln  
Bowie, MD 20715  
maureencfine@gmail.com  
(301) 464-9306

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** David Fishback <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

David Fishback  
fishbackds@gmail.com  
4913 Continental Drive  
Olney, Maryland 20832



**Laura Bachle**

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**From:** valerie.j.e.fletcher@everyactioncustom.com on behalf of Valerie Fletcher  
<valerie.j.e.fletcher@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:42 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr Valerie Fletcher  
5904 Mount Eagle Dr Alexandria, VA 22303-2534 valerie.j.e.fletcher@gmail.com

**Laura Bachle**

---

**From:** hannahfoll@everyactioncustom.com on behalf of Hannah Follweiler  
<hannahfoll@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:39 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Hannah Follweiler

701 Swann Ave Apt 511 Alexandria, VA 22301-3120 hannahfoll@me.com

**Laura Bachle**

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**From:** Nick Foster <nfoster84@gmail.com>  
**Sent:** Monday, June 17, 2024 12:13 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Dear Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Please only allow the space on the Woodrow Wilson Bridge to only be used for a metro blue line "bloop".

Thank you for your consideration.

Best Regards,

Nick Foster

**Laura Bachle**

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**From:** ericfowler24@everyactioncustom.com on behalf of Eric Fowler <ericfowler24@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 7:30 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Eric Fowler

8200 Wisconsin Ave Bethesda, MD 20814-3122 ericfowler24@gmail.com

**Laura Bachle**

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**From:** sebastian.foxley@everyactioncustom.com on behalf of Sebastian Foxley  
<sebastian.foxley@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 5:49 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

In plainer terms, when has widening a highway ever provided any sort of medium to long term relief to traffic congestion? Spend 3 years adding a lane or two and within 5 the demand has risen to meet the supply. Please try investing heavily in high quality public transit that is affordable to lower-middle income individuals and families. It is a social and economic good.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.



Sincerely,  
Mr. Sebastian Foxley  
1707 L St NW Washington, DC 20036-4201  
sebastian.foxley@dmsas.com

**Laura Bachle**

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**From:** foy.laura@everyactioncustom.com on behalf of Laura Foy  
<foy.laura@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 4:48 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Laura Foy  
5901 Mount Eagle Dr Alexandria, VA 22303-2503 foy.laura@yahoo.com

**Laura Bachle**

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**From:** sinawik65@everyactioncustom.com on behalf of Bill Frank <sinawik65@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Bill Frank

5904 Mount Eagle Dr Apt 106 Alexandria, VA 22303-2535 sinawik65@aol.com

**Laura Bachle**

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**From:** Derek Frost (dtfrost@protonmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:28 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need to get serious about emissions reduction and air quality. Widening highways is 20th century thinking...

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Derek Frost

4977 Battery Ln Unit 620  
Bethesda, MD 20814  
dtfrost@protonmail.com  
(202) 256-9482

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Ashley <ashleyfundahn@gmail.com>  
**Sent:** Monday, June 17, 2024 12:32 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Ashley Fundahn

**Laura Bachle**

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**From:** Peter T. B. Gale <galept@gmail.com>  
**Sent:** Monday, June 17, 2024 7:35 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** galept@everyactioncustom.com on behalf of Peter Gale  
<galept@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:36 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Peter Gale  
2911 Newark St NW Washington, DC 20008-3340 galept@gmail.com



**Laura Bachle**

---

**From:** bill\_kgp@everyactioncustom.com on behalf of Bill Gallagher  
<bill\_kgp@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 2:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Bill Gallagher

1777 Church St NW Studio Washington, DC 20036-1301 bill\_kgp@hotmail.com

**Laura Bachle**

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**From:** Janet Gallant (jmbgallant@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 5:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The Southside project is bad for Maryland and the region: it would create a new traffic bottleneck at Oxon Hill where the toll lanes terminate, and it would end chances of WMATA's Blue Line eventually crossing the Wilson Bridge. Prince George's County clearly does not want the Southside project. VDOT's for-profit toll lanes are highly inequitable, will leave the vast majority of the public in worse congestion than they are in now, and will cause grave environmental damage. I urge you to vote to remove this project from Visualize 2050.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Janet Gallant  
664 Azalea Dr  
Rockville, MD 20850  
jmbgallant@gmail.com  
(301) 762-4024

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** bob garber <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 9:24 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

bob garber  
bobgarber46@gmail.com  
22 hillside  
greenbelt, Maryland 20770



**Laura Bachle**

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**From:** Dylan Gardner <dylancgardner@icloud.com>  
**Sent:** Tuesday, June 18, 2024 2:09 AM  
**To:** TPBcomment  
**Subject:** Opposition to Woodrow Wilson Bridge Express Lanes

Hello,

I hope this email finds you well.

I just wanted to express my opposition to the use of reserved median space on Woodrow Wilson Bridge for auto travel. These lanes have been built to serve as the right of way for future rail travel, and as a resident of Kingstown who would greatly benefit from Metro expansion, I would hate to see the opportunity go away. A Blue line loop would mean a direct and accessible line to my work, and greater mobility for residents of the DMV as a whole.

Please preserve these lanes for rail travel and metro expansion.

Best,  
Dylan Gardner

**Laura Bachle**

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**From:** Patrick Garvey (garvp175@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:04 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The Metro system is essential to the Greater Washington area. Expanding Metro is so much more important than adding more car lanes across the Potomac river. Please ensure that Metro has the ability to cross the river at the Wilson bridge. It is very important to our community.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Patrick Garvey  
5105 Saratoga Ave  
Bethesda, MD 20816  
garvp175@aol.com  
(301) 652-3223

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Karen Gaye (kdgaye@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 7:41 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Karen Gaye  
1503 Rockwood DR Rockville, MD  
Rockville, MD 20851  
kdgaye@gmail.com

(301) 545-0142

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jody George <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 3:19 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jody George  
jodyeGeorge@yahoo.com  
5903 Beech Avenue  
Bethesda, Maryland 20817



**Laura Bachle**

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**From:** Katie Gibson <kaygibs@gmail.com>  
**Sent:** Tuesday, June 18, 2024 8:33 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** mattimus.girardi@everyactioncustom.com on behalf of Matthew Girardi  
<mattimus.girardi@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 10:08 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Matthew Girardi

5415 Connecticut Ave NW Washington, DC 20015-2765 mattimus.girardi@gmail.com

**Laura Bachle**

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**From:** mattimus.girardi@everyactioncustom.com on behalf of Matthew Girardi  
<mattimus.girardi@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Matthew Girardi

5415 Connecticut Ave NW Washington, DC 20015-2765 mattimus.girardi@gmail.com

**Laura Bachle**

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**From:** janeannegleason@everyactioncustom.com on behalf of JaneAnne Gleason  
<janeannegleason@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:15 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

As an individual who lives in Montebello Condos on Route 1 just before the exit to the Beltway I see the traffic that backs up now in the evening at going onto to the bridge. This plan will be a disaster. and must be stoped.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.



Sincerely,

Mrs. JaneAnne Gleason

5901 Mount Eagle Dr Apt 316 Alexandria, VA 22303-2505 [janeannegleason@icloud.com](mailto:janeannegleason@icloud.com)

**Laura Bachle**

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**From:** Daniel Glista <dnalista@gmail.com>  
**Sent:** Monday, June 17, 2024 9:52 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** goffmane@everyactioncustom.com on behalf of Ethan Goffman  
<goffmane@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** Gogal.danny@everyactioncustom.com on behalf of Danny Gogal  
<Gogal.danny@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 11:09 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr. Danny Gogal

401 M St SW Washington, DC 20024-2610

Gogal.danny@epa.gov

**Laura Bachle**

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**From:** brgoggs@everyactioncustom.com on behalf of Brian Goggin  
<brgoggs@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:24 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Hello DC elected officials, I am a DC resident that is deeply concerns about the agency's 495 Southside Express Lanes study, which also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

We must preserve the opportunity to have transit on the future bridge to meet the mobility and climate goals of the region.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Brian Goggin

1344 4th St SW Washington, DC 20024-2202 brgoggs@gmail.com

**Laura Bachle**

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**From:** cdg.gsquared@everyactioncustom.com on behalf of charles goldman  
<cdg.gsquared@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:07 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. charles goldman

10715 Gatewood Ave # 20903 Silver Spring, MD 20903-1014 cdg.gsquared@att.net



**Laura Bachle**

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**From:** Robin Goldstein (robinagoldstein@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 9:26 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

To the: Transportation Planning Board. I oppose the Southside toll lanes and support smart, effective alternatives that meet the public's real needs.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Robin Goldstein

5225 Pooks Hill Road  
Bethesda, MD 20814  
robinagoldstein@gmail.com  
(301) 922-5479

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Robert Gole <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 12:04 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Robert Gole  
skipgole@gmail.com  
9400 Ewing Dr.  
Bethesda, Maryland 20817-2436



**Laura Bachle**

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**From:** Diana Gomez (dianapgh@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:45 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Diana Gomez  
1900 Lyttonsville Rd  
Silver Spring, MD 20910  
dianapgh@yahoo.com

(301) 562-0698

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

Laura Bachle

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**From:** Rebecca E. Gomez <regomez77@gmail.com>  
**Sent:** Monday, June 17, 2024 8:00 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. **"One more lane" will do nothing to help the public. Do not use public funds for something that is not a public good, when expanded metro will immensely positively impact the public in the future.**

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Rebecca Gomez

**Laura Bachle**

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**From:** hairy.elefante1@everyactioncustom.com on behalf of Elwyn Gonzalez <hairy.elefante1@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 12:12 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The timing of this cannot be more critical as WMATA comes close to completing the Blue/Orange/Silver Capacity & Reliability Study, which has demonstrated that a new Blue line metrorail connection to National Harbor performs the best of the six alternatives studied. Not only would preserving the right-of-way along the Woodrow Wilson Bridge lead to higher metrorail ridership and annual fare revenue for the system, utilizing the Bridge for new metrorail service will fulfill economic and equitable benefits to our neighbors throughout Ward 8, Prince Georges County, and the City of Alexandria (source: <https://www.wmata.com/initiatives/plans/BOS-Capacity-Reliability-Study/BOS-Concepts.cfm>).

VDOT's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.



Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,

Mr. Elwyn Gonzalez

3000 7th St NE Washington, DC 20017-1432 hairy.elefante1@gmail.com

**Laura Bachle**

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**From:** Ted Gotsch <ted.gotsch@yahoo.com>  
**Sent:** Monday, June 17, 2024 6:41 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** sandy@everyactioncustom.com on behalf of Sandra Gould  
<sandy@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 9:33 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Ms. Sandra Gould

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

**Laura Bachle**

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**From:** Mark and Mary Graham (grahamark@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 6:43 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We are facing huge environmental problems due to climate change. Encouraging more car trips is no way to mitigate the damage already underway. We must improve and encourage mass transit. .

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Mark and Mary Graham  
5600 38th Ave  
Hyattsville, MD 20782  
grahamark@yahoo.com  
(240) 521-8089

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Joshua Grail <grail07@gmail.com>  
**Sent:** Monday, June 17, 2024 3:40 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Joshua Grail

**Laura Bachle**

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**From:** orangeplasticgoldfish@everyactioncustom.com on behalf of Hester Graves  
<orangeplasticgoldfish@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:38 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Eleven years ago, I was tboned by a truck that ran a red light. It took me four years to put my life back together. The man who hit had a bad driving record and should never have been on the road. Our county is full of people with stories like mine. People who can't fully turn their neck, or who never regained their mental health after a drunk driver. These stories could be prevented if we expanded public transit, and took away the licenses of bad drivers.

I know it is not your jurisdiction, but please talk to your counterparts about using the Wilson bridge for transit, rather than road widening.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.



Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Hester Graves

2601 Cheverly Ave Cheverly, MD 20785-3015 [orangeplasticgoldfish@yahoo.com](mailto:orangeplasticgoldfish@yahoo.com)

**Laura Bachle**

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**From:** bria.greene15@everyactioncustom.com on behalf of Bria Greene <bria.greene15@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:33 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Bria Greene

1717 E Capitol St SE Washington, DC 20003-1658 bria.greene15@gmail.com

**Laura Bachle**

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**From:** seth.grimes@everyactioncustom.com on behalf of Seth Grimes  
<seth.grimes@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:37 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Seth Grimes  
7300 Willow Ave Takoma Park, MD 20912-4321 seth.grimes@gmail.com

**Laura Bachle**

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**From:** Susan Grodsky (sjgrodsky@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:16 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Smart land use and transportation is the long term solution, not a short term expensive bandaid.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Susan Grodsky

9895 Betteker Lane  
Potomac , MD 20854  
sjgrotsky@yahoo.com  
(240) 281-0018

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Brian Gross (briangross.home@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 9, 2024 11:33 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a Metro rider, cyclist, and citizen concerned about mitigating greenhouse gas emissions, I'm always in favor of promoting and supporting public transportation over facilitating more car use. The Metro is a DC-area treasure and I would love to see its capabilities grow. Removing the I-495 Southside Project in particular would help in this regard.

Thank you for your consideration.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Brian Gross  
13253 Redspire Dr  
Silver Spring, MD 20906  
briangross.home@verizon.net  
(609) 466-9114

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Regina Grochowski (rcgrow2002@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:18 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

This will create more costly commuting and even worse traffic problems.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Regina Grochowski  
109 Luckett st



Rockville , MD 20850  
rcgrow2002@yahoo.com  
(301) 461-5497

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Jake Giesen <jgiesen023@gmail.com>  
**Sent:** Monday, June 17, 2024 8:46 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members: I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places. Thank you for your consideration

**Laura Bachle**

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**From:** M Habib (mhabib@gwmail.gwu.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:00 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

M Habib  
11806 Kim Pl  
Potomac, MD 20854  
mhabib@gwmail.gwu.edu

(240) 888-4604

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Abhijit Harathi <abhijit7@gmail.com>  
**Sent:** Monday, June 17, 2024 9:19 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Sarah Haring (kroness@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:06 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

More roads = more cars on the road!! It happens EVERY TIME. Widening roads is just a short term thing and government needs to step up and make non-car travel options more viable, to encourage people to change their habits and work for a better environmental future! PLEASE support public transit and NOT more highways!

From, a concerned citizen of Frederick County who bikes with her kids on the Metro for a sustainable future.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sarah Haring  
631 Wilson Pl  
Frederick, MD 21702  
kroness@gmail.com  
(301) 788-2698

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** tom\_harrelson@everyactioncustom.com on behalf of Thomas Harrelson  
<tom\_harrelson@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 4:52 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Thomas Harrelson

5904 Mount Eagle Dr Apt 908 Alexandria, VA 22303-2539 tom\_harrelson@hotmail.com



**Laura Bachle**

---

**From:** Cory <coryharrington.ch@gmail.com>  
**Sent:** Monday, June 17, 2024 6:32 PM  
**To:** TPBcomment  
**Subject:** Item 7 - Visualize 2050 - I-495 Southside Express Lanes project action

To whom it may concern,

I am writing to express my strong opposition to the proposed Visualize 2050 - I-495 Southside Express Lanes project.

The designated space for this expansion was originally intended for the Blue Line Metro extension. Prioritizing express lanes over the Metro undermines our community's need for effective public transportation. The Blue Line would provide a more sustainable, long-term solution to traffic congestion, reduce carbon emissions, and improve accessibility for residents.

I urge you to reconsider the express lanes project and support the planned Metro extension, which aligns better with our community's environmental and transportation goals.

Thank you for your attention to this critical matter.

Sincerely,

Cory Harrington  
8508 16th Street Apt 711  
Silver Spring, MD 20910  
786-302-7256

**Laura Bachle**

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**From:** DENHARRIS@everyactioncustom.com on behalf of Deene Harris  
<DENHARRIS@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Deene Harris  
Seat PLEASANT, MD  
DENHARRIS@GMAIL.COM

**Laura Bachle**

---

**From:** nancy.harrity@everyactioncustom.com on behalf of Nancy Harrity  
<nancy.harrity@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 2:24 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Nancy Harrity  
2312 Glasgow Rd Alexandria, VA 22307-1820 nancy.harrity@icloud.com

**Laura Bachle**

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**From:** steven.hartig.jr@everyactioncustom.com on behalf of Steve Hartig  
<steven.hartig.jr@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:46 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Steve Hartig  
5320 Riverdale Rd Riverdale, MD 20737-2203 steven.hartig.jr@gmail.com

**Laura Bachle**

---

**From:** steven.hartig.jr@everyactioncustom.com on behalf of Steven Hartig  
<steven.hartig.jr@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Please oppose the proposal for adding toll lanes to the Woodrow Wilson Bridge. This space is reserved for transit that would serve southern Maryland. Using this space for toll lanes is a step backwards and will make it politically difficult to be repurposed for transit uses. Please avoid making this unforced error for our county.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Steven Hartig  
5320 Riverdale Rd Riverdale Park, MD 20737-2203 steven.hartig.jr@gmail.com

**Laura Bachle**

---

**From:** Steven <steven.hartig.jr@gmail.com>  
**Sent:** Monday, June 17, 2024 9:35 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Steve Hartig

[steven.hartig.jr@gmail.com](mailto:steven.hartig.jr@gmail.com)

**Laura Bachle**

---

**From:** Molly Hauck <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 2:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Molly Hauck  
mollyphauck@gmail.com  
3900 Decatur Ave.  
Kensington, Maryland 20895





**Laura Bachle**

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**From:** Molly Hauck (mollyphauck@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 5:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Maryland Democrats advertise Donald Trump's support of Larry Hogan on Baltimore billboards

The Maryland Democratic Party is launching two billboards in Baltimore to highlight former President Donald Trump's new support of Republican Larry Hogan.

[Read more ?](#)

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving

public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Molly Hauck  
3900 Decatur Ave  
Kensington, MD 20895  
mollyphauck@gmail.com  
(301) 949-0178

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Tony Hausner <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 4:32 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Tony Hausner  
thausner@gmail.com  
203 Brewster Ave  
Silver Spring, Maryland 20901-3156



**Laura Bachle**

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**From:** systemot@everyactioncustom.com on behalf of Daniel Healy  
<systemot@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Daniel Healy  
5835 Wye Oak Commons Ct Burke, VA 22015-2844 systemot@gmail.com

**Laura Bachle**

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**From:** Dan Healy <systemot@gmail.com>  
**Sent:** Monday, June 17, 2024 1:01 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Mr. Daniel Healy

**Laura Bachle**

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**From:** hewittglen@everyactioncustom.com on behalf of Glen Hewitt  
<hewittglen@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 4:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Glen Hewitt  
433 N Peyton St Alexandria, VA 22314-2003 hewittglen@gmail.com

**Laura Bachle**

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**From:** mikehillstrom@everyactioncustom.com on behalf of Michael Hillstrom  
<mikehillstrom@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:34 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Michael Hillstrom  
6011 43rd Ave Hyattsville, MD 20781-1527 mikehillstrom@gmail.com



**Laura Bachle**

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**From:** vhodgk1941@everyactioncustom.com on behalf of Virginia Hodgkinson <vhodgk1941@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 4:53 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Virginia Hodgkinson

5904 Mount Eagle Dr Apt 308 Alexandria, VA 22303-2536 vhodgk1941@aol.com

**Laura Bachle**

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**From:** cathyhosek@everyactioncustom.com on behalf of Cathy Hosek  
<cathyhosek@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 10:33 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

I live in the Mount Vernon Magisterial district. Every time I have to go visit my mom in assisted living in McLean, it is almost inevitable that I am stuck in traffic. It is infuriating that more focus is not placed on multi-modal transportation and a plan to get people out of their cars. I am always maddened by the amount of drivers, and then I realize that the infrastructure is not there so most of the drivers really have no choice other than to DRIVE to their destination.

I suggested to the FCDOT representative I spoke with at the Plan Forward meeting for Fairfax County that effort be made to focus on getting the next generation of humans, many of them have little to no interest in driving anyhow, to help them advocate for transit methods that are not automobile based.

I am saddened that our community was left out of the initial outreach, especially considering how much impact this plan will have on our area.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Cathy Hosek

1906 Rampart Dr Alexandria, VA 22308-1644 cathyhosek@gmail.com

**Laura Bachle**

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**From:** gopullman@everyactioncustom.com on behalf of Tom Hoffman  
<gopullman@everyactioncustom.com>  
**Sent:** Sunday, June 9, 2024 12:08 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Tom Hoffman  
157 Millirons Rd Pearisburg, VA 24134-2188 gopullman@aol.com

**Laura Bachle**

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**From:** Donna Hoffmeister <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 7:37 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Donna Hoffmeister  
donna.hoffmeister@verizon.net  
6 Plateau PI  
Greenbelt, Maryland 20770



**Laura Bachle**

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**From:** Donna Hoffmeister <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 7:45 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Donna Hoffmeister  
donna.hoffmeister@verizon.net  
6 Plateau PI  
Greenbelt, Maryland 20770





**Laura Bachle**

---

**From:** robert\_w\_hughes@everyactioncustom.com on behalf of Robert Hughes  
<robert\_w\_hughes@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:10 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

M Robert Hughes

4202 Westwood Dr Mount Vernon, IL 62864-7012 robert\_w\_hughes@hotmail.com

**Laura Bachle**

---

**From:** Clarisse Holman (clarisse.b.holman@mcpsmd.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:02 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Clarisse Holman  
9809 Dilston Rd  
Silver Spring, MD 20903  
clarisse.b.holman@mcpsmd.net

(301) 273-5158

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** danah002@everyactioncustom.com on behalf of Dana Holmes <danah002@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:20 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Dana Holmes

13663 Venturi Ln Herndon, VA 20171-6118 danah002@proton.me

**Laura Bachle**

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**From:** Dana Holmes <danah002@proton.me>  
**Sent:** Monday, June 17, 2024 9:28 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Very Respectfully,

Dr. Dana E. Holmes  
Herndon, VA 20171-6118

**Laura Bachle**

---

**From:** Kathryn Hope (kithope@alumni.uci.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

A vibrant public transportation is the key to a better environment and hence better lives in our future.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Kathryn Hope

9804 Georgia Ave Apt 302  
Silver Spring, MD 20902  
kithope@alumni.uci.edu  
(714) 534-1438

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** Kathryn Hopps (kah4775@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 10:11 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

My adult children are abandoning their cars for Metro.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Kathryn Hopps  
10513 Greenacres Drive



Silver Spring, MD 20903  
kah4775@gmail.com  
(301) 509-8769

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Andrew Hou <andrewfhou@gmail.com>  
**Sent:** Monday, June 17, 2024 10:24 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** cynthia\_howell@everyactioncustom.com on behalf of Cynthia Howell  
<cynthia\_howell@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:51 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** John Hoyt (gthoyt02@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 9:50 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As the parent of a 1 year old, I hope that when they grow up they don't have to deal with traffic. I want them to be able to move around the region easily on public transit. I also want them to live in an area with clean air and no concern about climate change. All of these things need YOU as the long term planning organization to plan for a future with LESS CARS!

Please stop adding car lanes that make the region MORE dependent on cars but do little to actually ease traffic congestion in the long run.

Please prioritize transit for the future of the region and for my child.

regards,  
john

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management

are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

John Hoyt  
316 Plymouth St  
Silver Spring, MD 20901  
gthoyt02@gmail.com  
(404) 966-6719

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Ian Huber <isrhuber@gmail.com>  
**Sent:** Monday, June 17, 2024 11:20 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** isrhuber@everyactioncustom.com on behalf of Ian Huber  
<isrhuber@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:22 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Ian Huber  
1908 N Daniel St Arlington, VA 22201-4110 isrhuber@gmail.com

**Laura Bachle**

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**From:** Barbara Hufford <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 2:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Barbara Hufford  
barbie2176@aol.com  
8107 Murray Hill Drive  
FORT WASHINGTON, Maryland 20744





**Laura Bachle**

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**From:** heliotrope@everyactioncustom.com on behalf of Geoffrey Hughes  
<heliotrope@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 7:38 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Express (toll) lanes are an elitist revenue strategy, which exacerbates congestion in the non-toll lanes used by regular folk.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Geoffrey Hughes  
4800 Fillmore Ave Alexandria, VA 22311-5070 heliotrope@duck.com

**Laura Bachle**

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**From:** virginiahulme@everyactioncustom.com on behalf of Virginia Hulme  
<virginiahulme@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 8:49 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Virginia Hulme  
6 Grason Ct Rockville, MD 20850-1908  
virginiahulme@hotmail.com

**Laura Bachle**

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**From:** Virginia Hulme (virginiahulme@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:02 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We should be improving and expanding public transport, not blocking it.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

This plan would also move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Virginia Hulme

6 Grason  
Rockville , MD 20850  
virginiahulme@hotmail.com  
(202) 210-6316

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**Laura Bachle**

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**From:** angelinaaubrey@everyactioncustom.com on behalf of Lina Hunt  
<angelinaaubrey@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:46 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mx. Lina Hunt

9 Logan Cir NW Washington, DC 20005-3727 angelinaaubrey@comcast.net

**From:** Jeanne Hurley <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 10:25 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

More toll lane expansion? Please all this will do is enrich contractors while causing additional traffic problems during construction, encouraging more driving afterwards which just increases congestion and all the problems associated with congestion. In the meantime neighborhoods and housing along the pathway and better plans for use of the land are negatively impacted. Please, please stop all these plans to expand highway lanes and invest in developing plans that would support traffic alternates that do less climate and local damage.

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jeanne Hurley

jeannesh@verizon.net

304 Franklin PL

Silver Spring, Maryland 20901



**Laura Bachle**

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**From:** rmhytrek@everyactioncustom.com on behalf of Rory Hytrek  
<rmhytrek@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:25 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

VA needs real, meaningful public transit change - not more car-focus. The toll lanes will not solve our congestion issues. I live near the WW bridge, and daily the congestion on the bridge prevents me from accessing my own exit. Toll lanes won't solve the issue - only increase costs, the damage of construction, slow down traffic, and make actual efforts to change - such as the Blue Line Loop - infinitely more difficult.

This is a short-term solution, short-term thinking with long-term effects. I notice you don't even have a meaningful plan for maintaining this addition once it is added. This cannot be good for our community.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Rory Hytrek  
2718 Fort Dr Alexandria, VA 22303-1323  
rmhytrek@gmail.com

**Laura Bachle**

---

**From:** wildmarcimlay@everyactioncustom.com on behalf of Marc And Alice Imlay  
<wildmarcimlay@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:28 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Marc And Alice Imlay

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

**Laura Bachle**

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**From:** cadaverchris@everyactioncustom.com on behalf of Chris Irwin  
<cadaverchris@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:26 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Chris Irwin

204 Bluff Ter Silver Spring, MD 20902-3104 cadaverchris@gmail.com

**Laura Bachle**

---

**From:** andrewireland@everyactioncustom.com on behalf of Andrew Ireland  
<andrewireland@everyactioncustom.com>  
**Sent:** Saturday, June 8, 2024 8:38 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

---

**From:** allen.irwin@everyactioncustom.com on behalf of Allen Irwin  
<allen.irwin@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr. Allen Irwin

1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com



**Laura Bachle**

---

**From:** Phyllis Isreal (phyllis.isreal@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 3:33 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Phyllis Isreal  
612 Azalea Drive  
Rockville, MD 20850  
phyllis.isreal@gmail.com

(301) 424-5751

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Michael Italiano (michael.italiano@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 6:45 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

More roads = more traffic = reduced quality of living and more pollution. Invest in public transit instead!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** michael.italiano@everyactioncustom.com on behalf of Michael Italiano  
<michael.italiano@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:28 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Michael Italiano

7209 13th Ave Takoma Park, MD 20912-7069 michael.italiano@gmail.com

**Laura Bachle**

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**From:** michael.italiano@everyactioncustom.com on behalf of Michael Italiano  
<michael.italiano@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:28 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

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Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Michael Italiano

7209 13th Ave Takoma Park, MD 20912-7069 michael.italiano@gmail.com

**Laura Bachle**

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**From:** Nicole Jackson (jackson.nicolep@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:41 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long-range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions by 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue Line extension of metro, transit-oriented development, and Transportation Demand Management are solutions that will reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Nicole Jackson  
6413 Halleck St  
District Heights, MD 20747  
jackson.nicolep@gmail.com

(571) 327-0476

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** James H <james.haber96@gmail.com>  
**Sent:** Monday, June 17, 2024 11:52 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
James H

**Laura Bachle**

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**From:** hariharan.jayashankar@everyactioncustom.com on behalf of Hariharan Jayashankar  
<hariharan.jayashankar@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Hariharan Jayashankar  
College park, MD  
hariharan.jayashankar@gmail.com

**Laura Bachle**

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**From:** fajenkims3@everyactioncustom.com on behalf of Frank Jemkims <fajenkims3@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Frank Jemkims  
Bowie, MD  
fajenkims3@gmail.com

**Laura Bachle**

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**From:** ninizworld@everyactioncustom.com on behalf of Jeanine Jessup  
<ninizworld@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 10:04 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Also, what happens once the project gets to the Maryland side? Have they provided any information as to coordination with Maryland? Is Maryland on the same page with this proposed plan? Please get the much needed answers to this proposed project. At present, I see no value added to our community for the dollars spent.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Jeanine Jessup

8642 Braddock Ave Alexandria, VA 22309-2021 [ninizworld@hotmail.com](mailto:ninizworld@hotmail.com)

**Laura Bachle**

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**From:** Susan Johnson (srjohnson818@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Dear Planning Board,

Please don't expand the Beltway any further. It takes us in the wrong direction - back to the 20th century thinking that had not solved traffic issues. We need multiple options including metro and rail - not just bigger highways.

Thank you,

Susan

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving

public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Susan Johnson  
7625 Heatherton Ln  
Potomac, MD 20854  
srjohnson818@verizon.net  
(202) 427-6295

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Chloe Johnson (katluvscupcakes617@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Chloe Johnson  
613 Wilson Pl  
Frederick, MD 21702  
katluvscupcakes617@gmail.com



(240) 308-3076

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Douglas Johnson <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 3:20 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Douglas Johnson  
gardendoug@aol.com  
4 Ridge Road unit K  
Greenbelt, Maryland 20770



**Laura Bachle**

---

**From:** royaljo21@everyactioncustom.com on behalf of Jo Johnson <royaljo21@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Jo Johnson  
Suitland, MD  
royaljo21@yahoo.com

**Laura Bachle**

---

**From:** Sherman Johnson (shermanajohnson@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 6:53 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

HOT/Lexus Lanes are un-American. They further divide the country.

They are the equivalent of allowing a corporation to build new wings on existing PUBLIC schools. Then letting the corporation charge an exorbitant tuition to keep enrollment down -- because the new wings only have enough capacity for (say) 15% of the students. The kids who have parents who can afford the tuition would enjoy: smaller class sizes; a faster internet connection; better athletic/music/art equipment; fully equipped science labs; new computers, etc. The other kids? Well, they'd be stuck in overcrowded classrooms with old, slow computers and equipment.

In both scenarios, public property is divided into 2 tiers -- one for the well-off, the other for the 'commoners'.

HOT/Lexus lanes serve as a daily reminder of the ever-widening wealth and income gap. The vast majority of drivers will be/are stuck in the congested general lanes.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sherman Johnson  
9046 Hawbottom Road  
Middletown, MD 21769  
shermanajohnson@gmail.com  
(301) 213-5451

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** Herbert Jones (herb@norasackdesign.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As President of Tantallon North Area Civic Association we wholeheartedly support any and all efforts to bring the subway system across the Woodrow Wilson.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Herbert Jones

11905 Autumnwood Ln  
Fort Washington , MD 20744  
herb@norasackdesign.net  
(703) 403-4637

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Herbert Jones (hhjones31@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 7:15 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As President of Tantallon North Area Civic Association we are very concern about this proposal to widen Beltway from the transportation plan. We need to talk about extended the yellow to MGM/ Harbor. We support the position of the PG County Sierra Club in this regards and the need to further seriously consider subway coming over the Woodrow Wilson bridge.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Herbert Jones  
11905 Autumnwood Ln  
Fort Washington , MD 20744  
hhjones31@verizon.net  
(703) 403-4637

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**From:** Susan Joplin <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 3:36 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Susan Joplin  
sujop30@gmail.com  
1009 Loxford Terrace,  
Silver Spring, Maryland 20901



**Laura Bachle**

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**From:** erik.justen@everyactioncustom.com on behalf of Erik Justen  
<erik.justen@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:59 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Toll lanes do little other than enrich a private entity. They have not demonstrated any improvements to the traffic situation on the east side of the beltway. Further, that space on the bridge should be used for public transportation (metro train or similar), which will definitely ease traffic congestion.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Erik Justen  
7527 Elba Rd Alexandria, VA 22306-2504  
erik.justen@gmail.com

**Laura Bachle**

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**From:** JonKandel@everyactioncustom.com on behalf of Jon Kandel  
<JonKandel@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:50 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Jon Kandel

5903 Mount Eagle Dr Alexandria, VA 22303-2524 JonKandel@me.com

**Laura Bachle**

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**From:** meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky  
<meredith.k.815@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 9:38 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Ms. Meredith Karbowsky

1515 N Queen St Unit 506 Arlington, VA 22209-3912 meredith.k.815@gmail.com



**Laura Bachle**

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**From:** aniabania15@everyactioncustom.com on behalf of Anna Kasior <aniabania15@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:11 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. We need more public transportation, better public transportation, and not more cars and more traffic! Please consider the option to have metrorail, light rail, or some other form of transit that will alleviate traffic congestion, pollution issues, and the stress of driving on our community.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Anna Kasior

2003 Forest Dale Dr Silver Spring, MD 20903-1530 aniabania15@gmail.com

**Laura Bachle**

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**From:** flyingsails@everyactioncustom.com on behalf of Caitlin Keller-Martin  
<flyingsails@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:30 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Caitlin Keller-Martin

4714 Quiet Woods Ln Apt J Fairfax, VA 22033-5052 flyingsails@gmail.com

**Laura Bachle**

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**From:** Doug Kelley (wuya@earthlink.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:01 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please remove the expansion of the southern Beltway (that would threaten the extension of Metro) from the region's 2050 transportation plan.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Doug Kelley

9904 Renfrew Rd  
Silver Spring, MD 20901  
wuya@earthlink.net  
(301) 328-5785

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Doug Kelley <wuya@earthlink.net>  
**Sent:** Friday, June 14, 2024 1:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

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



**Laura Bachle**

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**From:** Sean Kelley <seanrkelley1@gmail.com>  
**Sent:** Monday, June 17, 2024 1:36 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is wrong to take space for inclusive and efficient public transit and instead use it to enrich a private tolling company. Private tolls do not reduce traffic congestion, public transit does. In the age of catastrophic climate change scenarios it is also incredibly irresponsible to continue investing heavily in infrastructure that makes us more and more dependent on the least efficient modes of transport we have available.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our goal should not be to make it easier for cars to move around, but to make it easier for people to move around.

Thank you for your consideration



**Laura Bachle**

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**From:** DAK4Blizzard@everyactioncustom.com on behalf of Daniel Kessler  
<DAK4Blizzard@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 2:53 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

I think we are all tired of road widening projects that create bottlenecks or don't do much to improve flow and safety. I say this as someone who primarily drives. There is room for discussion on improving certain merges and interchanges along the Beltway. (For example, I'm aware of and support the Beltway's Georgia Ave interchange being reconstructed.) But this is a completely different animal and a giant step too far.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Daniel Kessler

9630 Milestone Way Apt 4121 College Park, MD 20740-4359 DAK4Blizzard@gmail.com

## Laura Bachle

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**From:** kha8364769@gmail.com  
**Sent:** Monday, June 17, 2024 8:22 AM  
**To:** TPBcomment  
**Subject:** Public Comment in Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

Do **NOT** give the space already reserved for the Blue Line Loop or other Metro lines on I-495's Woodrow Wilson bridge to toll lanes. We all know the difficulty people already have with change, and simply stating that you all *could* switch it back to a rail corridor, guarantees nothing and would lead to millions and millions more in additional costs, studies, litigation, etc. And especially if you all go through with a private toll operator, that makes it all the more difficult to take back.

I was impressed to hear that during the construction of the Woodrow Wilson Memorial Bridge, our leaders actually had the foresight to plan ahead and invest in the future. But adding another car lane demonstrates the exact opposite, and is just a signal that leaders now, especially the local ones that took ownership after the bridge's reconstruction, prefer short sighted, "easy" gains for votes over actual improvement of society.

NoVA is lucky to have historic cities in its vicinity with Washington and Alexandria being wonderful places to live and visually appealing as well. Its growth could've never happened without the foundations from these cities. It was the primary reason why I moved to the region, but continuing to expand infrastructure solely for vehicles, and making it look more like the hellscape that is the Dulles corridor when the rest of Virginia has beautiful natural sights like Shenandoah, is only going to make the area less appealing.

Thank you,

Kevin C

**Laura Bachle**

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**From:** Geo Kidd <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 2:05 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Geo Kidd  
netgk@hotmail.com  
14012 Eternity Rd  
Germantown, Maryland 20874



**Laura Bachle**

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**From:** pkinzler@everyactioncustom.com on behalf of Peter Kinzler  
<pkinzler@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 6:23 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Peter Kinzler

7310 Stafford Rd Alexandria, VA 22307-1807 pkinzler@cox.net

**Laura Bachle**

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**From:** Diane Kittower (drkittower@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:00 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long-range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia, to Oxon Hill, Maryland, with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during your June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, public transit projects--including the Blue line extension of Metro, transit-oriented development, and Transportation Demand Management--are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Diane Kittower  
825 Harrington Rd  
Rockville, MD 20852  
drkittower@gmail.com

(301) 424-7730

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** klamcd@everyactioncustom.com on behalf of Caroline Klam  
<klamcd@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Caroline Klam  
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com



**Laura Bachle**

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**From:** Susan Klein (dbpactman@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:58 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Susan Klein  
7101 Sycamore Ave # 20912  
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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Benjamin Klingaman <benklingaman@gmail.com>  
**Sent:** Monday, June 17, 2024 9:26 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Benjamin Klingaman | [benklingaman@gmail.com](mailto:benklingaman@gmail.com) | (703) 785-4372

**Laura Bachle**

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**From:** Joseph Knisely <joeyknisely@gmail.com>  
**Sent:** Monday, June 17, 2024 2:29 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Joseph Knisely

**Laura Bachle**

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**From:** joeyknisely@everyactioncustom.com on behalf of Joseph Knisely  
<joeyknisely@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:31 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Joseph Knisely  
6012 Westchester Park Dr College Park, MD 20740-2822 joeyknisely@gmail.com

**Laura Bachle**

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**From:** kinzer@everyactioncustom.com on behalf of Lee Kinzer  
<kinzer@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:46 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Furthermore, the agency's 495 Southside Express Lanes study failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Those of us living in your jurisdictions are beset by National Airport noise from the sky and, seemingly, soon to be beset by massive traffic conjection, due to VDOT lack of comprehensive planning!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Lee Kinzer  
2100 Pickwick Ln Alexandria, VA 22307-1828 kinzer@cox.net

**Laura Bachle**

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**From:** Rocket Koala (rocketkoala@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 9:09 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We know what we need to do to avoid becoming a place no one wants to live or commute. More roads mean more congestion. It's been shown

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Rocket Koala



5113 Crossfield Ct Apt 15  
Rockville, MD 20852  
rocketkoala@gmail.com  
(240) 888-4479

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** arturkolasa@everyactioncustom.com on behalf of Artur Kolasa  
<arturkolasa@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Artur Kolasa

13 Ellsworth Heights St Silver Spring, MD 20910-4314 arturkolasa@gmail.com

**Laura Bachle**

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**From:** jjjessek@everyactioncustom.com on behalf of Jesse Koplowitz  
<jjjessek@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Jesse Koplowitz

7432 Piney Branch Rd Takoma Park, MD 20912-4206 jjjessek@yahoo.com

**Laura Bachle**

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**From:** catherinekorona@everyactioncustom.com on behalf of Catherine Korona  
<catherinekorona@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 7:13 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Concerned about increased traffic in our neighborhood, Hollin Hills.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs Catherine Korona

2232 Glasgow Rd Alexandria, VA 22307-1818 catherinekorona@gmail.com

**Laura Bachle**

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**From:** katharinekosin@everyactioncustom.com on behalf of Katharine Kosin  
<katharinekosin@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 5:54 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Katharine Kosin

4970 Battery Ln Unit 201 Bethesda, MD 20814-4967 katharinekosin@gmail.com

**Laura Bachle**

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**From:** David Kosterlitz <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 9:43 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

David Kosterlitz  
david.s.kosterlitz@gmail.com  
6209 Hollins Dr  
Bethesda, Maryland 20817





**Laura Bachle**

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**From:** Jeanine Gould-Kostka (jgkostka@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 10:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The toll-lane project is not good for Maryland taxpayers. No version to the toll-lane plan will help Montgomery County residents. We have 12 lanes of traffic (north and southbound) in Rockville and more lanes will not help the traffic flow. The majority of highway users will be worse off than they are now if this toll-plan moves ahead.

The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Maryland.

The toll roads will not address the need to move toward better public transportation options.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line

extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Jeanine Gould-Kostka  
1011 Aster Blvd  
Rockville, MD 20850  
jgkostka@hotmail.com  
(301) 294-8707

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** skranowski@everyactioncustom.com on behalf of Steven Kranowski  
<skranowski@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 9:44 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Steven Kranowski

816 Montgomery St Blacksburg, VA 24060-3431 skranowski@aol.com

**Laura Bachle**

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**From:** Joy Kreskow (joykreskow@netzero.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:05 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Joy Kreskow  
10704 Malone St  
Silver Spring, MD 20902  
joykreskow@netzero.com

(301) 649-6424

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Evan Krichevsky (evank2@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:08 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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



**Laura Bachle**

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**From:** rikki9871@everyactioncustom.com on behalf of Erika Kronstedt <rikki9871@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:40 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Erika Kronstedt  
7504 Elba Rd Alexandria, VA 22306-2503  
rikki9871@yahoo.com

**Laura Bachle**

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**From:** chitraku@everyactioncustom.com on behalf of Chitra Kumar  
<chitraku@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:33 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Chitra Kumar  
704 N Illinois St Arlington, VA 22205-1160 chitraku@gmail.com

**Laura Bachle**

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**From:** shunyakuroda@everyactioncustom.com on behalf of Shunya Kuroda  
<shunyakuroda@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:50 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Shunya Kuroda

2251 Pimmit Dr Apt 1219 Falls Church, VA 22043-2831 shunyakuroda@gmail.com

**Laura Bachle**

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**From:** qykwan@everyactioncustom.com on behalf of Quon Kwan  
<qykwan@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:38 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Quon Kwan

701 King Farm Blvd Apt 340 Rockville, MD 20850-6175 qykwan@gmail.com

**Laura Bachle**

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**From:** kwiatluka@everyactioncustom.com on behalf of Luke Kwiat  
<kwiatluka@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 1:03 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. As an Arlington resident of 6 years, voting for this would be a travesty. I plan to vote for only pro-transit County Board members when it comes election time.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Luke Kwiat

2016 S Kenmore St Arlington, VA 22204-5321 kwiatluke@gmail.com

**Laura Bachle**

---

**From:** ralphky22@everyactioncustom.com on behalf of Ralph Kyniston <ralphky22@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 10:26 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Ralph Kyniston

2630 Fort Farnsworth Rd # 153 Alexandria, VA 22303-2630 ralphky22@gmail.com

**Laura Bachle**

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**From:** Megan Lankenau (meg24an@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:17 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Megan Lankenau  
757 Silver Spring Ave  
Silver Spring, MD 20910  
meg24an@yahoo.com



(202) 423-4724

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**Laura Bachle**

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**From:** Sallyalahm@everyactioncustom.com on behalf of Sally Lahm  
<Sallyalahm@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 1:58 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr Sally Lahm  
7035 Low Ct Warrenton, VA 20187-2682  
Sallyalahm@aol.com

**Laura Bachle**

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**From:** Tacy Lambiase (tacylambiase@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 11:54 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Tacy Lambiase  
4004 Highview Drive  
Silver Spring, MD 20906  
tacylambiase@gmail.com

(817) 360-3422

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Rory Lamond <rory.lamond@gmail.com>  
**Sent:** Monday, June 17, 2024 5:06 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration.

Rory Lamond

**Laura Bachle**

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**From:** yungstunnerz@everyactioncustom.com on behalf of Jordan Landis  
<yungstunnerz@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Jordan Landis  
Capitol heights, MD  
yungstunnerz@yahoo.com

**Laura Bachle**

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**From:** bulks.04.skinner@everyactioncustom.com on behalf of Debra Lane  
<bulks.04.skinner@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:13 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs Debra Lane

2000 Marthas Rd Alexandria, VA 22307-1955 bulks.04.skinner@icloud.com

**Laura Bachle**

---

**From:** mjlangelan@everyactioncustom.com on behalf of M Langelan  
<mjlangelan@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:14 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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



**Laura Bachle**

---

**From:** Julien Langlois <yourstruly@julienlanglois.me>  
**Sent:** Monday, June 17, 2024 1:58 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**From:** Thomas Lansworth (tomlansworth@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

By impeding or blocking the planned Metro extension across the Wilson Bridge, this toll lane proposal would mean promises already made will not be kept. I also object to this proposal because it would de facto set a precedent for Maryland adoption of the financially flawed Virginia toll lane approach to transportation. This approach fails to solve any congestion problems except for those who can afford the high tolls during high traffic times.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Thomas Lansworth  
9405 Crosby Rd  
Silver Spring, MD 20910  
tomlansworth@gmail.com  
(301) 908-7793

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** tokathyl@everyactioncustom.com on behalf of Kathleen Lapinski  
<tokathyl@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:03 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. The future is NOT a 12 lane road. Accessible mass transit must be planned for the citizens and climate.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Kathleen Lapinski  
2233 N Harrison St Arlington, VA 22205-3147 tokathyl@gmail.com

**Laura Bachle**

---

**From:** Gaia Larsen (glarsen@wri.org) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 3:36 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please support public transit instead

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Gaia Larsen  
16011 Germantown Rd

Darnestown, MD 20874  
glarsen@wri.org  
(646) 712-3067

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Dina Lassow (drlassow@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:29 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Global warming is getting worse. We need fewer cars on the road. Building more lanes will do the opposite. We need more public transit - not more roads

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Matthew Laster <matthewglaster@gmail.com>  
**Sent:** Monday, June 17, 2024 6:53 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

--

**Matthew Laster**  
Washington, DC

**Laura Bachle**

---

**From:** smille93@everyactioncustom.com on behalf of Sara Latham <smille93@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:30 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Sara Latham  
2214 Marthas Rd Alexandria, VA 22307-1826 smille93@gmail.com

**Laura Bachle**

---

**From:** Clare Lau <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:49 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Clare Lau  
cgwickman@gmail.com  
10103 E Bexhill Dr  
Kensington, Maryland 20895



**Laura Bachle**

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**From:** Dane Lauritzen <dane.lauritzen.esq@gmail.com>  
**Sent:** Monday, June 17, 2024 8:07 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7: I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2050 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. VDOT's Express Lanes would not effectively address congestion. These Express Lanes are likely to induce additional traffic demand, provide only short-term congestion relief, and create a bottleneck in Prince George's County where the State of Maryland has declined to add additional Express Lanes to handle this additional traffic. The project on its merits uses outdated and biased methodology, diverts funding away from transit projects that could more effectively address congestion like VRE expansion and transit-oriented development, and fails to support our climate goals. We should not waste our funds on these Express Lanes until VDOT has prepared better studies and addressed alternatives, nor should we include such projects in the Visualize 2050 master plan.

Additionally, it is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. VDOT has not addressed how, given the constraints of the space, it would be able to preserve the space for rail transit. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. In short, VDOT's plan is likely to undermine actual and effective transit expansion for the region by making the Blue Line Loop financially unviable.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Dane Lauritzen  
Resident

**Laura Bachle**

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**From:** contee71@everyactioncustom.com on behalf of Alex Lawrence <contee71@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Alex Lawrence  
Fort Washington, MD  
contee71@gmail.com

**Laura Bachle**

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**From:** Chris Leis (cleis@umich.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:40 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

In order for us to battle climate change, we need fewer cars on the road and not more. Getting around the DMV region by means other than a car is already difficult, eliminating future options for more public transportation is not the way to go.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Chris Leis  
4015 Kennedy St  
Hyattsville, MD 20781  
cleis@umich.edu  
(703) 581-6467

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Chris Leis <chrisleis@gmail.com>  
**Sent:** Monday, June 17, 2024 4:48 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. I understand the desire to put the space to use now, but it is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, not easier to drive to places.

Thank you for your consideration

**Laura Bachle**

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**From:** Judith Allen-Leventhal (j.allenleventhal@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:45 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The destructive expansion plans would put inequitable and undue pressures on the environment and communities.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Judith Allen-Leventhal

PO Box 217  
Accokeek, MD 20607  
j.allenleventhal@gmail.com  
(301) 203-2517

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** j.allenleventhal@everyactioncustom.com on behalf of Judith Allen-Leventhal  
<j.allenleventhal@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 10:10 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. The public was told there would be an Environmental impact assessment, but was one completed?

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,

Ms. Judith Allen-Leventhal

1130 Apple Valley Rd Accokeek, MD 20607-9605 j.allenleventhal@gmail.com

**Laura Bachle**

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**From:** Ross Levine <ross.michael.levine@gmail.com>  
**Sent:** Monday, June 17, 2024 7:14 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Hi, I am opposed to the addition of express lanes on the Woodrow Wilson bridge. That space is supposed to be for WMATA. Rail can move many, many more people than vehicular traffic and the majority of the bridge is already allocated for cars.

**Laura Bachle**

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**From:** Joy Lilly (jlilly1@me.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Joy Lilly  
9800 Belhaven Road  
Bethesda , MD 20817  
jlilly1@me.com

(301) 803-9494

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Martin Lindholm (malindho@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 6:51 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Martin Lindholm  
4717 N Chelsea Ln  
Bethesda, MD 20814  
malindho@yahoo.com

(301) 941-8160

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** tjunk1@everyactioncustom.com on behalf of Jim Lindsay <tjunk1@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 9:52 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Jim Lindsay  
3222 N Pershing Dr Arlington, VA 22201-1620 tjunk1@aol.com

**Laura Bachle**

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**From:** Lynn Liptak (encore6684@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lynn Liptak  
4909 Battery Ln Apt 1  
Bethesda, MD 20814  
encore6684@gmail.com

(240) 461-9580

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Nancy Lively (livelybn@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 4:59 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As older residents of Prince George's county, we depend on Metro for safe, efficient and comfortable transportation instead of driving. The Beltway is not a good choice for us. We long for more places we can go without fear of car accidents.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Nancy Lively  
10450 Lottsford Rd Apt 3006  
Mitchellville, MD 20721  
livelybn@aol.com  
(301) 925-7304

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**From:** Jennifer Loss <noreply@adv.actionnetwork.org>  
**Sent:** Monday, June 17, 2024 2:52 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

The above pretty much says it all. I wish we would for more money into mass transit that is how we will slow global warming and ease traffic congestion all in one. Having toll Lanes does nothing to address those issues, they will only benefit the wealthy who can afford them. And



DO NOTHING to relieve congestion. Thank you for your time.

Jennifer loss

Jennifer Loss

Lossjen@gmail.com

4 Gardenway Rd. Unit Q

Greenbelt, Maryland 20770

**Laura Bachle**

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**From:** Natalie Lotuaco (n.k.stake@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 10:36 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please support other options!! As a commuter for work to Virginia this doesn't help!!!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Natalie Lotuaco  
6 Vallingby Circle

Rockville , MD 20850  
n.k.stake@gmail.com  
(724) 840-6910

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Kevin Lukacs <kclukacs@msn.com>  
**Sent:** Monday, June 17, 2024 10:45 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Tina Lunson (tlunson@ix.netcom.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:57 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please explain to me how expanding roadways for automobiles addresses ANY of the transportation problems that face us today and into the future. The already-proposed elevated high-speed train -- utilizing easement properties along the EXISTING Beltway and 270 -- would cost less to build, cause less destruction of land, homes and parklands, cost less to operate and create less pollution and heat. It is expandable by adding more cars, and could carry more people, faster, than any "highway" based on the lead-headed 1950s models. Please move into this century and solve the problems rather than creating more of the same!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Tina Lunson  
3005 S Leisure World Blvd  
Silver Spring, MD 20906  
tlunson@ix.netcom.com  
(240) 560-6686

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger  
<brian.lutenegger@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:54 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Brian Lutenegger

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

**Laura Bachle**

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**From:** glennmacc@everyactioncustom.com on behalf of Glenn MacCullough  
<glennmacc@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Glenn MacCullough  
412 S Taylor St Arlington, VA 22204-1483 glennmacc@aol.com



**Laura Bachle**

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**From:** slmader@everyactioncustom.com on behalf of Stewart Mader  
<slmader@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** Margaret Wagner (margaretmagner@nyc.rr.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 2:53 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

People in Maryland don't want the Southside Project. Our Gov. Moore withdrew his support. Why should Virginia be allowed to mandate toll lanes in Maryland? People in MD don't want inequitable toll lanes .

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Margaret Magner  
115 Forest Avenue  
Rockville, MD 20850  
margaretmagner@nyc.rr.com  
(917) 609-8648

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Bob McGuire (bob.mcguire@alum.mit.edu) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:40 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We cannot build our way out of traffic congestion! Our pave the earth - cars first - people last - philosophy has given us sprawl, pollution, acres of asphalt, illness, and early death. It is time to stop and build ALL our NEW mobility capacity via transit: rail across both beltway bridges, rail to Frederick, rail to Annapolis . . . See any comparably sized European or Asian metropolitan area for how to do it. The time to shift is NOW, and the two misguided Beltway Bridge projects are the ideal places to start.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Bob McGuire  
121 S Van Buren St  
Rockville, MD 20850  
[bob.mcguire@alum.mit.edu](mailto:bob.mcguire@alum.mit.edu)  
(301) 762-1793

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**Laura Bachle**

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**From:** Chae Mahoney <chaemahoney@gmail.com>  
**Sent:** Monday, June 17, 2024 7:34 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Respectfully,

Chae Mahoney

**Laura Bachle**

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**From:** chaemahoney@everyactioncustom.com on behalf of Chae Mahoney  
<chaemahoney@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:35 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Chae Mahoney  
745 Gallatin St NE Washington, DC 20017-2813 chaemahoney@gmail.com

**Laura Bachle**

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**From:** Zachary Mahroum <zachary.mahroum@gmail.com>  
**Sent:** Tuesday, June 18, 2024 6:21 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Zachary Mahroum



**Laura Bachle**

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**From:** simonmalcomber@everyactioncustom.com on behalf of Simon Malcomber  
<simonmalcomber@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:24 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Simon Malcomber  
2003 Marthas Rd Alexandria, VA 22307-1954 [simonmalcomber@gmail.com](mailto:simonmalcomber@gmail.com)

**Laura Bachle**

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**From:** Christine Malich (italiansoul2003@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 7:38 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Having driven in Virginia and seen how highways are taking over the beautiful green spaces I am appalled that we would do this in Maryland. We all know this will impact the environment. At a time when we are experiencing record, heat waves, when we know green space helps reduce heat, I think it is highly irresponsible of elected officials to go forward with this idea. It makes me sad and angry That we cannot do better for our planet.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Christine Malich  
5500 Friendship Blvd  
Chevy Chase, MD 20815  
italiansoul2003@yahoo.com  
(301) 346-1616

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Rachel Mandelbaum (rachelmmandelbaum@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:21 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Rachel Mandelbaum  
11507 Taber St  
Silver Spring, MD 20902  
rachelmmandelbaum@gmail.com

(914) 548-8187

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Madhav Maniraj <madhavmaniraj@gmail.com>  
**Sent:** Monday, June 17, 2024 10:51 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sincerely,  
Madhav Maniraj

**Laura Bachle**

---

**From:** madhav.manirajj@everyactioncustom.com on behalf of Madhav Maniraj  
<madhav.manirajj@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:54 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. If this proposal follows through, it can lead to a worrying precedent of worsening the already ever present car-dependency of the DMV area.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Madhav Maniraj

14670 Battery Ridge Ln Centreville, VA 20120-2896 madhav.manirajj@gmail.com

**Laura Bachle**

---

**From:** Susan Mann (yogasuzie@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 10:49 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

You need to think about this more.

Like what's wrong with the existing train line along to 270 that nobody uses. Maybe a train line around the beltway

We're trying to keep the air cleaner, looking more at mass transportation around the beltways and other environmentally, friendly solutions.

Cars could be parked near transit entrances (services like drugstore cleaners located at transit stop, Beltway exits. located around the beltway. Spend your money more wisely.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving



public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Susan Mann  
8801 Connecticut Ave  
Chevy Chase, MD 20814  
yogasuzie@gmail.com  
(240) 401-6883

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**Laura Bachle**

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**From:** Ryan Mannion <rmannion16@gmail.com>  
**Sent:** Monday, June 17, 2024 9:51 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members: I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places. Thank you for your consideration

Ryan A. Mannion  
[rmannion16@gmail.com](mailto:rmannion16@gmail.com)

**Laura Bachle**

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**From:** marker@everyactioncustom.com on behalf of Richard Marker  
<marker@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 2:12 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Moreover, as you are well aware, it has been a consistent pattern that more lanes only bring more traffic. Without a strong guarantee of improved rail and other transportation alternatives, this proposal simply exacerbates an unacceptable environmental future for the DMV.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Richard Marker

7707 Wisconsin Ave Bethesda, MD 20814-6534 marker@markergoldsmith.com

**Laura Bachle**

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**From:** John Marler (johnmarler@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 12:14 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

There are so many things wrong with this idea. Increased congestion, inequitable burden, waste of resources, telling our children we intend to hand them an unsustainable infrastructure.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

John Marler  
637 Blossom Drive  
Rockville, MD 20850  
johnmarler@hotmail.com  
(301) 512-7542

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**Laura Bachle**

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**From:** martinja5902@everyactioncustom.com on behalf of John Martin <martinja5902@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:20 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. John Martin

5902 Mount Eagle Dr Apt 1008 Alexandria, VA 22303-2519 martinja5902@gmail.com

**Laura Bachle**

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**From:** Thomas Martin <thomcmart44@gmail.com>  
**Sent:** Tuesday, June 18, 2024 3:12 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** nenehmansaray12@everyactioncustom.com on behalf of Neneh Mansaray  
<nenehmansaray12@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Neneh Mansaray  
Upper marlboro, MD  
nenehmansaray12@gmail.com

**Laura Bachle**

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**From:** Karen-Marie Mason (kitmason@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 12:56 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Don't make the Beltway any bigger. That would require destroying homes, parks and so much more, as well as increasing the noise that I hear every day for 24 hours. We would be much better served by more and better public transportation. We are a second-class country as far as public transportation is concerned; there is not enough of it, it is not well interconnected and large parts of the country are underserved, including this area. Perhaps I expect too much, but I have lived in Europe and it is so much easier to get around there. The US is bigger, but much of our mass transit declined after WWII. We really need to get it going again, for everyone's sake.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving

public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Karen-Marie 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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Joyce Mason (joyce.mason2@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 5:57 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We need to investigate mass transit options more!!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Joyce Mason  
20513 Neerwinder St

Germantown , MD 20874  
joyce.mason2@verizon.net  
(301) 466-7260

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jaibin Mathew <jaibin.mathew@icloud.com>  
**Sent:** Monday, June 17, 2024 11:39 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Howdy Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. A tolling company wouldn't give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

If this happens, this could set regional transportation planning back decades. The ability for WMATA to expand is integral to a connected DMV. Toll roads are necessary but not at the direct expense of public transportation.

Thank you for your consideration,

Jaibin Mathew

**Laura Bachle**

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**From:** Martin Maynard <MartyMaynard@hotmail.com>  
**Sent:** Monday, June 17, 2024 11:24 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sent from my iPhone

**Laura Bachle**

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**From:** mcbroomfamily@everyactioncustom.com on behalf of Scot McBroom  
<mcbroomfamily@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:50 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Scot McBroom  
1126 Cameron Rd Alexandria, VA 22308-1234 mcbroomfamily@gmail.com



**Laura Bachle**

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**From:** moiramc@everyactioncustom.com on behalf of Moira McCauley  
<moiramc@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:53 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** Corina McClure (antoinettesmasher@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 9:50 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Corina McClure  
4229 Silver Hill Rd Apt B  
Suitland, MD 20746  
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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Charles MacFarland (pharlane@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 8:19 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Charles MacFarland  
2995 Hope Mill Ln  
Adamstown, MD 21710  
pharlane@comcast.net

(240) 687-0243

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** camcgee97@everyactioncustom.com on behalf of Corey McGee <camcgee97@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Finally, many Maryland commuters already are using two-lane Alexandria and Alexandria/Fort Hunt area roads, despite the fact that these roads are clearly designed for residential use. As a long time resident of the area, I do not remember this volume of Maryland commuters using these roads. Any new proposal focused on roads connecting Virginia and Maryland that are likely to be used by commuter should be focused on encouraging commuters to use these arteries rather than to seek "short cuts" onto smaller resident roads. In addition to the increased traffic volume Maryland commuters bring to these roads, they also bring dangerous driving as they understandably are rushing through on their commute home, and as they are

not as familiar with the narrower residential roads with lower speed limits because the need for frequent stops and intersections in residential areas.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Corey McGee

2101 Mason Hill Dr Alexandria, VA 22306-2415 camcgee97@gmail.com

**Laura Bachle**

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**From:** Patty McGrath (pattymcgrath08@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:34 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Expanding highways instead of investing in public transit alternatives is a very bad decision. It's a 1960's solution for a 21st century dilemma. We need and we deserve public transit to go everywhere in DMV with ease and efficiency. Toll lanes into Maryland are NOT progress because they use precious resources that don't fix the real transit problem. European cities put us to SHAME with their public transit! Get the message and turn down this proposal for good.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.



Sincerely,

Patty McGrath  
11007 Edison Road  
Potomac, MD 20854  
pattymcgrath08@aol.com  
(571) 243-1856

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** jfmcintyre57@everyactioncustom.com on behalf of Joan McIntyre <jfmcintyre57@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:18 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Federal and state transportation funding should prioritize expanding public transit and multi-modal projects that will offer alternatives to single-occupancy vehicles. History has repeatedly demonstrated that highway and other road-expansion projects have led to induced demand, more congestion, more greenhouse gas emissions, and pollution. Please oppose this project.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Joan McIntyre

2002 N Stafford St Arlington, VA 22207-3118 jfmcintyre57@gmail.com

**Laura Bachle**

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**From:** Amy McLaughlin (amclaugh@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 1:31 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please stop with all the toll lane projects!!! They don't work and it's terrible to watch only the wealthy be able to drive without traffic. I love that MD rarely (and I wish it was never) uses these kinds of lanes because they basically reward the rich. Ugh.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Amy McLaughlin  
1013 Aster Blvd.  
Rockville, MD 20850  
amclaugh@gmail.com  
(301) 405-6388

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** chloemac@everyactioncustom.com on behalf of Laurie McPherson  
<chloemac@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 7:15 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

These toll road projects haven't proven themselves to be vanity projects for those who can afford the exorbitant rates while ignoring mass transportation options that would have less impact on greenhouse gas emissions, provide affordable options for workers in the middle and lower economic groups and invest in the transportation infrastructure of the future, which is anything but continually widening already wide highways.

In this vein, the agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Laurie McPherson

702 Boundary Ave Silver Spring, MD 20910-5204 chloemac@gmail.com

**Laura Bachle**

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**From:** Marcie Meditch (mmeditch@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 2:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Marcie Meditch  
4002 Underwood St  
Chevy Chase, MD 20815  
mmeditch@aol.com



(301) 785-9847

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Teresa Meeks (nospamtem@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 7:35 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I oppose the Southside Toll Lane initiative. Please stop investing our tax dollars in actions that support individual vehicles and put that money to work to improve mass transportation in Maryland. The best legacy I can leave my grandchildren is a clean environment.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

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Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Teresa Meeks  
9 North Street  
Brookeville, MD 20833  
nospamtem@yahoo.com  
(301) 774-8151

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Stephen Melkisetian (info@angela.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 7:27 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Take a look at the mess that is LA if you think road widening ends traffic congestion. If you want to end traffic congestion you need to spend the money to put the Metro where it needs to go and in the interim deploy thousands of buses as is happening at this very moment as the Metro is being fixed. The so called "public private" Lexus Lane toll "partnership" with an Australian grifter operation is typical Larry Hogan bullshit and should be ended once and for all.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

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Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Stephen Melkisetian  
4713 South Chelsea Lane  
Bethesda, MD 20814  
info@angela.com  
(240) 541-3208

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Alex <alex.mendelsohn.dc@gmail.com>  
**Sent:** Monday, June 17, 2024 7:56 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Wilfredo Mercado (mercadow@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:32 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Metro is the lifeblood for all. Fossil fuels will eventually run out. The blue line would help those in Southern Maryland

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Wilfredo Mercado

12206 Wallace Ln  
Upper Marlboro, MD 20772  
mercadow@gmail.com  
(301) 573-2489

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Mary Michel (marymichel247@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 8:02 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

The widening encourages rampant growth rather than improving quality of life for those already living here. It denies that the area needs mass transit, better housing across incomes, and fewer malls. The business infrastructure is changing and more office space is not needed. The dependence on highways and emphasis on personal vehicles is from the 1950s and does nothing to improve either business or living conditions. Why should people commute 50+ miles to work....they aren't. Why should a family of 4 have 4 cars? they should not. Get real; stop depending on vehicular traffic and think more about a future with FEWER cars, SUVs, and "weekend" cars.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving

public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Mary Michel  
637 Blossom Dr  
Rockville, MD 20850  
marymichel247@gmail.com  
(301) 814-2903

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** joelcmille@everyactioncustom.com on behalf of joel miller  
<joelcmille@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:10 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. joel miller  
7600 Range Rd Alexandria, VA 22306-2424 joelcmille@aol.com

**Laura Bachle**

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**From:** Sarah Caroon Mitchell <sarahcaroon@gmail.com>  
**Sent:** Tuesday, June 18, 2024 12:12 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sarah Caroon Mitchell  
804.475.6488

**Laura Bachle**

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**From:** Don Moldover (don@moldover.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Simply put, we need to prioritize mass transit over private transit.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Don Moldover  
9405 Blackwell Rd Apt 208

Rockville, MD 20850  
don@moldover.net  
(301) 424-9318

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**From:** Patricia Monroe (pmonroe7116@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 8:52 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a resident that al lives directly off of MD-210, I know that this project will make traffic worse for Maryland Residents. It is environmentally unfair to place something like this in our neighborhood. Future plans for closing one of the side streets at 210 and Palmer Road would create an even greater gridlock for residents trying to travel into Virginia and DC. Not to mention the financial burden this toll road will create for residents that cannot afford to use the toll lanes. But maybe that is the idea. Funding can and should be spent to provide light rail from Virginia into Maryland using the infrastructure that is already available on the Wilson Bridge. Running the Yellow line across the Woodrow Wilson Bridge would reduce car emissions and the number of cars traveling across the bridge. Virginia does not want that but they want to profit from toll lanes. This is unfair.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management

are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Patricia Monroe  
7116 Leyte Drive  
Oxon Hill, MD 20745  
pmonroe7116@gmail.com  
(301) 580-8815

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Kmandam@everyactioncustom.com on behalf of Kevin Moody  
<Kmandam@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Kevin Moody  
11 Amersham Ct Sterling, VA 20165-6210  
Kmandam@comcast.net

**Laura Bachle**

---

**From:** Elizabeth Moore (moore.betsy@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 5:26 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

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Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Ben Moore <bmoore1981@gmail.com>  
**Sent:** Monday, June 17, 2024 9:52 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** gtmorey1@everyactioncustom.com on behalf of Gabriel Morey <gtmorey1@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:04 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Gabriel Morey  
2716 Kenwood Ave Alexandria, VA 22302-3023 gtmorey1@gmail.com

**Laura Bachle**

---

**From:** Julia Morgan (julia.r.morgan@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 9, 2024 10:40 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Julia Morgan  
6833B Eastern Ave Apt 26  
Takoma Park, MD 20912  
julia.r.morgan@gmail.com

(202) 207-8275

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** allenmuchnick@everyactioncustom.com on behalf of Allen Muchnick  
<allenmuchnick@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

VDOT's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

There is no urgent need to include this project in Visualize 2050 for air quality conformance testing at this time. After this critical STUDY is completed and thoroughly vetted, this project could still be added to the region's financially constrained long-range transportation plan at the next update about four years from now.

Since reducing vehicles miles traveled in the Washington region and providing more robust alternatives to increased driving is the critical imperative at this time, the 495 Southside Express Lanes should not be included in Visualize 2050 for air quality conformity testing.



Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Allen Muchnick

9625 Park St Manassas, VA 20110-4330

allenmuchnick@yahoo.com

**Laura Bachle**

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**From:** luke.mueller\_oden@everyactioncustom.com on behalf of Luke Mueller-oden  
<luke.mueller\_oden@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Luke Mueller-oden

1160 1st St NE Washington, DC 20002-4696 luke.mueller\_oden@yahoo.com

**Laura Bachle**

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**From:** kathleenmurphy535@everyactioncustom.com on behalf of Kathleen Murphy  
<kathleenmurphy535@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:31 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms Kathleen Murphy

2111 Popkins Ln Alexandria, VA 22307-1831 kathleenmurphy535@msn.com

**Laura Bachle**

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**From:** Jessica Napper (safety\_pin79@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:41 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Jessica Napper  
4412 Bennion Rd  
Silver Spring, MD 20906  
safety\_pin79@hotmail.com

(301) 254-4329

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Spencer Nelson <spencerjamesnelson@gmail.com>  
**Sent:** Monday, June 17, 2024 11:28 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Studies have regularly found that widening highways leads to induced demand, whereas adding public transit reduces congestion for drivers who actually need to use personal vehicles. This span should be maintained for Transit expansion, not for cars.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Spencer Nelson

**Laura Bachle**

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**From:** spencerjamesnelson@everyactioncustom.com on behalf of Spencer nelson  
<spencerjamesnelson@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:34 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Research studies have consistently shown that expanding highways can lead to induced traffic demand, reducing their efficacy. Meanwhile, adding Transit capacity both helps those using the transit directly and also reduces congestion for people who need to drive individual vehicles.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Spencer nelson

2070 Belmont Rd NW Apt 603 Washington, DC 20009-5405 [spencerjamesnelson@gmail.com](mailto:spencerjamesnelson@gmail.com)



**Laura Bachle**

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**From:** David Neu <neudavid1@gmail.com>  
**Sent:** Monday, June 17, 2024 1:21 PM  
**To:** TPBcomment  
**Subject:** Public Comment: re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** david@everyactioncustom.com on behalf of David Nexon  
<david@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:29 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Traffic on Ford Hunt road already backs up at rush hour, creating huge delays to get on 495 going across the bridge. The express lanes proposal would make an already bad situation intolerable.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. David Nexon

2212 Glasgow Rd Alexandria, VA 22307-1818 david@nexonpolicy.com

**Laura Bachle**

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**From:** A N <ango0211@gmail.com>  
**Sent:** Monday, June 17, 2024 8:26 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

We do not need more tolls! We need an accessible public transport system. Please do not allow these toll roads to take over our infrastructure reserved for public transportation.

Thank you for your consideration.

Sincerely,  
Anh Ngo

**Laura Bachle**

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**From:** fxnixon@everyactioncustom.com on behalf of F G Nickerson  
<fxnixon@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:24 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

As a frequent user of I-495 and Route 1, I have found that the Express lanes and HOV/HOT lanes do not reduce traffic problems, but rather increase them. Traffic jams reliably occur at the entrances to and exits from these special lanes. Extending these lanes from Springfield to the Wilson Bridge will only make matters worse. I am strongly opposed to any further extension of Express, HOV or HOT lanes from Springfield to the Wilson Bridge.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. F G Nickerson

5903 Mount Eagle Dr Apt 804 Alexandria, VA 22303-2529 fxnixon@gmail.com

**Laura Bachle**

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**From:** Maggie Noday <nodaymaggie@gmail.com>  
**Sent:** Monday, June 17, 2024 9:26 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Thomas Norris <thomas.ch.norris@gmail.com>  
**Sent:** Monday, June 17, 2024 8:46 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Thomas Norris

**Laura Bachle**

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**From:** a.u.n.thebrand@everyactioncustom.com on behalf of Nya G  
<a.u.n.thebrand@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Nya G  
Upper Marl, MD  
a.u.n.thebrand@gmail.com



**Laura Bachle**

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**From:** kevin.obrien@everyactioncustom.com on behalf of Kevin O'Brien  
<kevin.obrien@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 9:37 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Kevin O'Brien

2405 18th St NW Washington, DC 20009-2067 kevin.obrien@waba.org

**Laura Bachle**

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**From:** Kevin O'Brien <noreply@adv.actionnetwork.org>  
**Sent:** Monday, June 17, 2024 8:38 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Kevin O'Brien  
kvsb294@gmail.com  
2405 18th St NW  
Washington, District of Columbia 20009



**Laura Bachle**

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**From:** David O'Brien <o'brien.david01@gmail.com>  
**Sent:** Monday, June 17, 2024 11:41 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives. Direct transit investments and tolling of existing vehicle lanes are the best ways to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Obrien.David01@everyactioncustom.com on behalf of David O'Brien <Obrien.David01@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:43 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr David O'Brien

710 12th St S Apt 1819 Arlington, VA 22202-4466 Obrien.David01@gmail.com

**Laura Bachle**

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**From:** omarksky@everyactioncustom.com on behalf of Mark Obrinsky  
<omarksky@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:30 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Mark Obrinsky  
4517 W Virginia Ave Bethesda, MD 20814-4611 omarksky@gmail.com

**Laura Bachle**

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**From:** kevinmohalloran@everyactioncustom.com on behalf of Kevin O'Halloran  
<kevinmohalloran@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 9:38 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Mr. Kevin O'Halloran

800 New Jersey Ave SE Washington, DC 20003-3391 kevinmohalloran@gmail.com



## Laura Bachle

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**From:** orangeplasticgoldfish@yahoo.com  
**Sent:** Monday, June 17, 2024 8:32 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

Eleven years ago, a truck t-boned me when I was driving to work. It took four years to recover. On paper, I seem all better--I work and I have a child--but I will never fully recover from the accident. The truck ran a red light. He had a terrible driving record, but he still had a liscence. The DMV jurisdictions are hesitant to take away liscence, because public transit doesn't take everyone where they need to go. To get these bad drivers off the road, we need more public transit. Please keep the bridge for transit, and not for road widening. Good public transit prevents stories like mine.

I am writing to oppose the inclusion of a project in your Visualize 2045 master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Steven Oriol (steve\_oriol@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:06 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As more people move to this area, expanding transportation options beyond car use is essential.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Steven Oriol

9623 Evergreen St  
Silver Spring, MD 20901  
steve\_oriol@hotmail.com  
(301) 844-8660

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**Laura Bachle**

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**From:** Nicholas Orrick (orrickn4@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:09 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Metro is the future of transportation. Stop building wasteful fossil fuel infrastructure.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Nicholas Orrick  
5708 Carters Ln

Riverdale, MD 20737  
orrickn4@aol.com  
(240) 615-7432

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**Laura Bachle**

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**From:** croshea@everyactioncustom.com on behalf of Caroline O'Shea  
<croshea@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 12:48 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Caroline O'Shea

415 W St NE Unit B Washington, DC 20002-1287 croshea@gmail.com

## Laura Bachle

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**From:** Lisa Otterstrom <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 11:04 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Lisa Otterstrom  
lisaotterstrom@gmail.com  
1210 Woodside Pkwy  
Silver Spring, Skåne 20910





**Laura Bachle**

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**From:** roxyhoveyda@everyactioncustom.com on behalf of Roxana Hoveyda  
<roxyhoveyda@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:35 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

As a person who sits in a lot of unnecessary traffic brought on by poor city planning and already overcrowded streets this latest addition will be devastating for the residents and visitors to our community.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mrs. Roxana Hoveyda

7421 Rebecca Dr Alexandria, VA 22307-1843 roxyhoveyda@gmail.com

**Laura Bachle**

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**From:** robin pachtman (robinpacman@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:11 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

robin pachtman  
2609 Camelback Ln Apt 8  
Silver Spring, MD 20906  
robinpacman@gmail.com

(301) 424-8423

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** ionicsodium@everyactioncustom.com on behalf of Alistair Paisley  
<ionicsodium@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:52 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Let's not use future Metro land for a private company to run tolls. Use existing lanes and leave Metro right off away alone. Please stop this bad plan from VDOT. I am a big supporter of the council and I hope you will help in pushing back against this plan as supported by Arlington's vision plan. Metro will bring more prosperity and equity. And VDOT should learn from Arlington's tolling approach on 66. No corporate welfare.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Alistair Paisley  
2500 Clarendon Blvd Arlington, VA 22201-3850 ionicsodium@gmail.com

**Laura Bachle**

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**From:** demolition18@everyactioncustom.com on behalf of Tim Paich <demolition18@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:09 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Tim Paich

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

**Laura Bachle**

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**From:** Claire Panak <clairepanak@gmail.com>  
**Sent:** Monday, June 17, 2024 8:00 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sent from my iPhone

**Laura Bachle**

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**From:** Eric Parton <ericparton@gmail.com>  
**Sent:** Monday, June 17, 2024 8:07 PM  
**To:** TPBcomment  
**Subject:** Opposition to Woodrow Wilson Bridge Toll Lanes

Hello,

I just wanted to let you know that I oppose any effort to build toll lanes across the Woodrow Wilson bridge. I am concerned that this will make it impossible to construct the Metro Blue line loop recently proposed by WMATA, as that plan calls for using the Woodrow Wilson bridge for the new rail line to National Harbor.

Public transportation is far more beneficial to the public than the construction of additional road lanes; it will reduce traffic by a larger amount, result in more economic growth in the region, and have a larger impact on the mitigation of climate change.

Even if the lanes are constructed with the goal of one day replacing them with a rail line, it seems likely the the public or private toll operator would strongly oppose any activity that would reduce their revenue and would fight the effort to construct rail; the best course of action is just to not build the lanes in the first place.

Thank you,

Eric Parton



**Laura Bachle**

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**From:** Sanjay Patel (svpatel808@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:31 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Pls do not widen beltway. Encourage more metro, buses and biking.... And hov

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Sanjay Patel  
4514 Clearbrook Ln

Kensington, MD 20895  
svpatel808@gmail.com  
(301) 526-5038

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**Laura Bachle**

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**From:** Neel Patel <neelpatel13609@gmail.com>  
**Sent:** Monday, June 17, 2024 5:52 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Neel Patel

**Laura Bachle**

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**From:** valanarch@everyactioncustom.com on behalf of Josh Montgomery-Patt  
<valanarch@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

We have seen time and time again that expanding highways does nothing to reduce traffic, and adding additional lanes at the expense of Metrorail's future expansion will actively harm efforts to expand metro's connectivity and promote sustainability in the region.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Josh Montgomery-Patt

4607 Connecticut Ave NW Apt 304 Washington, DC 20008-5742 valanarch@yahoo.com

**Laura Bachle**

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**From:** Michelle Patterson (goat2us@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:16 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Michelle Patterson  
4118 Cherry Ln  
Jefferson, MD 21755  
goat2us@yahoo.com

(765) 563-7009

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** jnpearson@everyactioncustom.com on behalf of Jane Pearson  
<jnpearson@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:26 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Jane Pearson

2103 Mason Hill Dr Alexandria, VA 22306-2415 jnpearson@gmail.com



**Laura Bachle**

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**From:** kernow01@everyactioncustom.com on behalf of Peter Pennington <kernow01@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:42 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Peter Pennington  
1213 Prince St Alexandria, VA 22314-2916 kernow01@att.net

**Laura Bachle**

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**From:** Richard Peppin (PeppinR@outlook.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:26 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

It deemphasizes mass transit, adds to pollution, increases noise, allows the rich to speed by the poor.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Richard Peppin

3501 Forest Edge Dr 14-1E  
Silver Spring, MD 20906  
PeppinR@outlook.com  
(301) 910-2813

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** ropelo75@everyactioncustom.com on behalf of Rodolfo Pérez <ropelo75@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 7:18 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

VDOT is ignoring that Metrorail service is already planned for the Woodrow Wilson Bridge, express lanes were not. The FHWA approved a Value Engineering Proposal (VE) that modified the bridge's structural design to accommodate the loads of future rail lines across the bridge. This VE represented an additional investment by the taxpayers specifically to provide rail service on the bridge, and it will be lost if VDOT puts instead express lanes on the bridge.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Rodolfo Pérez

6 Manor Spring Ct Silver Spring, MD 20906-3218 ropelo75@gmail.com

**From:** Rodolfo Pérez <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 7:33 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge.

Metrorail service has always been planned for the Woodrow Wilson Bridge, express lanes were not. The FHWA approved a Value Engineering Proposal (VE) that modified the bridge's structural design to accommodate the loads of future rail lines across the bridge. This VE represented an additional investment by the taxpayers to specifically provide rail service on the bridge. That investment will be lost if VDOT puts instead express lanes on the bridge.

WMATA is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

The Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

I urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Rodolfo Pérez

ropelo75@gmail.com

6 MANOR SPRING COURT

Silver Spring, Maryland 20906

**Laura Bachle**

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**From:** Amy Peters (amy.c.peters2020@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Amy Peters  
23001 Birch Mead Rd  
Clarksburg, MD 20871  
amy.c.peters2020@gmail.com

(301) 560-1282

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** papetro@everyactioncustom.com on behalf of Pat Petro  
<papetro@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:05 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Pat Petro

6237 18th Rd N Arlington, VA 22205-2019 papetro@gmail.com

**Laura Bachle**

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**From:** Andrea Pfeffer (pepper4@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please oppose the Southside Toll Road as this is important to me as I use this road frequently and having to pay a toll would be difficult for me.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Andrea Pfeffer

11220 Freas Drive  
North Potomac, MD 20878  
pepper4@aol.com  
(301) 452-3164

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Evan Pikulski <epikulski@icloud.com>  
**Sent:** Monday, June 17, 2024 5:40 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Evan Pikulski

## Laura Bachle

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**From:** Laura Bolton Plunkett <laurabolton17@gmail.com>  
**Sent:** Monday, June 17, 2024 5:24 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Laura Bolton Plunkett, MPH, CHES, CHC

[laurabolton17@gmail.com](mailto:laurabolton17@gmail.com)  
336-707-7782



**Laura Bachle**

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**From:** laurabolton17@everyactioncustom.com on behalf of Laura Plunkett <laurabolton17@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 5:26 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Laura Plunkett  
124 N Granada St Arlington, VA 22203-1227 laurabolton17@gmail.com

**Laura Bachle**

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**From:** mposner5719@everyactioncustom.com on behalf of Mark Posner <mposner5719@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Mark Posner

709 Woodside Pkwy Silver Spring, MD 20910-4250 mposner5719@gmail.com

**Laura Bachle**

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**From:** Wyatt Protzman <stephen.w.protzman@gmail.com>  
**Sent:** Monday, June 17, 2024 1:01 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** matthew.premysler@everyactioncustom.com on behalf of Matthew Premysler  
<matthew.premysler@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:12 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Matthew Premysler

1209 Constitution Ave NE Washington, DC 20002-6417 matthew.premysler@gmail.com

**Laura Bachle**

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**From:** Matthew Premysler <matthew.premysler@gmail.com>  
**Sent:** Monday, June 17, 2024 10:15 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose adding express lanes on the Woodrow Wilson Bridge in lanes that are reserved for WMATA transit.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Matthew Premysler

**Laura Bachle**

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**From:** Winfield Preston (eljobarry@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:07 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Winfield 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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Eve Proper (eproper@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 10:46 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Toll roads suck! My taxes should pay for roads - but I would rather they pay for mass transit.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Eve Proper  
20568 Anndyke Way

Germantown, MD 20874  
eproper@gmail.com  
(615) 491-5394

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Elizabeth Rader (elizabeth@calliopelaw.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 10:07 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Elizabeth Rader  
16550 Emory Ln  
Rockville, MD 20853  
elizabeth@calliopelaw.com

(415) 400-4786

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Nick Radonic (big.rad@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:22 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Public transit is the most efficient way to move lots of people reliably. Save the rights of way for future transit development. Extend the metro lines away from the center, and increase the capacity.

As for cars and roads, do we want more vehicles running around? Not so much. Congestion will grow exponentially faster than the number of cars. Get them off the road with bulk movement of people, and extend the range of the fixed lines to get more people more places.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Nick Radonic  
15408 Indianola Dr  
Derwood, MD 20855  
big.rad@gmail.com  
(301) 294-9124

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** janeplyons@everyactioncustom.com on behalf of Jane Lyons-Raeder  
<janeplyons@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:39 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Jane Lyons-Raeder  
1400 E West Hwy Silver Spring, MD 20910-3230 janeplyons@gmail.com

**Laura Bachle**

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**From:** bavariantii@everyactioncustom.com on behalf of Grant Randall  
<bavariantii@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:42 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Grant Randall  
7418 Rebecca Dr Alexandria, VA 22307-1842 bavariantii@verizon.net

**Laura Bachle**

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**From:** Linda Rawlings (gillian657@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:23 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Linda Rawlings  
232 E 2nd St  
Frederick, MD 21701  
gillian657@gmail.com

(240) 344-5257

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jim Reschovsky (jimreschovsky@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:02 AM  
**To:** TPBcomment  
**Subject:** Removal of the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I am writing you to urge removal of the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

At a time when climate change is threatening humankind's future wellbeing, we should be discouraging additional driving and use of fossil fuels, not encouraging it. This project would use capacity built into the Wilson bridge for future Metrorail expansion and turn it over to toll lanes. These toll lanes benefit a narrow slice of economically well off drivers and will ultimately fail to relieve congestion on the Beltway, since the private company (Transurban) operating the toll lanes relies on congestion on untolled lanes to motivate use of toll lanes.

The proposed expansion of toll lanes into Maryland will also move the congestion that occurs when toll lanes end from Virginia to Maryland. The same would occur if toll lanes are expanded to I-270 and the northern beltway.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting and vote to remove all other segments of the Beltway and I-270 from the plan. We should be encouraging mass transit, not expanding highways.

Thank you for consideration of my views.

Sincerely,

Jim Reschovsky  
1005 Aster Blvd.  
Rockville, MD 20850  
jimreschovsky@gmail.com  
(301) 461-4065

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Reed Krahulec <reedkrahulec11@gmail.com>  
**Sent:** Monday, June 17, 2024 1:02 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Reed

**From:** Henry Renze (henry.renze@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 7:18 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a lifelong Maryland resident and someone who will hopefully be alive in 2050, I care deeply about the future of our world. As a civil engineering major, I am very interested in sustainable transportation. It is clear that driving more cars only increases emissions and that building more roads provides room for more cars. Please consider the extraordinary and long-term impacts of your decisions and remove all highway widening projects from Visualize 2050.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Henry Renze  
12517 Caswell Ln  
Bowie, MD 20715  
henry.renze@gmail.com  
(301) 775-2818

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** henry.renze@everyactioncustom.com on behalf of Henry Renze  
<henry.renze@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 5:11 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Henry Renze  
12517 Caswell Ln Bowie, MD 20715-1523  
henry.renze@gmail.com

**Laura Bachle**

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**From:** Janet Renze <noreply@adv.actionnetwork.org>  
**Sent:** Monday, June 17, 2024 9:01 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Janet Renze  
jlrenze@yahoo.com  
12517 Caswell Ln  
Bowie, Maryland 20715



**Laura Bachle**

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**From:** mreplogle@everyactioncustom.com on behalf of Michael Replogle  
<mreplogle@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:15 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

The DMV region should be considering HOTTER lanes for I-495 and other freeways proposed for HOT lane expansions. HOTTER Lanes -- High Occupancy Transit and Tolls on Existing lanes with Rewards -- is a concept proposed and studied by Pat DeCorla Souza of FHWA. This approach builds on the successful experience of France in paying drivers who agree to form carpools. This alleviates pressure to widen motorways while relieving congestion at much lower cost. It is a much more sound approach fiscally and environmentally and expands equitable transportation choices.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Michael Replogle

744 Dividing Creek Rd Arnold, MD 21012-1004 mreplogle@me.com



**Laura Bachle**

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**From:** prevord@everyactioncustom.com on behalf of Patrick Revord  
<prevord@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 10:41 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Virginia is turning its back on our region's transit system and on our regional climate change goals. Don't let rural legislators from Virginia impose their big-highway mentality on our urban area.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Patrick Revord  
430 M St SW Washington, DC 20024-2602  
prevord@gmail.com

**Laura Bachle**

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**From:** seckaren@everyactioncustom.com on behalf of Karen Rich  
<seckaren@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Karen Rich  
Ft Washington, MD  
seckaren@gmail.com

**Laura Bachle**

---

**From:** M.J. Richter (richtermj@starpower.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 8:40 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

As a long-time Maryland resident and taxpayer, I urge the Transportation Planning Board members to reject outright any plans to widen the beltway. Numerous studies, along with experiences in other jurisdictions, clearly show that such plans lead only to more--not less--traffic congestion. Instead, I urge board members to adopt initiatives that encourage public transportation, i.e., extension of the Metro Blue Line across the river. Please remember: everybody counts, or nobody counts. Thank you.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

M.J. Richter  
9516 Saybrook Avenue  
Silver Spring, MD 20901  
richtermj@starpower.net  
(703) 244-3513

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Bryan Ricketts <brickett@alumni.nd.edu>  
**Sent:** Tuesday, June 18, 2024 8:56 AM  
**To:** TPBcomment  
**Subject:** Public Comment: 495 express lanes

Dear TPB Members,

I urge you to vote against adding the 495 express lanes to Vision 2050, and instead urging VDOT to study better solutions, such as improved bus and rail transit, that can solve congestion in the corridor.

There are only so many cars that can fit on a highway, and a visionary plan should look to the future for other ways that citizens can commute and access the many amenities in the DMV region. Our plans should encourage non-car mode share as a way to support housing and climate goals - and to give us a more sane commuting experience.

Thank you,  
Bryan Ricketts  
DC Ward 3 Resident

**Laura Bachle**

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**From:** drcmrivers@everyactioncustom.com on behalf of Carolyn Rivers  
<drcmrivers@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:10 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Carolyn Rivers  
Bowie, MD  
drcmrivers@hotmail.com

**Laura Bachle**

---

**From:** Patience Robbins <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 11:46 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Patience Robbins  
patience.robbins@gmail.com  
59 Ridge Road, Unit G  
Greenbelt, Maryland 20770





**Laura Bachle**

---

**From:** lrodriguez4@everyactioncustom.com on behalf of Leslie Rodriguez <lrodriguez4@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:09 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms Leslie Rodriguez

5901 Mount Eagle Dr Apt 1012 Alexandria, VA 22303-2509 lrodriguez4@gmail.com

**Laura Bachle**

---

**From:** cmaelio@everyactioncustom.com on behalf of Christina Rogelio  
<cmaelio@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:43 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Christina Rogelio  
158 Limpkin Ave Clarksburg, MD 20871-3497 cmaelio@duck.com

**Laura Bachle**

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**From:** Oscar Rosario (oscrv@icloud.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:16 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Widening the Beltway will not ease congestion problems in Montgomery County!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Oscar Rosario  
3104 McComas Ave

Kensington, MD 20895  
oscrv@icloud.com  
(301) 949-3567

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

---

**From:** Ryan Rosenkranz <rrosenkranz88@gmail.com>  
**Sent:** Monday, June 17, 2024 8:59 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** Jennifer Rossmere (jayrossmere@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 9:33 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Kenneth Rowe (investorken@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:01 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We don't need more lanes.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Kenneth Rowe  
14212 Cervantes Ave



Germantown, MD 20874  
investorken@yahoo.com  
(301) 610-5475

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** adamrozan@everyactioncustom.com on behalf of Adam Rozan  
<adamrozan@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:58 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT has also failed to thoroughly examine feasible near-term solutions for using the available right-of-way for an express bus and HOV lane.

I am very concerned about the additional traffic and its impact on the GW Parkway, Route 1, and side roads, which are already under extra pressure and usage. Getting in and out of the city for work and/or getting to and from the metro has increased in time, traffic, and congestion, from what I see in my commute to work in DC and my commute to the Huntington Metro station car accidents.

Please consider alternatives to this effort and not proceed with the 495 expansion.

Adam Rozan

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Adam Rozan

2201 Paul Spring Rd Alexandria, VA 22307-1804 adamrozan@gmail.com

**Laura Bachle**

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**From:** coreyrunnels@everyactioncustom.com on behalf of Corey Runnels  
<coreyrunnels@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:09 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Corey Runnels  
2205 Marthas Rd Alexandria, VA 22307-1827 coreyrunnels@gmail.com

**Laura Bachle**

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**From:** terrys4hair@everyactioncustom.com on behalf of Terry Russell  
<terrys4hair@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Terry Russell  
Upper marlboro, MD  
terrys4hair@yahoo.com

**Laura Bachle**

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**From:** EM Ryan (er12533@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 5:28 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Board members, listen to the tens of thousands of people who have been speaking out against this project for years. We do not want the Southside project or any part of bringing toll lanes to Maryland. Cities don't want it, nonprofits don't want it, the administration doesn't want it, and voters in droves don't want it.

We do want transit, including Metro and bike lanes, to cross the Wilson Bridge, which this project would block.

We do want smoothly flowing traffic (not bottlenecks), which this project would impede.

And we do want you to read the filings from the Moore administration, which has taken back its initial support for similar toll lanes on the Beltway and the end of the Wilson Bridge. Read the letters from city and town officials, transit groups, bikers, environmentalists, urban planners, public health experts, and tens of thousands of concerned voters who DO NOT WANT TOLL LANES.

There is so much evidence that this is a terrible plan for so many reasons. Look into it!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

EM Ryan  
826 Azalea Dr  
Rockville, MD 20850  
er12533@yahoo.com  
(301) 456-1111

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** John Ryan <binarystar1984@gmail.com>  
**Sent:** Monday, June 17, 2024 2:07 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
John Ryan



**Laura Bachle**

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**From:** Scott Samborn (scott@samborn.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 2:59 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We don't need insanely expensive toll lanes like the ones in VA here in MD. We need smart solutions that won't cost us Marylanders an arm and a leg.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Scott Samborn

610 watts branch pkwy  
Potomac, MD 20854  
scott@samborn.com  
(301) 325-4403

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Jayne Samborn (jaynesamborn@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 11:30 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Jayne Samborn  
610 Watts Branch Pkwy  
Rockville, MD 20854  
jaynesamborn@gmail.com

(240) 893-1560

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** rsamis@everyactioncustom.com on behalf of Robert Samis  
<rsamis@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:36 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Decades ago I worked for TPB and MWCOC as a transportation planner leading the regional policy analysis planning for the regions airports. I developed the policu scenarios which incorporated a full range of alternatives not just the immediately popular or trendy options. It turns out that over the past few decades the less "favored" or more expansive polcies have come to fruition. It is critical that decision makers have the full panopoly of options and their associated parameters before them so they can evaluate and anticipate the likely consequendes of each option. It appears that VDOT may not have conducted as thorough analysis as may be warranted.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Robert Samis

5450 Whitley Park Ter Bethesda, MD 20814-2057 rsamis@yahoo.com

**Laura Bachle**

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**From:** acura03@everyactioncustom.com on behalf of Denise Sanders <acura03@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Denise Sanders  
Fort Washington, MD  
acura03@verizon.net

**Laura Bachle**

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**From:** Andrew <a.santorelli@gmail.com>  
**Sent:** Monday, June 17, 2024 10:33 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Andrew Santorelli  
Alexandria Resident



**Laura Bachle**

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**From:** ALICE SCHINDLER <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:51 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

ALICE SCHINDLER  
alicebschindler@yahoo.com  
9812 BRISTOL AVE  
SILVER SPRING, Maryland 20901



**Laura Bachle**

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**From:** Zack Schnur <zschnur@gmail.com>  
**Sent:** Monday, June 17, 2024 1:49 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. That section of the Woodrow Wilson bridge was built and sectioned for Metrorail. As we've seen time and time and time again, one more lane bro does not fix traffic. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop, making a vital project a harder pill to swallow. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. When is the last time an early render has looked like the finished project?

Please do not accept these concept renderings at face value and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. To fix traffic, we need to expand options for getting around without cars, not continue to exacerbate the problem.

Thank you for your consideration

Zack Schnur

**Laura Bachle**

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**From:** tamecoalition@everyactioncustom.com on behalf of Margaret Schoap  
<tamecoalition@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 7:25 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms Margaret Schoap

11425 Neelsville Church Rd Germantown, MD 20876-4145 tamecoalition@gmail.com

**Laura Bachle**

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**From:** Shaytu Schwandes (shaytu@shaytu.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:45 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Shaytu Schwandes  
2115 Walsh View Ter Apt 203  
Silver Spring, MD 20902  
shaytu@shaytu.com

(352) 281-5671

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** sedond@everyactioncustom.com on behalf of Douglas Sedon  
<sedond@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

**STOP WASTING TAXPAYER MONEY TO FUND ENERGY-WASTING TOLL ROADS FOR THE WEALTHY!!!! LOOK AT THE EXISTING TOLL ROADS NOW!!! - VIRTUALLY EMPTY DURING RUSH HOUR, WHILE THE TAXPAYERS ARE STUCK IN TRAFFIC!!!! STEALING FROM THE POOR TO PAY FOR THE RICH, AND DESTROYING THE ENVIRONMENT AT THE SAME TIME!!!**

**SPEND TAXPAYER MONEY ON MASS TRANSIT!!! REDUCE ENERGY CONSUMPTION, GREENHOUSE GASES AND STOP DESTROYING THE ENVIRONMENT TO BUILD ROADS FOR THE RICH!!!!**

MESSAGE TO THE VDOT: FUCK YOU, YOU FUCKING FUCKS!!!!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Douglas Sedon

2815 Fry Rd Jefferson, MD 21755-7424

sedond@yahoo.com



**Laura Bachle**

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**From:** sessapaul@everyactioncustom.com on behalf of Paul Sessa  
<sessapaul@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:45 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Paul Sessa

7218 Stafford Rd Alexandria, VA 22307-1805 sessapaul@gmail.com

**Laura Bachle**

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**From:** vcheathamh1@everyactioncustom.com on behalf of Maurice Shanks <vcheathamh1@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Maurice Shanks  
Suitland, MD  
vcheathamh1@gmail.com

**Laura Bachle**

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**From:** anshu.g.sharma@everyactioncustom.com on behalf of Anshu Sharma  
<anshu.g.sharma@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 5:35 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane. This jeopardizes access to DC and the greater DC region for bicyclists and transit riders like myself.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Anshu Sharma

2501 9th Rd S Apt 410 Arlington, VA 22204-9720 anshu.g.sharma@gmail.com

**Laura Bachle**

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**From:** Paul Sherno (strongamerican@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 9:43 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We don't need more Lexus Lanes. If our communities need more tax revenue we should consider things that aren't intended to drive a bigger decide between those who have and don't have. Enough already.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Paul Sherno  
513 Forest Glen Rd  
Silver Spring, MD 20901  
strongamerican@gmail.com  
(301) 842-4561

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** shiller26@everyactioncustom.com on behalf of Pete Shiller <shiller26@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:48 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Pete Shiller

7204 Rebecca Dr Alexandria, VA 22307-1836 shiller26@hotmail.com

**Laura Bachle**

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**From:** Katherine Shine (katepowellshine@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 5:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

We don't want or need more roads or cars on them. People in the DMV are better than that.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Katherine Shine  
20001 Amesburg Way

Montgomery Village, MD 20886  
katepowellshine@gmail.com  
(240) 632-0543

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Jeffrey Shires <jmsjazzfan@comcast.net>  
**Sent:** Friday, June 14, 2024 2:23 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Jeffrey Shires  
jmsjazzfan@comcast.net  
2 Kirkfield Ct  
Rockville, Maryland 20850



**Laura Bachle**

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**From:** Jeffrey Shires (international-raven.dxi6@norton.me) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 11:31 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Jeffrey Shires  
2 Kirkfield Ct  
Rockville, MD 20850  
international-raven.dxi6@norton.me

(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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Ela Shroff <shroffela@gmail.com>  
**Sent:** Monday, June 17, 2024 4:17 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** shroffela@everyactioncustom.com on behalf of Ela Shroff  
<shroffela@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 4:18 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Ela Shroff

7809 Stratford Rd Bethesda, MD 20814-1339 shroffela@gmail.com

**Laura Bachle**

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**From:** Joe Sierputowski <joesierp@hotmail.com>  
**Sent:** Friday, June 14, 2024 1:00 PM  
**To:** TPBcomment  
**Subject:** Disapproval of 495 widening

Hello,

As a resident of the District and a concerned citizen, I am writing to express my disapproval of including VDOT's proposed widening of 495, including the Woodrow Wilson Bridge, in the region's Visualize 2050 transportation plan. The provisions made during the construction of the bridge to support future rail service are an important asset in the region's long-term goals to improve transit access and transportation sustainability for all DMV residents. Taking up that space for yet more lanes of highway is a mistake, and one that will not solve the traffic problems afflicting the area. If we as a region want to support multi-modal transportation, and reduce the climate impacts of our transportation network, then we need to take concrete action to make that happen. This project would take us in the wrong direction, and TPB should not include it in regional planning.

Thanks for your time,

Joe Sierputowski

**Laura Bachle**

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**From:** Evan Sieradzki <esieradzki.2@gmail.com>  
**Sent:** Monday, June 17, 2024 10:50 PM  
**To:** TPBcomment  
**Subject:** Public Comment June 20th Item 7

Hello,

I'm writing in opposition to the use of the reserved median space on the woodrow wilson bridge for auto travel. As the bridge median was originally built to support rail transit, and is a critical component of WMATA's long range blue line plans to extend metro from Alexandria to National Harbor, it is necessary to preserve this key right of way. Any future auto lanes built here would negatively impact the region and hinder growth and expansion of WMATA as a public transportation option to serve both Virginians and DC residents.

Regards,

Evan P. Sieradzki  
e: [esieradzki.2@gmail.com](mailto:esieradzki.2@gmail.com)



**Laura Bachle**

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**From:** Denise Silverberg (denisesilverberg@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Denise Silverberg  
503 King Farm Blvd Apt 302  
Rockville , MD 20850  
denisesilverberg@comcast.net

(301) 351-9590

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** lindas@everyactioncustom.com on behalf of Linda Silversmith  
<lindas@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:27 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Dr. Linda Silversmith  
260 New Mark Esplanade Rockville, MD 20850-2733 lindas@capaccess.org

**Laura Bachle**

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**From:** Stuart Simon (stucpic@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:21 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I find it unbelievable that with climate chaos worsening by the year that you would even consider replacing planned metro expansion with expanded greenhouse gas generating toll lanes.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Stuart Simon  
4833 Chevy Chase Dr  
Chevy Chase, MD 20815  
stucpic@gmail.com  
(301) 646-1781

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** nathan.skavdal@everyactioncustom.com on behalf of Nathan Skavdal  
<nathan.skavdal@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:11 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Nathan Skavdal

2114 Mason Hill Dr Alexandria, VA 22306-2413 nathan.skavdal@gmail.com

**Laura Bachle**

---

**From:** slater.tina@everyactioncustom.com on behalf of Tina Slater  
<slater.tina@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 11:08 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

VDOT is ignoring our region's transit-oriented development and climate change goals. The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. How can MDOT permit VDOT to make plans to take over the Wilson Bridge lane for cars --- it's supposed to be for MetroRail.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,  
Ms. Tina Slater

402 Mansfield Rd Silver Spring, MD 20910-5515 [slater.tina@gmail.com](mailto:slater.tina@gmail.com)



**From:** slater.tina@everyactioncustom.com on behalf of Tina Slater  
<slater.tina@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:36 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

1. I urge you to vote to remove VDOT's 495 Southside Express Lanes study from Visualize 2050 at the June 20th TPB meeting.

The Woodrow Wilson Bridge was engineered to support a right-of-way for Metrorail to cross the Potomac. If this reserved ROW were given to private toll lane companies, there would be no taking it back to extend Metro's Blue Line across the Wilson Bridge into Maryland. Further, widening 495 Southside will increase the volume of traffic into Prince George's County, resulting in a bottleneck at Oxon Hill. (MDOT has no plans to widen the Beltway there.)

2. VDOT's study should be fixed to evaluate better solutions 495.

We must remember that heavy congestion in the public general-purpose lanes is what "drives" people to pay to use the private toll lanes. People paying tolls are needed to fund this private project. Therefore, private toll lanes will not benefit the majority of the public driving on 495. This is disheartening.

3. Option

It's a shame we cannot limit access to 495 to vehicles carrying 2 or more occupants. This would immediately reduce congestion by possibly 40% (?) and make for free-flowing traffic.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Tina Slater

402 Mansfield Rd Silver Spring, MD 20910-5515 [slater.tina@gmail.com](mailto:slater.tina@gmail.com)

**Laura Bachle**

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**From:** Amy Sloan (amyesloan@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:04 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I know you get a lot of similarly worded messages about this. Please don't mistake their common wording for lack of genuine concern. This is a terrible project. Please do not support it. There are better ways to approach the region's traffic problems!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Amy Sloan  
3 Stevenage Cir  
Rockville , MD 20850  
amyesloan@hotmail.com  
(301) 838-1091

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** david@everyactioncustom.com on behalf of David Smedberg  
<david@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 5:32 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Residents of southern Prince George's country need more jobs in our area so that we don't have to commute far away to live.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. David Smedberg  
13500 Harrison Ave Fort Washington, MD 20744-2949 david@davidsmmedberg.me

**Laura Bachle**

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**From:** Ian Smith <gm.smithir@gmail.com>  
**Sent:** Monday, June 17, 2024 9:22 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing you to OPPOSE the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead.

Not only would this project potentially destroy any future plans for WMATA heavy rail, but it would be an extremely shortsighted plan in general. Any expansion of new lanes on this bridge will likely still need to bottleneck in Maryland.

I also implore you to consider the effects of induced demand and how an increased volume of cars in this location may affect local areas like Old Town Alexandria.

Thank you

**Laura Bachle**

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**From:** Tracy Snell (smartwoman3@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:08 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Tracy Snell  
4534 Avondale St Apt 3  
Bethesda, MD 20814  
smartwoman3@aol.com

(301) 913-0180

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**Laura Bachle**

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**From:** Lucinda Snow (cindys369@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 3:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I do not want Virginia style road widening and toll lanes in Maryland! Actually driving on VA highways is a never ending horror of construction and widening. With some possible minor exceptions, our roads in Maryland are as wide as they should be. However, our public transportation options are not as extensive as those should be. In addition, addressing our carbon pollution challenge is not possible with continued road widening.

I am asking the TPB to please remove the Southside Express Lanes project from the region's transportation plans. Instead, I encourage you to support WMATA's efforts to extend the Blue Line to National Harbor via the Woodrow Wilson Bridge.

Thank you.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line

extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Lucinda Snow  
20537 Amethyst Ln  
Germantown, MD 20874  
cindys369@gmail.com  
(240) 308-1209

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** arnoldg87@everyactioncustom.com on behalf of Arnold Solano <arnoldg87@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:36 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Arnold Solano

12138 Beaverwood Pl Woodbridge, VA 22192-1403 arnoldg87@yahoo.com

**Laura Bachle**

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**From:** Robert Soreng (sorengrj@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 4:54 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I strongly favor mass transit options over expanding the beltway for toll lanes. I use metro lines regularly. It is a good system but needs to reach more people in southern Maryland where there are few options beyond cars and the roads are jammed at rush hours. Toll lanes only provide expensive relief for few, while the rest remain in heavy traffic spewing exhaust.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Robert Soreng  
5506 Uppingham St  
Chevy Chase, MD 20815  
sorengrj@gmail.com  
(301) 986-1916

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** spottygp@everyactioncustom.com on behalf of Gloria Spottswood  
<spottygp@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:08 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Gloria Spottswood  
5250 Valley Forge Dr Alexandria, VA 22304-5603 spottygp@yahoo.com

**Laura Bachle**

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**From:** pratibha.srinivasan@everyactioncustom.com on behalf of Pratibha Srinivasan  
<pratibha.srinivasan@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 5:17 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms Pratibha Srinivasan

5904 Mount Eagle Dr Apt 1412 Alexandria, VA 22303-2541 pratibha.srinivasan@gmail.com

**Laura Bachle**

---

**From:** dcstallworth@everyactioncustom.com on behalf of Douglas Stallworth  
<dcstallworth@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:26 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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



**Laura Bachle**

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**From:** donnalcsawyer@everyactioncustom.com on behalf of DONNA SAWYER  
<donnalcsawyer@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:35 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. DONNA SAWYER  
2213 Clark Pl Silver Spring, MD 20902-5638 donnalcsawyer@gmail.com

**Laura Bachle**

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**From:** Douglas Steiger (douglassteiger@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 8:35 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Don't support the extension of Virginia's toll roads into Maryland. I live in Maryland because I prefer our public policies, not Virginia's -- like that state's massive use of toll roads, which are inequitable and let private entities have too much say in our public goods.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Douglas Steiger  
1415 Crestridge Dr.  
Silver Spring, MD 20910  
douglassteiger@hotmail.com  
(301) 585-0292

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**Laura Bachle**

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**From:** Moshe Stein <mosheastein@gmail.com>  
**Sent:** Monday, June 17, 2024 9:01 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Dear Transportation Planning Board members:

I am a resident of DC, who works at Ballou STAY H.S. in SE DC. I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Best  
Moshe Stein

**Laura Bachle**

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**From:** Carol Stern (cstern@his.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:46 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

More public transportation helps air quality and quality of life

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Carol Stern  
19109 Rhodes Way

Montgomery Village, MD 20886  
cstern@his.com  
(301) 926-7873

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**Laura Bachle**

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**From:** Frances Stewart (frances.stewart6@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:34 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Before I retired, I spent years as a Metro commuter. I still use Metro for a number of trips each month. I am very much aware of how vital Metro is to the DC area and how important Metro expansion is. It's essential for meeting our climate goals and for our quality of life.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Frances Stewart  
4407 Maple Ave  
Bethesda, MD 20814  
frances.stewart6@gmail.com  
(301) 461-2451

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** ken.stewart@everyactioncustom.com on behalf of Ken Stewart  
<ken.stewart@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:07 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Ken Stewart

36388 Charles Town Pike Hillsboro, VA 20132-2780 ken.stewart@gmail.com

**Laura Bachle**

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**From:** sticklesmp@everyactioncustom.com on behalf of Mary Stickles  
<sticklesmp@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:50 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

---

**From:** sallystolz@everyactioncustom.com on behalf of Sally Stolz  
<sallystolz@everyactioncustom.com>  
**Sent:** Monday, June 3, 2024 10:24 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's misguided proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

In summary, VDOT's years-long partnering with private companies, (use of P3s) has resulted in enormous pressure from Transurban and other toll road building entities to expand the toll road system. This is not in the public interest. It's a huge financial risk for Maryland taxpayers and a huge hindrance to meeting our GHG reduction goals. Please do the right thing and take the 495 Southside Express Lanes out of Vision 2050. Please save our planet and its inhabitants!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Sincerely,

Ms Sally Stolz

5 Lochness Ct Rockville, MD 20850-2950

sallystolz@aol.com

**Laura Bachle**

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**From:** symonestone1@everyactioncustom.com on behalf of Symone Stone <symonestone1@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 11:41 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Symone Stone  
4704 Ballad Dr Fort Washington, MD 20744-1103 symonestone1@gmail.com

**Laura Bachle**

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**From:** uphillslide@everyactioncustom.com on behalf of Justin Stone  
<uphillslide@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:00 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

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

**Laura Bachle**

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**From:** Terri Strassburger (strassburgerterri@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 5:51 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Terri Strassburger  
7901 Woodrow Place  
Cabin John, MD 20818  
strassburgerterri@yahoo.com

(301) 320-3505

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.



**Laura Bachle**

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**From:** Judy Strohmaier (flyingchange@netzero.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 9:55 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Judy Strohmaier  
9534 Croom Rd  
Upper Marlboro, MD 20772  
flyingchange@netzero.net

(301) 952-0503

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Mad Sumida (madelinesumida@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Friday, June 7, 2024 8:58 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Mad Sumida  
10746 Kinloch Rd  
Silver Spring, MD 20903  
madelinesumida@gmail.com

(301) 585-6127

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** swansonmcginnis@everyactioncustom.com on behalf of Greta Swanson  
<swansonmcginnis@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 11:24 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Greta Swanson

4277 Red Bandana Way Ellicott City, MD 21042-5913 swansonmcginnis@verizon.net

**Laura Bachle**

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**From:** ktkford12@everyactioncustom.com on behalf of Kate Sweet <ktkford12@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:49 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Kate Sweet  
1905 Marthas Rd Alexandria, VA 22307-1953 ktkford12@gmail.com

**Laura Bachle**

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**From:** dvdtang@everyactioncustom.com on behalf of Deryn Van der Tang  
<dvdtang@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Deryn Van der Tang

603 14th PI NE Washington, DC 20002-5415 dvdtang@gmail.com

**Laura Bachle**

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**From:** Maggie Taylor (magthecat1@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** staylorex@everyactioncustom.com on behalf of Scott Taylor  
<staylorex@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:29 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Also, please ensure that the plan, if it goes forward, include provisions for local jurisdictions to opt out of Express Lane access points that will materially harm the local community by increasing congestion and interfering with access to neighborhood roads. Access to the proposed Express Lanes from the Route One interchange would likely block traffic to and from Fort Hunt Road and Huntington Avenue. If a traffic study cannot demonstrate that this is not the case, then access to the proposed Express Lanes from the Route One interchange should not be allowed.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Scott Taylor

6400 Bluebill Ln Alexandria, VA 22307-1339 staylorex@gamil.com

**Laura Bachle**

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**From:** lisaltemple@everyactioncustom.com on behalf of Lisa Temple  
<lisaltemple@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:37 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Lisa Temple  
7408 Range Rd Alexandria, VA 22306-2419 lisaltemple@gmail.com

**Laura Bachle**

---

**From:** Geoff Thale <geoffthale@msn.com>  
**Sent:** Friday, June 14, 2024 2:51 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Geoff Thale  
geoffthale@msn.com  
2219 RossCourt  
Silver Spring , Maryland 20910



**Laura Bachle**

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**From:** Rohan Thatavarthi <rohan.thatavarthi@gmail.com>  
**Sent:** Monday, June 17, 2024 9:26 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** E Theien <you.eliza@gmail.com>  
**Sent:** Monday, June 17, 2024 8:09 PM  
**To:** TPBcomment  
**Subject:** Resident's Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am a resident of Alexandria in Fairfax county who is writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** mbt160160@everyactioncustom.com on behalf of Mary Beth Theisen <mbt160160@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Mary Beth Theisen

533 Longhorn Cres Rockville, MD 20850-5704 mbt160160@gmail.com

**Laura Bachle**

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**From:** dcsnoopy@everyactioncustom.com on behalf of C Thomas  
<dcsnoopy@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:01 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Expanding toll roads deserves very serious and deliberate consideration because it undermines access to a public good — roads. The community most affected does not support this part of the proposal.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. C Thomas  
7527 Elba Rd Alexandria, VA 22306-2504  
dcsnoopy@gmail.com

**Laura Bachle**

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**From:** mthomasson1@everyactioncustom.com on behalf of Michael Thomasson  
<mthomasson1@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 5:50 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Michael Thomasson  
2105 Popkins Ln Alexandria, VA 22307-1831 mthomasson1@cox.net

**Laura Bachle**

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**From:** thompsonk74@everyactioncustom.com on behalf of K Thompson <thompsonk74@everyactioncustom.com>  
**Sent:** Monday, June 10, 2024 10:09 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

I appreciate your leadership in Alexandria. Please seriously consider hearing the constituents before this current proposal moves forward.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. K Thompson

750 Thornton Way Alexandria, VA 22314-4457 thompsonk74@gmail.com

**Laura Bachle**

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**From:** Jake Thurman <thurmanatorjake@gmail.com>  
**Sent:** Monday, June 17, 2024 8:30 PM  
**To:** TPBcomment  
**Subject:** Woodrow Wilson Bridge Metro area

As a Maryland resident, I'm in support of the blue line loop for metro, and I oppose Virginia DOT converting the area of the Woodrow Wilson bridge which was engineered for a future metro blue line to be repurposed for "hot lanes" or any other additional car lanes. This is a short term solution to a long term problem.

Jake Thurman

**Laura Bachle**

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**From:** Owen Tiedemann <romanruins08@hotmail.com>  
**Sent:** Monday, June 17, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** romanruins08@everyactioncustom.com on behalf of Owen Tiedemann <romanruins08@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Owen Tiedemann  
480 11th St S Arlington, VA 22202-4770  
romanruins08@hotmail.com

**Laura Bachle**

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**From:** Ellen Tillman (ellentillman100@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Monday, June 17, 2024 10:40 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please don't widen the Beltway!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Ellen Tillman  
10702 Kings Riding Way

North Bethesda, MD 20852  
ellentillman100@gmail.com  
(301) 602-6477

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Rita Torkzadeh (ritork@hotmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Thursday, June 6, 2024 6:05 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Rita Torkzadeh  
7500 Woodmont Ave Apt 413  
Bethesda, MD 20814  
ritork@hotmail.com

(702) 544-2793

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** tracy.m@everyactioncustom.com on behalf of mary tracy  
<tracy.m@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:45 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please do not just rubber-stamp a plan that has no guarantee that life will be better either for commuters or for residents in affected areas. The GW parkway "improvements" have only made speeding worse and made Ft Hunt road jam-packed with cars -- and these plans could make things much worse here.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Miss mary tracy

2004 Bedford Ln Alexandria, VA 22307-1801 [tracy.m@att.net](mailto:tracy.m@att.net)

**Laura Bachle**

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**From:** Isabelle Trocheris (bijmj@verizon.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:12 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Isabelle Trocheris  
806 College Pkwy  
Rockville, MD 20850  
bijmj@verizon.net



(301) 424-3813

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Doug Trapp (douglatrapp@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:59 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

If lane expansion eased traffic, then California would have the least highway traffic in the world. That's not how it works. Don't waste millions and millions on beltway expansion.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Doug Trapp

24 Manor Cir Apt 107  
Takoma Park, MD 20912  
douglastrapp@yahoo.com  
(513) 348-2464

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** CT2049@everyactioncustom.com on behalf of Christopher Trembl <CT2049@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:35 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Christopher Trembl  
5811 Wessex Ln Alexandria, VA 22310-1428 CT2049@gmail.com

**Laura Bachle**

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**From:** Sam Tulipane <stulipane@gmail.com>  
**Sent:** Monday, June 17, 2024 8:27 PM  
**To:** TPBcomment  
**Subject:** Woodrow Wilson Median Access and Express Lanes

Hello,

I am writing to express opposition to the proposed use of the reserve median space on the Woodrow Wilson Bridge for auto travel. The median is a crucial component in WMATA's blue line loop plan and additional auto lanes would complicate or effectively destroy the use of the median for Metro rail. Unnecessary express lanes will prohibit the growth of WMATA and equitable accessibility for millions of riders while actively stifling economic growth for the region. I urge you to reconsider the proposal and ultimately vote against any additional auto expansion that inhibits Metro growth.

Thank you,  
Sam

Samuel Tulipane  
P: 716-936-0934  
E: [stulipane@gmail.com](mailto:stulipane@gmail.com)

**Laura Bachle**

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**From:** tylonn22@everyactioncustom.com on behalf of Tylonn Turner <tylonnt22@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Tylonn Turner  
Upper Marlboro, MD  
tylonnt22@icloud.com

**Laura Bachle**

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**From:** Aaron Ucko <amu@alum.mit.edu>  
**Sent:** Friday, June 14, 2024 9:42 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Aaron Ucko  
amu@alum.mit.edu  
503 Pleasant Dr  
Rockville, Maryland 20850





**Laura Bachle**

---

**From:** adam.urbina@everyactioncustom.com on behalf of Adam Urbina  
<adam.urbina@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:19 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

While HOT lanes in theory increase efficiency in the use of space along highway corridors, this assertion relies on the assumption that commuters will carpool more as a result of the new, dedicated lanes. In fact, the HOT lanes are frequently empty, undermining their apparent usefulness. Metrorail transit is a far more efficient use of space, for which the Woodrow Wilson Bridge has already been prepared in advance--with structure, utility preparation, and right-of-way allotted space.

Metrorail will also increase community growth, providing access to cross-regional transportation to low socioeconomic households, for whom cars are an economic burden, and

who are unable to work the same hours as white-collar professionals. DC Metro has led the nation in post-pandemic ridership, with most trips taking place outside typical work hours.

For these reasons, I respectfully and strongly oppose the use of the Woodrow Wilson Bridge for privatizing the roadway, and ultimately implementing a solution which is neither the best for land use, nor the region at large. Washington, D.C. traffic has been worsening for decades. The solution is to invest in multiple modes of transportation in order to balance convenience, ease-of-use, and efficient land use.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Adam Urbina

8350 Greensboro Dr Mclean, VA 22102-3533 adam.urbina@yahoo.com

**Laura Bachle**

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**From:** Adam Urbina <adam.urbina@yahoo.com>  
**Sent:** Monday, June 17, 2024 7:27 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Dear Transportation Planning Board members,

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built. Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places. Thank you for your consideration

Sincerely,

Adam Urbina  
Fairfax County Resident

**Laura Bachle**

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**From:** jeffreyvandersall@everyactioncustom.com on behalf of Jeffrey Vandersall  
<jeffreyvandersall@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:13 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Jeffrey Vandersall  
2317 Kimbro St Alexandria, VA 22307-1822 jeffreyvandersall@gmail.com

**Laura Bachle**

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**From:** pkvandersall@everyactioncustom.com on behalf of Patty Vandersall  
<pkvandersall@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:21 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms Patty Vandersall  
2317 Kimbro St Alexandria, VA 22307-1822 pkvandersall@gmail.com

**Laura Bachle**

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**From:** Irene Vangsness (ivanpac@comcast.net) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Saturday, June 15, 2024 9:23 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

I oppose the Southside toll lanes. It will cause more bottlenecks and the cost of the toll will be prohibitive for many commuters.

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Irene Vangsness

15Turnham Ct  
Gaithersburg , MD 20878  
ivanpac@comcast.net  
(301) 838-1991

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** the4varelas@everyactioncustom.com on behalf of Robert Varela  
<the4varelas@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:23 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Robert Varela  
7801 Davenport St Alexandria, VA 22306-2553 the4varelas@hotmail.com



**Laura Bachle**

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**From:** Andie Vaught <andie.vaught@gmail.com>  
**Sent:** Monday, June 17, 2024 6:46 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,  
Andie Vaught  
DC Resident

**Laura Bachle**

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**From:** andie.vaught@everyactioncustom.com on behalf of Andie Vaught  
<andie.vaught@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:47 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mx. Andie Vaught  
1513 Neal St NE Washington, DC 20002-3917 andie.vaught@gmail.com

**Laura Bachle**

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**From:** nveney@everyactioncustom.com on behalf of Naomi Veney  
<nveney@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Naomi Veney  
Upper Marlboro, MD  
nveney@verizon.net

**Laura Bachle**

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**From:** Ron Verdonk (rverdonk@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 8:46 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Ron Verdonk  
6104 Hemlock Way  
Clinton, MD 20735  
rverdonk@yahoo.com

(301) 910-5227

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel  
<steven.j.vogel@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:41 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Steven Vogel

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

**Laura Bachle**

---

**From:** Ian Walch <ian.walch1@icloud.com>  
**Sent:** Monday, June 17, 2024 2:56 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

Sent from my iPhone

**Laura Bachle**

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**From:** Hannah Wald <noreply@adv.actionnetwork.org>  
**Sent:** Friday, June 14, 2024 1:59 PM  
**To:** TPBcomment  
**Subject:** No Toll Lanes in Vision 2050 Please

Transportation Planning Board ,

Please take the Southside Express Lanes out of the Visualize 2050 plan. This project would create major traffic congestion in Oxon Hill, prevent extension of the Blue Line, and go against the TPB's climate goals.

Extending the Blue Line would do a lot to relieve traffic congestion \*and\* reduce carbon emissions. The Southside Express Lanes would make both traffic and emissions significantly worse. We can do one or the other. Which one sounds like a better idea?

Hannah Wald  
bookbeast@gmail.com  
632 Azalea Drive  
Rockville, Maryland 20850



**Laura Bachle**

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**From:** riellywall@everyactioncustom.com on behalf of Rielly Wall  
<riellywall@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:03 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Rielly Wall

4362 Raleigh Ave Apt 102 Alexandria, VA 22304-5310 riellywall@gmail.com

**Laura Bachle**

---

**From:** OKAPI@everyactioncustom.com on behalf of Steve Wardell  
<OKAPI@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

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Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Steve Wardell  
601 N Wakefield St Arlington, VA 22203-2023 OKAPI@YAHOO.COM

**Laura Bachle**

---

**From:** washingtonmd33@everyactioncustom.com on behalf of Michael Washington  
<washingtonmd33@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 8:50 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

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The traffic bottlenecks at the Woodrow Wilson bridge are bad enough as it is. If you were going to add lanes, it should've been done when the bridge was rebuilt. How about putting the money into improving the roads we currently have and widening ones like 301 or Rt. 5 to accommodate the increase in traffic due to new housing developments.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Michael Washington  
4709 Snowflower Blvd Oxon Hill, MD 20745-3458 washingtonmd33@yahoo.com

**Laura Bachle**

---

**From:** ajaxtaur@verizon.net  
**Sent:** Monday, June 17, 2024 8:02 PM  
**To:** TPBcomment  
**Subject:** Comment on the Woodrow Wilson Bridge Expansion / Blue Line Loop

Hello,

My name is Aaron.

I'm sure you all are getting a lot of copy-pasted comments coming from a Northern Virginia reddit thread, as I was made aware of this through that thread.

Do not underestimate their opinions solely based off of being copy-pasted and organized by an individual who brought this to our attention.

I'd like to voice that I am strongly of the opinion that more public transit is needed in the DC metro area, and it would strongly benefit us more than, "just one more lane, bro!" Additional lanes are shown not to be a significant method of reducing traffic. Rather, more emphasis needs to be put on building and incentivizing public transit. Expanding the metro under the bridge instead of adding yet another useless lane that will not ease traffic whatsoever is **not** a wise decision.

I've lived in Northern Virginia for the past 32-ish years of my life, and I've always strongly valued our public transit in our little town, but have always been upset to see freedom of movement so heavily limited to car owners. We need to not only ensure people can get where they need to, but to make the ecological choice.

Please, make the right choice. Stick with public transit expansion over road expansion.

-Aaron Wahnish

**Laura Bachle**

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**From:** bweaver@everyactioncustom.com on behalf of Bonnie Weaver  
<bweaver@everyactioncustom.com>  
**Sent:** Tuesday, June 11, 2024 1:01 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

Please do not let the state of Virginia dictate the way we handle transportation issues in Maryland. They have paved over every inch of Northern Virginia and still have major traffic problems. There isn't a penetrable surface to be found.

I don't think anyone in Maryland wants to see the Beltway, or I270, widened. It will destroy the environment and our quality of life. And at the very least, it will take twice as long to build and cost four times the amount of money that anyone estimates -- just like the Purple Line.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Bonnie Weaver

3103 Black Chestnut Ln Chevy Chase, MD 20815-4754 bweaver@alhadv.com

**Laura Bachle**

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**From:** nicholaswebb34@everyactioncustom.com on behalf of Nick Webb <nicholaswebb34@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 6:25 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

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The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Nick Webb

413 S Regester St Baltimore, MD 21231-2426 nicholaswebb34@gmail.com

**Laura Bachle**

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**From:** jrw1947@everyactioncustom.com on behalf of Charles Weber <jrw1947@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:03 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

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Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Charles Weber

5901 Mount Eagle Dr Apt 1114 Alexandria, VA 22303-2510 jrw1947@gmail.com



**Laura Bachle**

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**From:** websterj@everyactioncustom.com on behalf of Jim Webster  
<websterj@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:34 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Jim Webster

1101 S Arlington Ridge Rd Apt 313 Arlington, VA 22202-1924 websterj@aol.com

**Laura Bachle**

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**From:** evan weiner <evan.weiner1@gmail.com>  
**Sent:** Monday, June 17, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 7 Woodrow Wilson Bridge

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Evan Weiner

**Laura Bachle**

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**From:** zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein  
<zcweinstein@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 7:36 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr Zachary Weinstein

1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

**Laura Bachle**

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**From:** Naomi Weisman <noreply@adv.actionnetwork.org>  
**Sent:** Saturday, June 15, 2024 3:44 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

When the Transportation Planning Board (TPB) meets this month to finalize Visualize 2050, I urge you to vote to remove the Southside Express Lanes from the transportation plan. Construction of the Southside Express Lanes would block a future extension of Metro's Blue Line over the Woodrow Wilson Bridge. Instead of resolving congestion, it would shift a bottleneck from Springfield to Oxon Hill. Moreover, the Southside Express Lanes are inconsistent with TPB's goals to reduce greenhouse gas emissions by reducing vehicle miles traveled.

The Washington Metropolitan Area Transit Authority (WMATA) is currently studying a plan to extend the Blue Line, including an extension over the Woodrow Wilson Bridge. A Blue Line extension would not only address congestion in a more effective way than adding toll lanes to the Beltway, but do so in a sustainable way. WMATA's plan would also provide new transit service to many communities including Alexandria, Rosslyn, Georgetown, Downtown DC, Navy Yard, Buzzard Point, St. Elizabeths, Forest Heights, Oxon Hill and National Harbor.

The existing bottleneck at Springfield is emblematic of an inherent defect in toll lanes: They induce more traffic and then create severe congestion where toll lanes end and that traffic must merge into general lanes. VDOT's plan to shift congestion to Oxon Hill and block future Metrorail would worsen regional transportation conditions.

We urge members of the TPB to remove the Southside Express Lanes from Visualize 2050.

Naomi Weisman  
marketqn@verizon.net  
7318 Greentree Road  
WEST BETHESDA, Maryland 20817



**Laura Bachle**

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**From:** Anna Weitzman (bonnetia@gmail.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:57 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Anna Weitzman  
8704 Hidden Hill Ln  
Potomac, MD 20854  
bonnetia@gmail.com

(301) 299-7762

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Nicolas Westin <nicolaswestin@gmail.com>  
**Sent:** Monday, June 17, 2024 1:08 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration



**Laura Bachle**

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**From:** L Wharton (lesliew@eldersclimateaction.org) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Wednesday, June 5, 2024 7:22 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** Maureen Wheeler (maureen\_d\_wheeler@yahoo.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 8:11 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Maureen Wheeler  
304 Marvin Road  
Silver Spring, MD 20901  
maureen\_d\_wheeler@yahoo.com

(301) 593-9391

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** mike4petworth@everyactioncustom.com on behalf of Michael Whelan  
<mike4petworth@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:01 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Michael Whelan

2700 Virginia Ave NW Apt 307 Washington, DC 20037-1909 mike4petworth@gmail.com

**Laura Bachle**

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**From:** HWhite@everyactioncustom.com on behalf of Howard White  
<HWhite@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr Howard White  
7611 13th St NW Washington, DC 20012-1429 HWhite@Yahoo.com

**Laura Bachle**

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**From:** kcwd50@everyactioncustom.com on behalf of Katherine White <kcwd50@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 4:44 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Dr. Katherine White

17705 Hollingsworth Dr Derwood, MD 20855-1306 kcwd50@hotmail.com

**Laura Bachle**

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**From:** gwhiteh@everyactioncustom.com on behalf of Germaine Whitehead  
<gwhiteh@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:00 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Germaine Whitehead  
Accokeek, MD  
gwhiteh@gmail.com



**Laura Bachle**

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**From:** Will O <willotremba2011@gmail.com>  
**Sent:** Monday, June 17, 2024 2:13 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** jpwinbourne@everyactioncustom.com on behalf of Jeffrey Winbourne  
<jpwinbourne@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 12:20 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine the impact of traffic congestion on local roads. Both Route One and Fort Hunt Road are backed up significantly from about 3PM to 7PM daily due to cars waiting to get on the entrance to the beltway on Route One.

VDOT should hold additional public meetings among the Fairfax County communities impacted by the current design. Having meetings in Alexandria and in Springfield do not cover the communities along the "Southside" of 495 leading to the Wilson Bridge.

VDOT has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable

communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Jeffrey Winbourne

7414 Admiral Dr Alexandria, VA 22307-2011 [jpwinbourne@gmail.com](mailto:jpwinbourne@gmail.com)

**Laura Bachle**

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**From:** Celeste Wiser (celestwiser@aol.com) Sent You a Personal Message  
<kwautomail@phone2action.com>  
**Sent:** Sunday, June 16, 2024 12:10 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes Widening Project from Visualize 2050

Dear Transportation Planning Board,

More public transportation and protecting the environment are the priority. I am opposed to the Beltway Widening!

Please vote to remove the I-495 Southside Express toll lanes project proposed by the Virginia Department of Transportation from the regional long range transportation plan, Visualize 2050.

This project would expand the Beltway from Springfield, Virginia to Oxon Hill, Maryland with toll lanes. This would move the bottleneck on the Beltway from Virginia into Maryland and is expected to generate more traffic that will feed into local streets. This project is inconsistent with the goals of the Transportation Planning Board to reduce on-road greenhouse gas emissions 50 percent by 2030 and 80 percent by 2050. It would also increase air, water, and noise pollution, including on local Oxon Hill roads adjacent to the Beltway.

Currently, the Washington Metropolitan Area Transit Authority is studying a plan to extend the Blue Line to National Harbor. The Southside Express toll lane expansion would impede these efforts by taking space reserved for Metrorail on the Woodrow Wilson Bridge.

Please vote to remove the I-495 Southside Project from the regional transportation plan during the June 20 meeting. Additionally, vote to remove all other segments of the Beltway and I-270 from the plan and re-evaluate the 900 miles of highway expansion projects in light of our climate goals. Instead of highway expansion, better public transit including the Blue line extension of metro, transit oriented development, and Transportation Demand Management are solutions that will actually reduce congestion while cutting climate pollution, improving public health, and increasing access to jobs, education, and healthcare for residents across the region.

Sincerely,

Celeste Wiser

1534 Hugo Circle  
Aspen Hill, MD 20906  
celestwiser@aol.com  
(240) 460-7919

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 Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

**Laura Bachle**

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**From:** rgwoollett@everyactioncustom.com on behalf of Ruth Woollett  
<rgwoollett@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 7:42 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Ms. Ruth Woollett  
3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com

**Laura Bachle**

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**From:** Carson W <carsnwd@gmail.com>  
**Sent:** Monday, June 17, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration  
Carson Wood

**Laura Bachle**

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**From:** Grayson Wood <graysonwood@startmail.com>  
**Sent:** Monday, June 17, 2024 8:58 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

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Thank you for your consideration

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Grayson Wood  
graysonwood@startmail.com

"The way to make people trustworthy is to trust them." — Ernest Hemingway



**Laura Bachle**

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**From:** Woodburyelissa@everyactioncustom.com on behalf of Elissa Woodbury  
<Woodburyelissa@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:39 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs Elissa Woodbury  
9304 Edmonston Rd Greenbelt, MD 20770-1352 Woodburyelissa@gmail.com

**Laura Bachle**

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**From:** dyaffe4@everyactioncustom.com on behalf of David Yaffe <dyaffe4@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 12:59 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. David Yaffe  
4622 4th Rd N Arlington, VA 22203-2350  
dyaffe4@gmail.com

**Laura Bachle**

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**From:** amwrin@everyactioncustom.com on behalf of Anna Marie Yombo  
<amwrin@everyactioncustom.com>  
**Sent:** Friday, June 7, 2024 6:39 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Ms. Anna Marie Yombo

5509 Chevy Chase Pkwy NW Washington, DC 20015-1729 amwrin@gmail.com

**Laura Bachle**

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**From:** myonchak@everyactioncustom.com on behalf of Mark Yonchak  
<myonchak@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:08 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is not adequately prioritizing and communicating understanding our region's transit-oriented development goals. Recommend VDOT examine feasibility of near-term solutions to use available right-of-way for an express bus and HOV lane, that accommodates and transitions vehicular traffic to Maryland Highway 210 and other I-495 exit ramps to roads in Maryland.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
My. Mark Yonchak

9422 Ferry Landing Ct Alexandria, VA 22309-3147 myonchak@verizon.net

**Laura Bachle**

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**From:** AZALESAK@everyactioncustom.com on behalf of Andrew Zalesak  
<AZALESAK@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:43 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Andrew Zalesak

4720 Rosedale Ave Bethesda, MD 20814-3752 AZALESAK@alumni.UNC.EDU

**Laura Bachle**

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**From:** Zaynab <zaynabrizvi@gmail.com>  
**Sent:** Monday, June 17, 2024 1:49 PM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration

**Laura Bachle**

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**From:** tom\_g\_zeller@everyactioncustom.com on behalf of Thomas Zeller  
<tom\_g\_zeller@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 10:31 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mr. Thomas Zeller  
116 Julian Ct Greenbelt, MD 20770-1613  
tom\_g\_zeller@yahoo.com



**Laura Bachle**

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**From:** ben.zitelli@everyactioncustom.com on behalf of Benjamin Zitelli  
<ben.zitelli@everyactioncustom.com>  
**Sent:** Thursday, June 6, 2024 1:21 PM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

PERSONAL STATEMENT, PLEASE READ: I use the template language from the Coalition for Smarter Growth because I would like to amplify their message, which I wholeheartedly agree with. I am a constituent resident of Silver Spring in Montgomery County, and I am also a Licensed Landscape Architect in the Commonwealth of Virginia, and a AICP (Certified Planner) working on local and national planning issues. In my career I frequently work on master plans that look out 20-, 30-, sometimes 50-years. Those plans are made with the assumptions that they won't be thrown away by one of the many stakeholders that came to a consensus. The vision for future metro on the Woodrow Wilson Bridge should not be sacrificed.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Benjamin Zitelli

11203 Lombardy Rd Silver Spring, MD 20901-1642 ben.zitelli@gmail.com

**Laura Bachle**

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**From:** ramadan.abdulbarr04@everyactioncustom.com on behalf of Ramadan Abdalbarr  
<ramadan.abdulbarr04@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ramadan Abdalbarr  
Upper Marlboro, MD  
ramadan.abdulbarr04@gmail.com

**Laura Bachle**

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**From:** m.abdullah3227@everyactioncustom.com on behalf of Mohammad Abdullah  
<m.abdullah3227@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Mohammad Abdullah  
Hyattsville, MD  
m.abdullah3227@gmail.com

**Laura Bachle**

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**From:** ecilaareida@everyactioncustom.com on behalf of Alice Abiera  
<ecilaareida@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Alice Abiera  
College park, MD  
ecilaareida@yahoo.com

**Laura Bachle**

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**From:** angelyca5@everyactioncustom.com on behalf of Shayla Abney <angelyca5@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Shayla Abney  
Fort washington, MD  
angelyca5@aol.com

**Laura Bachle**

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**From:** angelica1209@everyactioncustom.com on behalf of Angela Agholor <angelica1209@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Angela Agholor  
Beltsville, MD  
angelica1209@gmail.com

**Laura Bachle**

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**From:** jackestra@everyactioncustom.com on behalf of Jack Albert  
<jackestra@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 6:52 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jack Albert  
Dunn Loring, VA  
jackestra@gmail.com



**Laura Bachle**

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**From:** duke3151@everyactioncustom.com on behalf of ken Alexander <duke3151@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:58 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
ken Alexander  
College park, MD  
duke3151@gmail.com

**Laura Bachle**

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**From:** ahmad@everyactioncustom.com on behalf of Ahmad Ali  
<ahmad@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 9:47 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ahmad Ali  
College park, MD  
ahmad@gmail.com

**Laura Bachle**

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**From:** bart.allen@everyactioncustom.com on behalf of Bart Allen  
<bart.allen@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Bart Allen  
District heights, MD  
bart.allen@hotmail.com

**Laura Bachle**

---

**From:** kobyallen3@everyactioncustom.com on behalf of Koby Allen <kobyallen3@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Koby Allen  
Upper Marlboro, MD  
kobyallen3@gmail.com

**Laura Bachle**

---

**From:** jorv4206@everyactioncustom.com on behalf of Ronnie Allison <jorv4206@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ronnie Allison  
Mount Rainer, MD  
jorv4206@gmail.com

**Laura Bachle**

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**From:** lissbeth2004@everyactioncustom.com on behalf of Lissbeth Amaya <lissbeth2004@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:32 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lissbeth Amaya  
Capitol heights, MD  
lissbeth2004@gmail.com

**Laura Bachle**

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**From:** tionayt30@everyactioncustom.com on behalf of Tiona Andrews <tionayt30@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:14 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Tiona Andrews  
Hyattsville, MD  
tionayt30@gmail.com

**Laura Bachle**

---

**From:** jabertha@everyactioncustom.com on behalf of Joyce Arbertha  
<jabertha@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Joyce Arbertha  
Upper Marlboro, MD  
jabertha@verizon.com



**Laura Bachle**

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**From:** teniscgirl@everyactioncustom.com on behalf of Terri Armbrister  
<teniscgirl@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Terri Armbrister  
Upper Marlboro, MD  
teniscgirl@hotmail.com

**Laura Bachle**

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**From:** ajsoccerman456@everyactioncustom.com on behalf of Aj Armbrister <ajsoccerman456@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Aj Armbrister  
Upper Marlboro, MD  
ajsoccerman456@gmail.com

**Laura Bachle**

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**From:** aarmbrister1@everyactioncustom.com on behalf of Anthony Armbrister <aarmbrister1@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Anthony Armbrister  
Upper Marlboro, MD  
aarmbrister1@gmail.com

**Laura Bachle**

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**From:** jaustin@everyactioncustom.com on behalf of Jeffrey Austin  
<jaustin@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 8:50 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jeffrey Austin  
Leesburg, VA  
jaustin@shirleycontracting.com

**Laura Bachle**

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**From:** terr16bailey@everyactioncustom.com on behalf of Terri Bailey  
<terr16bailey@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Terri Bailey  
Ft Washington, MD  
terr16bailey@gmail.com

**Laura Bachle**

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**From:** eeebailiff@everyactioncustom.com on behalf of Emma Bailiff  
<eeebailiff@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Emma Bailiff  
forestville, MD  
eeebailiff@gmail.com

**Laura Bachle**

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**From:** bangurabaidal022@everyactioncustom.com on behalf of Unisa Bangura  
<bangurabaidal022@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:54 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Unisa Bangura  
Hyattsville, MD  
bangurabaidal022@gmail.com

**Laura Bachle**

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**From:** lr\_barnes1984@everyactioncustom.com on behalf of Lloyd Barnes <lr\_barnes1984@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:18 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Lloyd Barnes  
Greenbelt, MD  
lr\_barnes1984@yahoo.com



**Laura Bachle**

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**From:** dankbea09@everyactioncustom.com on behalf of Danielle Bea <dankbea09@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Danielle Bea  
District Heights, MD  
dankbea09@icloud.com

**Laura Bachle**

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**From:** kmbalbany@everyactioncustom.com on behalf of Karen Bellamy  
<kmbalbany@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:50 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Karen Bellamy  
Beltsville, MD  
kmbalbany@yahoo.com

**Laura Bachle**

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**From:** keyshaberry@everyactioncustom.com on behalf of Kaysha Berry  
<keyshaberry@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kaysha Berry  
Largo, MD  
keyshaberry@aol.com

**Laura Bachle**

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**From:** dominoblaske@everyactioncustom.com on behalf of Domino Blaske  
<dominoblaske@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:51 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Domino Blaske  
Capitol Heights, MD  
dominoblaske@gmail.com

**Laura Bachle**

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**From:** Khalilbooker9@everyactioncustom.com on behalf of Khalil Booker <Khalilbooker9@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:26 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Khalil Booker  
Upper Marlboro, MD  
Khalilbooker9@gmail.com

**Laura Bachle**

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**From:** cherrb82@everyactioncustom.com on behalf of Tamika Bradix <cherrb82@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:56 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Tamika Bradix  
Fort Washington, MD  
cherrb82@yahoo.com

**Laura Bachle**

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**From:** llmbb7801@everyactioncustom.com on behalf of Michelle Breakbill <llmbb7801@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Michelle Breakbill  
Upper Marlboro, MD  
llmbb7801@comcast.net

**Laura Bachle**

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**From:** msvilliainsinc@everyactioncustom.com on behalf of Alisa Briggs  
<msvilliainsinc@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:59 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Alisa Briggs  
College park, MD  
msvilliainsinc@yahoo.com



**Laura Bachle**

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**From:** aisha.k.brooks@everyactioncustom.com on behalf of Aisha Brooks  
<aisha.k.brooks@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:37 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Aisha Brooks  
Springdale, MD  
aisha.k.brooks@ice.dhs.gov

**Laura Bachle**

---

**From:** ken-kenny@everyactioncustom.com on behalf of Ken Brown <ken-kenny@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:55 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Ken Brown  
Laurel, MD  
ken-kenny@hotmail.com

**Laura Bachle**

---

**From:** mbrown@everyactioncustom.com on behalf of Michal Brown  
<mbrown@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Michal Brown  
Greenbelt, MD  
mbrown@gmail.com

**Laura Bachle**

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**From:** brown5641@everyactioncustom.com on behalf of Christine Brown <brown5641@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:03 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Christine Brown  
Accokeek, MD  
brown5641@gmail.com

**Laura Bachle**

---

**From:** kbbabylola47@everyactioncustom.com on behalf of Lola Brown <kbbabylola47@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:22 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Lola Brown  
Upper Marlboro, MD  
kbbabylola47@gmail.com

**Laura Bachle**

---

**From:** yungexec2010@everyactioncustom.com on behalf of Chris Brown <yungexec2010@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Chris Brown  
Largo, MD  
yungexec2010@gmail.com

**Laura Bachle**

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**From:** brumfieldt0420@everyactioncustom.com on behalf of Teresa Brumfield  
<brumfieldt0420@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:20 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Teresa Brumfield  
Upper Marlboro, MD  
brumfieldt0420@gmail.com

**Laura Bachle**

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**From:** trooperbry@everyactioncustom.com on behalf of Donata Bryan  
<trooperbry@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Donata Bryan  
Hyattsville, MD  
trooperbry@aol.com



**Laura Bachle**

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**From:** nicolecampbell1217@everyactioncustom.com on behalf of Nicole Campbel  
<nicolecampbell1217@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:57 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Nicole Campbel  
Temple hills, MD  
nicolecampbell1217@ymail.com

**Laura Bachle**

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**From:** ronicac1@everyactioncustom.com on behalf of Vernica Cambell <ronicac1@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Vernica Cambell  
Upper Marlboro, MD  
ronicac1@gmail.com

**Laura Bachle**

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**From:** nonyutom73@everyactioncustom.com on behalf of Mathew Chacko <nonyutom73@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:23 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Mathew Chacko  
New Carrollton, MD  
nonyutom73@gmail.com

**Laura Bachle**

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**From:** christi.g.chambers@everyactioncustom.com on behalf of Christi Chambers  
<christi.g.chambers@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:08 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

This is an important project for this region.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Christi Chambers  
Springfield, VA  
christi.g.chambers@gmail.com

**Laura Bachle**

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**From:** dcangela44@everyactioncustom.com on behalf of Deborah Charles <dcangela44@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Deborah Charles  
Seat Pleasant, MD  
dcangela44@yahoo.com

**Laura Bachle**

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**From:** marialashea@everyactioncustom.com on behalf of Maria Clark  
<marialashea@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:53 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Maria Clark  
Laurel, MD  
marialashea@yahoo.com

**Laura Bachle**

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**From:** joewallace30@everyactioncustom.com on behalf of Joseph Clayton <joewallace30@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Joseph Clayton  
Greenbelt, MD  
joewallace30@gmail.com

**Laura Bachle**

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**From:** dclymore@everyactioncustom.com on behalf of Dan Clymore  
<dclymore@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:16 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Dan Clymore  
Herndon, VA  
dclymore@shirleycontracting.com



**Laura Bachle**

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**From:** chrystyna.colbert@everyactioncustom.com on behalf of Chrystyna Colbert  
<chrystyna.colbert@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Chrystyna Colbert  
Suitland, MD  
chrystyna.colbert@gmail.com

**Laura Bachle**

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**From:** omaricoleman12@everyactioncustom.com on behalf of Omari Coleman  
<omari Coleman12@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Omari Coleman  
Lanham, MD  
omari Coleman12@gmail.com

**Laura Bachle**

---

**From:** josehernancolque@everyactioncustom.com on behalf of Jose Colque  
<josehernancolque@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 1:31 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jose Colque  
Betsville, MD  
josehernancolque@gmail.com

**Laura Bachle**

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**From:** ecosci@everyactioncustom.com on behalf of Emily Cosci  
<ecosci@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:15 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Emily Cosci  
Upper Marlboro, MD  
ecosci@umd.edu

**Laura Bachle**

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**From:** mcowers@everyactioncustom.com on behalf of Michael Cowers  
<mcowers@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:02 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Michael Cowers  
Laurel, MD  
mcowers@gmail.com

**Laura Bachle**

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**From:** c.mckinney8189@everyactioncustom.com on behalf of Chante Cuff <c.mckinney8189@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Chante Cuff  
Glenn Dale, MD  
c.mckinney8189@gmail.com

**Laura Bachle**

---

**From:** willdav4@everyactioncustom.com on behalf of Will Davidson <willdav4@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:53 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Will Davidson  
Largo, MD  
willdav4@yahoo.com

**Laura Bachle**

---

**From:** novajcrew@everyactioncustom.com on behalf of Debbie Davis  
<novajcrew@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 7:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Debbie Davis  
Reston, VA  
novajcrew@aol.com



**Laura Bachle**

---

**From:** tawand52@everyactioncustom.com on behalf of Tawana Davis <tawand52@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:58 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Tawana Davis  
Temple hills, MD  
tawand52@gmail.com

**Laura Bachle**

---

**From:** vesmirnalod@everyactioncustom.com on behalf of Anna Delisi  
<vesmirnalod@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:16 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Anna Delisi  
Laurel, MD  
vesmirnalod@gmail.com

**Laura Bachle**

---

**From:** joeydens7@everyactioncustom.com on behalf of Joey Dens <joeydens7@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:57 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Joey Dens  
College park, MD  
joeydens7@gmail.com

**Laura Bachle**

---

**From:** chuckd763@everyactioncustom.com on behalf of Charles Dickerson <chuckd763@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:14 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Charles Dickerson  
College park, MD  
chuckd763@comcast.net

**Laura Bachle**

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**From:** dinggy12@everyactioncustom.com on behalf of Drew Dinkins <dinggy12@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Drew Dinkins  
Baltimore, MD  
dinggy12@gmail.com

**Laura Bachle**

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**From:** bjay247121@everyactioncustom.com on behalf of Betty Dixon <bjay247121@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Betty Dixon  
Fort Washington, MD  
bjay247121@gmail.com

**Laura Bachle**

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**From:** katedonald@everyactioncustom.com on behalf of Kate Donald  
<katedonald@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:53 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Kate Donald  
Hyattsville, MD  
katedonald@gmail.com

**Laura Bachle**

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**From:** aleashadory@everyactioncustom.com on behalf of Aleasha Dory  
<aleashadory@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:51 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Aleasha Dory  
Greenbelt, MD  
aleashadory@gmail.com



**Laura Bachle**

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**From:** hyatts3917@everyactioncustom.com on behalf of Diane Douglas <hyatts3917@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:57 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Diane Douglas  
Beltsville, MD  
hyatts3917@gmail.com

**Laura Bachle**

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**From:** cpdunns@everyactioncustom.com on behalf of Linda Dunn  
<cpdunns@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 9:30 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Linda Dunn  
College Park, MD  
cpdunns@msn.com

**Laura Bachle**

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**From:** eulistadunn086@everyactioncustom.com on behalf of Eulista Dunn <eulistadunn086@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:10 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Eulista Dunn  
Clinton, MD  
eulistadunn086@gmail.com

**Laura Bachle**

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**From:** scd0301@everyactioncustom.com on behalf of Sasha Dunn <scd0301@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sasha Dunn  
Upper Marlboro, MD  
scd0301@gmail.com

**Laura Bachle**

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**From:** kayladunstan12@everyactioncustom.com on behalf of Kayla Dunstan <kayladunstan12@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kayla Dunstan  
Greenbelt, MD  
kayladunstan12@gmail.com

**Laura Bachle**

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**From:** teritaeastom@everyactioncustom.com on behalf of Terita Easton  
<teritaeastom@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Terita Easton  
Bowie, MD  
teritaeastom@yahoo.com

**Laura Bachle**

---

**From:** sanaie1@everyactioncustom.com on behalf of Sanai Eaton <sanaie1@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:34 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sanai Eaton  
Upper Marlboro, MD  
sanaie1@umbc.edu

**Laura Bachle**

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**From:** kebinum599@everyactioncustom.com on behalf of Kelvin ebinum <kebinum599@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:51 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kelvin ebinum  
New Carrollton, MD  
kebinum599@gmail.com



**Laura Bachle**

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**From:** sredsoniv@everyactioncustom.com on behalf of Steve Edson  
<sredsoniv@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:07 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Steve Edson  
richmond, VA  
sredsoniv@gmail.com

**Laura Bachle**

---

**From:** sophieellison15607@everyactioncustom.com on behalf of Sophie Ellison  
<sophieellison15607@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:12 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sophie Ellison  
University park, MD  
sophieellison15607@gmail.com

**Laura Bachle**

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**From:** kathy.v.espino@everyactioncustom.com on behalf of Kathy Espino  
<kathy.v.espino@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:17 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Kathy Espino  
Laurel, MD  
kathy.v.espino@gmail.com

**Laura Bachle**

---

**From:** princessefans1@everyactioncustom.com on behalf of Princess Evans <princessefans1@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Princess Evans  
Laurel, MD  
princessefans1@verizon.net

**Laura Bachle**

---

**From:** stefonfarley@everyactioncustom.com on behalf of Steffon Farley  
<stefonfarley@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Steffon Farley  
Upper Marlboro, MD  
stefonfarley@yahoo.com

**Laura Bachle**

---

**From:** sarwar98@everyactioncustom.com on behalf of Sarwar Faraz <sarwar98@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Sarwar Faraz  
clarksburg, MD  
sarwar98@yahoo.com

**Laura Bachle**

---

**From:** ukraizy.me2@everyactioncustom.com on behalf of Samantha Fedor <ukraizy.me2@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 9:24 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Samantha Fedor  
Greenbelt, MD  
ukraizy.me2@gmail.com

**Laura Bachle**

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**From:** baruch.feigenbaum@everyactioncustom.com on behalf of Baruch Feigenbaum  
<baruch.feigenbaum@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 3:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County. It is the most realistic way forward for transit in this corridor in the near-term. Rail transit may be viable over the long-term, but for the next 10-20 years, WMATA has expressed a preference for this option.

I am a member of the National Academy of Sciences Transportation Research Board Public Transit Section and Secretary for the Bus Transit Systems Committee.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Baruch Feigenbaum  
Sterling, VA  
baruch.feigenbaum@reason.org



**Laura Bachle**

---

**From:** lferna10@everyactioncustom.com on behalf of Louis Fernandez <lferna10@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:49 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Louis Fernandez  
Hyattsville, MD  
lferna10@gmu.edu

**Laura Bachle**

---

**From:** jyf20745@everyactioncustom.com on behalf of JoAnn Fisher <jyf20745@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:54 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
JoAnn Fisher  
Oxon Hill, MD  
jyf20745@yahoo.com

**Laura Bachle**

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**From:** yevttebrown@everyactioncustom.com on behalf of Yvette Fleet  
<yevttebrown@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Yvette Fleet  
Clinton, MD  
yevttebrown@msn.com

**Laura Bachle**

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**From:** shayshaysprite@everyactioncustom.com on behalf of Shayla Fletcher  
<shayshaysprite@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:18 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Shayla Fletcher  
Suitland, MD  
shayshaysprite@gmail.com

**Laura Bachle**

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**From:** miguel.flores2526@everyactioncustom.com on behalf of Miguel Flores  
<miguel.flores2526@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:52 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Miguel Flores  
Bowie, MD  
miguel.flores2526@gmail.com

**Laura Bachle**

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**From:** oliverkfo@everyactioncustom.com on behalf of Oliver Foley  
<oliverkfo@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 1:46 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Oliver Foley  
Hyattsville, MD  
oliverkfo@gmail.com

**Laura Bachle**

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**From:** lordzwork@everyactioncustom.com on behalf of Sherry Fox  
<lordzwork@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:31 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Sherry Fox  
Suitland, MD  
lordzwork@yahoo.com

**Laura Bachle**

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**From:** cleyby.franco@everyactioncustom.com on behalf of Cleyby Franco  
<cleyby.franco@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:08 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Cleyby Franco  
Greenbelt, MD  
cleyby.franco@gmail.com



**Laura Bachle**

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**From:** francoiskwame5561@everyactioncustom.com on behalf of Kwame Francois  
<francoiskwame5561@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kwame Francois  
New Carrollton, MD  
francoiskwame5561@gmail.com

**Laura Bachle**

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**From:** sherwoodfreeman@everyactioncustom.com on behalf of Sherwood Freeman  
<sherwoodfreeman@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:41 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

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Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Sherwood Freeman  
Greenbelt, MD  
sherwoodfreeman@yahoo.com

**Laura Bachle**

---

**From:** owengabet09@everyactioncustom.com on behalf of Owen Gabet <owengabet09@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 9:23 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Owen Gabet  
College park, MD  
owengabet09@gmail.com

**Laura Bachle**

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**From:** galept@everyactioncustom.com on behalf of Peter Gale  
<galept@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:36 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Peter Gale  
Washington, DC  
galept@gmail.com

**Laura Bachle**

---

**From:** clgarer2@everyactioncustom.com on behalf of Charmaine Garner <clgarer2@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Charmaine Garner  
Cheverly, MD  
clgarer2@verzo.net

**Laura Bachle**

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**From:** robonson.charissa@everyactioncustom.com on behalf of Charissa Garrett  
<robonson.charissa@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Charissa Garrett  
Clinton, MD  
robonson.charissa@gmail.com

**Laura Bachle**

---

**From:** vgarrett@everyactioncustom.com on behalf of Victor Garrett  
<vgarrett@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Victor Garrett  
Clinton, MD  
vgarrett@lpc.com

**Laura Bachle**

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**From:** webv25@everyactioncustom.com on behalf of Dennis Giancoli <webv25@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:58 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Dennis Giancoli  
Maryland hieghts, MD  
webv25@yahoo.com



**Laura Bachle**

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**From:** gibsonnajee1@everyactioncustom.com on behalf of Najee Gibbsom <gibsonnajee1@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:02 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Najee Gibbsom  
Laurel, MD  
gibsonnajee1@yahoo.com

**Laura Bachle**

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**From:** jag8111@everyactioncustom.com on behalf of Jack Goldman <jag8111@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:09 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

This is an important project for this region.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jack Goldman  
Springfield, VA  
jag8111@aol.com

**Laura Bachle**

---

**From:** rhygomez@everyactioncustom.com on behalf of Ryhanna Gomez  
<rhygomez@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Ryhanna Gomez  
Greenbelt, MD  
rhygomez@gmail.com

**Laura Bachle**

---

**From:** goodiemobee@everyactioncustom.com on behalf of Lotharia Goodine  
<goodiemobee@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:52 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lotharia Goodine  
Ft wash, MD  
goodiemobee@gmail.com

**Laura Bachle**

---

**From:** lashagraham21@everyactioncustom.com on behalf of Lasha Graham <lashagraham21@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:56 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lasha Graham  
Greenbelt, MD  
lashagraham21@gmail.com

**Laura Bachle**

---

**From:** barry@everyactioncustom.com on behalf of Barry Graham  
<barry@everyactioncustom.com>  
**Sent:** Sunday, June 16, 2024 9:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Barry Graham  
Silver Spring, MD  
barry@barrygraham.com

**Laura Bachle**

---

**From:** rachelgrandpre@everyactioncustom.com on behalf of Rachel Grandpre  
<rachelgrandpre@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:47 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Rachel Grandpre  
2007 Marthas Rd Alexandria, VA 22307-1954 rachelgrandpre@gmail.com

**Laura Bachle**

---

**From:** dalton.edward.greene@everyactioncustom.com on behalf of Dalton Greene  
<dalton.edward.greene@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 3:02 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Dalton Greene  
Hyattsville, MD  
dalton.edward.greene@gmail.com



**Laura Bachle**

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**From:** wguelade@everyactioncustom.com on behalf of Washington Guelade  
<wguelade@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Washington Guelade  
Hyattsville, MD  
wguelade@gmail.com

**Laura Bachle**

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**From:** historyhammond@everyactioncustom.com on behalf of Lonnice Hammond  
<historyhammond@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 12:58 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lonnice Hammond  
Upper Marlboro, MD  
historyhammond@yahoo.com

**Laura Bachle**

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**From:** hansford.dexter@everyactioncustom.com on behalf of Dexter Hansford  
<hansford.dexter@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Dexter Hansford  
Bowie, MD  
hansford.dexter@yahoo.com

**Laura Bachle**

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**From:** hardyfam2@everyactioncustom.com on behalf of Al hardy <hardyfam2@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Al hardy  
Springdale, MD  
hardyfam2@verizon.net

**Laura Bachle**

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**From:** midyearcrisis1@everyactioncustom.com on behalf of Jon Harman <midyearcrisis1@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 8:32 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

Express Lanes in the region provide options to avoid congestion that don't exist otherwise. I like having the choice to use them or not, and I think this will be a missed opportunity if we don't allow this project to move forward.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jon Harman  
Lovettsville, VA  
midyearcrisis1@yahoo.com

**Laura Bachle**

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**From:** chefdelantaharrell@everyactioncustom.com on behalf of Delanta Harrell  
<chefdelantaharrell@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Delanta Harrell  
Capitol heights, MD  
chefdelantaharrell@gmail.com

**Laura Bachle**

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**From:** natials@everyactioncustom.com on behalf of Natia Harris  
<natials@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Natia Harris  
Upper Marlboro, MD  
natials@yahoo.com

**Laura Bachle**

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**From:** mickelharris0@everyactioncustom.com on behalf of Mickel Harris <mickelharris0@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Mickel Harris  
Capitol heights, MD  
mickelharris0@gmail.com



**Laura Bachle**

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**From:** clolawyer4u@everyactioncustom.com on behalf of Clo Harvey  
<clolawyer4u@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Clo Harvey  
Brandywine, MD  
clolawyer4u@progidy.net

**Laura Bachle**

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**From:** lonnie.hatch@everyactioncustom.com on behalf of Lonnie Hatch  
<lonnie.hatch@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:36 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lonnie Hatch  
College Park, MD  
lonnie.hatch@gmail.com

**Laura Bachle**

---

**From:** leshawk2@everyactioncustom.com on behalf of Leslie Hawkins <leshawk2@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 2:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Leslie Hawkins  
College park, MD  
leshawk2@aol.com

**Laura Bachle**

---

**From:** jheckelm@everyactioncustom.com on behalf of Justin Heckelman  
<jheckelm@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:06 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Justin Heckelman  
Riverdale, MD  
jheckelm@terpmail.umd.edu

**Laura Bachle**

---

**From:** shriramhegde73@everyactioncustom.com on behalf of ShriRam Hegde  
<shriramhegde73@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
ShriRam Hegde  
College Park, MD  
shriramhegde73@gmail.com

**Laura Bachle**

---

**From:** diva.girl@everyactioncustom.com on behalf of Kim Henley  
<diva.girl@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kim Henley  
Upper Marlboro, MD  
diva.girl@yahoo.com

**Laura Bachle**

---

**From:** jacwms39@everyactioncustom.com on behalf of Jeremiah Hughes <jacwms39@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:25 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

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Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Jeremiah Hughes  
Lamham, MD  
jacwms39@gmail.com

**Laura Bachle**

---

**From:** deehiligh@everyactioncustom.com on behalf of Dianne Hiligh  
<deehiligh@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Dianne Hiligh  
Upper Marlboro, MD  
deehiligh@verizom.com



**Laura Bachle**

---

**From:** chogans1959@everyactioncustom.com on behalf of Catherine Hogans <chogans1959@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Catherine Hogans  
Hyattsville, MD  
chogans1959@verizon.net

**Laura Bachle**

---

**From:** bamb72947@everyactioncustom.com on behalf of David Holloway <bamb72947@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:44 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
David Holloway  
Greenbelt, MD  
bamb72947@gmail.com

**Laura Bachle**

---

**From:** ahollowayes@everyactioncustom.com on behalf of Alberta Holloway  
<ahollowayes@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Alberta Holloway  
Bowie, MD  
ahollowayes@gmail.com

**Laura Bachle**

---

**From:** lorenzoholloway@everyactioncustom.com on behalf of Lorenzo Holloway  
<lorenzoholloway@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lorenzo Holloway  
Bowie, MD  
lorenzoholloway@verizon.net

**Laura Bachle**

---

**From:** rochelleholmes823@everyactioncustom.com on behalf of Rochelle Holmes  
<rochelleholmes823@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 1:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Rochelle Holmes  
Riverdale, MD  
rochelleholmes823@yahoo.com

**Laura Bachle**

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**From:** susanholmes42@everyactioncustom.com on behalf of Susan Holmes <susanholmes42@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Susan Holmes  
1100 Kings Tree Dr, MD  
susanholmes42@hotmail.com

**Laura Bachle**

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**From:** ronald.horst@everyactioncustom.com on behalf of Ronald Horst  
<ronald.horst@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 10:18 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ronald Horst  
Laurel, MD  
ronald.horst@gmail.com

**Laura Bachle**

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**From:** arthurhoyteaah@everyactioncustom.com on behalf of Arthur Hoyte  
<arthurhoyteaah@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 3:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Arthur Hoyte  
Bowie, MD  
arthurhoyteaah@gmail.com



**Laura Bachle**

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**From:** kallmelo99@everyactioncustom.com on behalf of Hanna Huff <kallmelo99@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:03 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Hanna Huff  
Greenbelt, MD  
kallmelo99@gmail.com

**Laura Bachle**

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**From:** jh071267@everyactioncustom.com on behalf of James Hunter <jh071267@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:26 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
James Hunter  
College park, MD  
jh071267@gmail.com

**Laura Bachle**

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**From:** seriv@everyactioncustom.com on behalf of Sergey Ivanov  
<seriv@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sergey Ivanov  
Baltimore, MD  
seriv@umd.edu

**Laura Bachle**

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**From:** jacksonsteps@everyactioncustom.com on behalf of Tessie Jackson  
<jacksonsteps@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Tessie Jackson  
Suitland, MD  
jacksonsteps@yahoo.com

**Laura Bachle**

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**From:** kiara\_25@everyactioncustom.com on behalf of Kiara Jackson <kiara\_25@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kiara Jackson  
Suitland, MD  
kiara\_25@yahoo.com

**Laura Bachle**

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**From:** raqueljames11@everyactioncustom.com on behalf of Raquel James <raqueljames11@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Raquel James  
Largo, MD  
raqueljames11@gmail.com

**Laura Bachle**

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**From:** jewett66@everyactioncustom.com on behalf of Janice Jewett <jewett66@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Janice Jewett  
Upper Marlboro, MD  
jewett66@verizon.net

**Laura Bachle**

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**From:** kljohnson1114@everyactioncustom.com on behalf of Kathy Johnsom <kljohnson1114@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kathy Johnsom  
New carrollton, MD  
kljohnson1114@gmail.com



**Laura Bachle**

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**From:** robert.johnson@everyactioncustom.com on behalf of Robert Johnson  
<robert.johnson@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 8:46 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Robert Johnson  
Lorton, VA  
robert.johnson@shirleycontracting.com

**Laura Bachle**

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**From:** johnsonjibri23@everyactioncustom.com on behalf of Jibri Johnson <johnsonjibri23@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:08 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Jibri Johnson  
Greenbelt, MD  
johnsonjibri23@gmail.com

**Laura Bachle**

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**From:** balla-til-i-die@everyactioncustom.com on behalf of Andre Johnson <balla-til-i-die@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:02 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Andre Johnson  
Landover, MD  
balla-til-i-die@hotmail.com

**Laura Bachle**

---

**From:** toobad4ultj@everyactioncustom.com on behalf of Leeander Johnson  
<toobad4ultj@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:57 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Leeander Johnson  
Bowie, MD  
toobad4ultj@aol.com

**Laura Bachle**

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**From:** ej747520@everyactioncustom.com on behalf of Eric Jones <ej747520@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:06 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Eric Jones  
College park, MD  
ej747520@gmail.com

**Laura Bachle**

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**From:** rwheeler2912@everyactioncustom.com on behalf of Roderickia Jones <rwheeler2912@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 3:10 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Roderickia Jones  
Oxon hill, MD  
rwheeler2912@gmail.com

**Laura Bachle**

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**From:** ecjwlove@everyactioncustom.com on behalf of Ericka Jones  
<ecjwlove@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ericka Jones  
Mitchellville, MD  
ecjwlove@gmail.com

**Laura Bachle**

---

**From:** kendrajones1234@everyactioncustom.com on behalf of Kendra Jones  
<kendrajones1234@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:26 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kendra Jones  
Suitland, MD  
kendrajones1234@yahoo.com



**Laura Bachle**

---

**From:** rjoynes1@everyactioncustom.com on behalf of Roy Joynes <rjoynes1@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Roy Joynes  
Bowie, MD  
rjoynes1@yahoo.com

**Laura Bachle**

---

**From:** comfortkaikai@everyactioncustom.com on behalf of Comfort Kaikai  
<comfortkaikai@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Comfort Kaikai  
Bowie, MD  
comfortkaikai@gmail.com

**Laura Bachle**

---

**From:** isaackorails@everyactioncustom.com on behalf of Isaac Kakorah  
<isaackorails@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:25 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Isaac Kakorah  
Greenbelt, MD  
isaackorails@gmail.com

**Laura Bachle**

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**From:** meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky  
<meredith.k.815@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 8:28 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Meredith Karbowsky  
Arlington, VA  
meredith.k.815@gmail.com

**Laura Bachle**

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**From:** kingcasim93@everyactioncustom.com on behalf of Casim King <kingcasim93@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:55 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Casim King  
Jessup, MD  
kingcasim93@gmail.com

**Laura Bachle**

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**From:** kingcyn50@everyactioncustom.com on behalf of Cynthia King <kingcyn50@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Cynthia King  
Upper Marlboro, MD  
kingcyn50@yahoo.com

**Laura Bachle**

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**From:** kdk4246@everyactioncustom.com on behalf of Kurt Klier <kdk4246@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:38 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Kurt Klier  
Cheverly, MD  
kdk4246@comcast.net

**Laura Bachle**

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**From:** michaelkrabbe1@everyactioncustom.com on behalf of Michael Krabbe  
<michaelkrabbe1@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:14 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Michael Krabbe  
Riverdale, MD  
michaelkrabbe1@gmail.com



**Laura Bachle**

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**From:** jlamb@everyactioncustom.com on behalf of Jim Lamb  
<jlamb@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 4:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jim Lamb  
Chevy Chase, MD  
jlamb@cwconsult.com

**Laura Bachle**

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**From:** craigrasher@everyactioncustom.com on behalf of Craig Lasher  
<craigrasher@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:02 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Craig Lasher  
College Park, MD  
craigrasher@gmail.com

**Laura Bachle**

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**From:** careyscottlavin@everyactioncustom.com on behalf of Carey Lavin  
<careyscottlavin@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Carey Lavin  
Mt Rainier, MD  
careyscottlavin@hotmail.com

**Laura Bachle**

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**From:** rivela21@everyactioncustom.com on behalf of Ricardo Lazo <rivela21@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:51 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ricardo Lazo  
Grembelt, MD  
rivela21@outlook.com

**Laura Bachle**

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**From:** kinglegran56@everyactioncustom.com on behalf of Gabriel Legrand <kinglegran56@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Gabriel Legrand  
Pg, MD  
kinglegran56@gmail.com

**Laura Bachle**

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**From:** liguangwei2023@everyactioncustom.com on behalf of Guangwei Li <liguangwei2023@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:43 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Guangwei Li  
Green belt, MD  
liguangwei2023@gmail.com

**Laura Bachle**

---

**From:** lizaboycelinder@everyactioncustom.com on behalf of Liza Linder  
<lizaboycelinder@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:14 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Liza Linder  
College park, MD  
lizaboycelinder@gmail.com

**Laura Bachle**

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**From:** mlooney226@everyactioncustom.com on behalf of Mark Looney <mlooney226@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:25 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County. The current congestion on the American Legion Bridge is a reminder that the region must be coordinated in its planning efforts and work collaboratively to address interstate congestion. Parochial views harm every traveler stuck in traffic, not just those from one state or another.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Mark Looney  
McLean, VA  
mlooney226@gmail.com



**Laura Bachle**

---

**From:** denesealopez@everyactioncustom.com on behalf of Denese Lopez  
<denesealopez@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Denese Lopez  
Bowie, MD  
denesealopez@gmail.com

**Laura Bachle**

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**From:** klyons87@everyactioncustom.com on behalf of Kevin Lyons <klyons87@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:21 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Kevin Lyons  
Fairfax Station, VA  
klyons87@gmail.com

**Laura Bachle**

---

**From:** melissamagrum@everyactioncustom.com on behalf of Melissa Magrum  
<melissamagrum@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Melissa Magrum  
College park, MD  
melissamagrum@gmail.com

**Laura Bachle**

---

**From:** chaemahoney@everyactioncustom.com on behalf of Chae Mahoney  
<chaemahoney@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 7:37 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Chae Mahoney  
Washington, DC  
chaemahoney@gmail.com

**Laura Bachle**

---

**From:** tartysweetRN@everyactioncustom.com on behalf of Tanya Malcolm  
<tartysweetRN@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Tanya Malcolm  
Bowie, MD  
tartysweetRN@gmail.com

**Laura Bachle**

---

**From:** chesskingplayer@everyactioncustom.com on behalf of Paris MALLOY  
<chesskingplayer@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Paris MALLOY  
Laurel, MD  
chesskingplayer@yahoo.com

**Laura Bachle**

---

**From:** erricmarlin25@everyactioncustom.com on behalf of Eric Marlin <erricmarlin25@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 1:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Eric Marlin  
Greenbelt, MD  
erricmarlin25@juno.com

**Laura Bachle**

---

**From:** vanessamars303@everyactioncustom.com on behalf of VANESSA Mars  
<vanessamars303@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:09 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
VANESSA Mars  
Greenbelt, MD  
vanessamars303@gmail.com



**Laura Bachle**

---

**From:** masharukizoku@everyactioncustom.com on behalf of Errol Marshall  
<masharukizoku@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Errol Marshall  
Riverdale, MD  
masharukizoku@gmail.com

**Laura Bachle**

---

**From:** keylyp30@everyactioncustom.com on behalf of Edwin Martinez <keylyp30@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:33 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Edwin Martinez  
College park, MD  
keylyp30@gmail.com

**Laura Bachle**

---

**From:** salamatuooo5@everyactioncustom.com on behalf of Salamatu Mansaray  
<salamatuooo5@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Salamatu Mansaray  
Beltsville, MD  
salamatuooo5@gmail.com

**Laura Bachle**

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**From:** lmathis50@everyactioncustom.com on behalf of Lori Mathis <lmathis50@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:22 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Lori Mathis  
Upper Marlboro, MD  
lmathis50@icloud.com

**Laura Bachle**

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**From:** norkon@everyactioncustom.com on behalf of Natalia Mathura  
<norkon@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:48 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

I support inclusion of the Southside Express Lanes in the region's long-range transportation plan. As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Natalia Mathura  
Silver Spring, MD  
norkon@hotmail.com

**Laura Bachle**

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**From:** clovismbah13@everyactioncustom.com on behalf of Clovis Mbah <clovismbah13@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Clovis Mbah  
Greenbelt, MD  
clovismbah13@gmail.com

**Laura Bachle**

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**From:** evanmcclintock63@everyactioncustom.com on behalf of Evan McClintock  
<evanmcclintock63@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Evan McClintock  
College park, MD  
evanmcclintock63@gmail.com

**Laura Bachle**

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**From:** mcombstv@everyactioncustom.com on behalf of Daniel McCombs  
<mcombstv@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Daniel McCombs  
College Park, MD  
mcombstv@duck.com



**Laura Bachle**

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**From:** thomasmcdonnough0112@everyactioncustom.com on behalf of Thomas Mcdonnough  
<thomasmcdonnough0112@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:20 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements  
from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Thomas Mcdonnough  
College park, MD  
thomasmcdonnough0112@gmail.com

**Laura Bachle**

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**From:** mcnaneyl10@everyactioncustom.com on behalf of Logan McNaney <mcnaneyl10@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:06 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Logan McNaney  
College Park, MD  
mcnaneyl10@gmail.com

**Laura Bachle**

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**From:** mcnaneyl10@everyactioncustom.com on behalf of Logan McNaney <mcnaneyl10@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:06 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Logan McNaney  
College Park, MD  
mcnaneyl10@gmail.com

**Laura Bachle**

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**From:** lauriemears@everyactioncustom.com on behalf of Laurie.mears Mears  
<lauriemears@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Laurie.mears Mears  
Upper marlboro, MD  
lauriemears@earthlink.net

**Laura Bachle**

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**From:** markita600@everyactioncustom.com on behalf of Markita Miller <markita600@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Markita Miller  
Upper Marlboro, MD  
markita600@gmail.com

**Laura Bachle**

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**From:** vickokkam@everyactioncustom.com on behalf of Joanna Mok  
<vickokkam@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:29 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Joanna Mok  
College park, MD  
vickokkam@gmail.com

**Laura Bachle**

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**From:** jmoore@everyactioncustom.com on behalf of Joneisha Moore  
<jmoore@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Joneisha Moore  
Hyattsville, MD  
jmoore@collegetrack.org

**Laura Bachle**

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**From:** famoore86@everyactioncustom.com on behalf of Andy Moore <famoore86@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:19 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Andy Moore  
District heights, MD  
famoore86@yahoo.com



**Laura Bachle**

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**From:** karolynmoss@everyactioncustom.com on behalf of Karolyn Moss  
<karolynmoss@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Karolyn Moss  
Upper Marlboro, MD  
karolynmoss@gmail.com

**Laura Bachle**

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**From:** jcm814.jm@everyactioncustom.com on behalf of James Murphy  
<jcm814.jm@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:22 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
James Murphy  
College park, MD  
jcm814.jm@gmail.com

**Laura Bachle**

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**From:** snduru@everyactioncustom.com on behalf of Sam Nduru  
<snduru@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Sam Nduru  
College park, MD  
snduru@hotmail.com

**Laura Bachle**

---

**From:** Inobles05@everyactioncustom.com on behalf of Lucinda Nobles <Inobles05@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:16 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Lucinda Nobles  
College park, MD  
Inobles05@gmail.com

**Laura Bachle**

---

**From:** natednorris@everyactioncustom.com on behalf of Nathaniel Norris  
<natednorris@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:38 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Nathaniel Norris  
Cheverly, MD  
natednorris@gmail.com

**Laura Bachle**

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**From:** wardnorris@everyactioncustom.com on behalf of Ward Norris  
<wardnorris@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ward Norris  
College park, MD  
wardnorris@yahoo.com

**Laura Bachle**

---

**From:** jeffnorwood61@everyactioncustom.com on behalf of Jeff Norwood <jeffnorwood61@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Jeff Norwood  
Capital Heights, MD  
jeffnorwood61@gmail.com

**Laura Bachle**

---

**From:** rnwaopara@everyactioncustom.com on behalf of Ruth Nwaopara  
<rnwaopara@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:10 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ruth Nwaopara  
Laurel, MD  
rnwaopara@gmail.com



**Laura Bachle**

---

**From:** somob@everyactioncustom.com on behalf of Som Obi  
<somob@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 2:21 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Som Obi  
College Park, GA  
somob@gmail.com

**Laura Bachle**

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**From:** starmayne07@everyactioncustom.com on behalf of Charmaine Obrien <starmayne07@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Charmaine Obrien  
Lanham, MD  
starmayne07@yahoo.com

**Laura Bachle**

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**From:** amaliapromo@everyactioncustom.com on behalf of Amalia Olayinka  
<amaliapromo@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:13 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Amalia Olayinka  
Laurel, MD  
amaliapromo@gmail.com

**Laura Bachle**

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**From:** wbolivia@everyactioncustom.com on behalf of Brian Olivia  
<wbolivia@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 7:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Brian Olivia  
Reston, VA  
wbolivia@comcast.net

**Laura Bachle**

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**From:** gregolsen@everyactioncustom.com on behalf of Greg Olsen  
<gregolsen@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 7:40 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Greg Olsen  
Reston, VA  
gregolsen@comcast.net

**Laura Bachle**

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**From:** Idougojr@everyactioncustom.com on behalf of Doug Oneal  
<Idougojr@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:22 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Doug Oneal  
Riverdale, MD  
Idougojr@gmail.com

**Laura Bachle**

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**From:** chukwudalu.ononenyi@everyactioncustom.com on behalf of Chukwudalu Ononenyi  
<chukwudalu.ononenyi@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:20 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Chukwudalu Ononenyi  
Washington, DC  
chukwudalu.ononenyi@bison.howard.edu

**Laura Bachle**

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**From:** okpe.promise@everyactioncustom.com on behalf of Promise Okpe  
<okpe.promise@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:49 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Promise Okpe  
Largo, MD  
okpe.promise@yahoo.com



**Laura Bachle**

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**From:** neymekarly2000@everyactioncustom.com on behalf of Ney mekarly Ostin  
<neymekarly2000@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:50 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Ney mekarly Ostin  
Hyattsville, MD  
neymekarly2000@gmail.com

**Laura Bachle**

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**From:** debbipace14@everyactioncustom.com on behalf of Debbie Pace <debbipace14@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 2:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Debbie Pace  
Greenbelt, MD  
debbipace14@gmail.com

**Laura Bachle**

---

**From:** rodneypace@everyactioncustom.com on behalf of Rodney Pace  
<rodneypace@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:49 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Rodney Pace  
Beltsville, MD  
rodneypace@yahoo.com

**Laura Bachle**

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**From:** dataesque@everyactioncustom.com on behalf of Kathy Papienski  
<dataesque@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kathy Papienski  
College Park, MD  
dataesque@yahoo.com

**Laura Bachle**

---

**From:** n.pappas112@everyactioncustom.com on behalf of Nicholas Pappas <n.pappas112@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:15 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Nicholas Pappas  
College park, MD  
n.pappas112@gmail.com

**Laura Bachle**

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**From:** tamekaparker5@everyactioncustom.com on behalf of Tameka Parker <tamekaparker5@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Tameka Parker  
Hyattsville, MD  
tamekaparker5@gmail.com

**Laura Bachle**

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**From:** alvinparker@everyactioncustom.com on behalf of Alvin Parker  
<alvinparker@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Alvin Parker  
Adelfi, MD  
alvinparker@verizon.com

**Laura Bachle**

---

**From:** rnparsons@everyactioncustom.com on behalf of Richard Parsons  
<rnparsons@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:09 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County and Virginia.

It also improves access to jobs for Prince Georges County residents and will be a big boost for National Harbor.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Richard Parsons  
Rockville, MD  
rnparsons@comcast.net



**Laura Bachle**

---

**From:** aeshelper65@everyactioncustom.com on behalf of Aeshel Perkins <aeshelper65@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:15 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Aeshel Perkins  
Greenbelt, MD  
aeshelper65@gmail.com

**Laura Bachle**

---

**From:** wjpitt@everyactioncustom.com on behalf of Jordan Pitt  
<wjpitt@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 3:34 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jordan Pitt  
Great Falls, VA  
wjpitt@gmail.com

**Laura Bachle**

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**From:** gpohanka@everyactioncustom.com on behalf of Geoffrey Pohanka  
<gpohanka@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

It would be a mistake to add express and carpool lanes on the Woodrow Wilson Bridge....while there is room for additional lanes, this would add to traffic congestion.....to go from two or three lanes to four and five across the bridge, and then back to two or three, would slow traffic and cause congestion you are trying to eliminate....

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Geoffrey Pohanka  
capitol heights, MD  
gpohanka@pohanka.com

**Laura Bachle**

---

**From:** rob.lewis.pointer@everyactioncustom.com on behalf of Robert Pointer  
<rob.lewis.pointer@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:10 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Robert Pointer  
Clinton, MD  
rob.lewis.pointer@icloud.com

**Laura Bachle**

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**From:** shdp42@everyactioncustom.com on behalf of Sharon Porter <shdp42@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:25 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,  
Mrs. Sharon Porter  
7201 Beechwood Rd Alexandria, VA 22307-1811 shdp42@aol.com

**Laura Bachle**

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**From:** alvin.pounds@everyactioncustom.com on behalf of Alvin Pounds  
<alvin.pounds@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:32 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Alvin Pounds  
University Park, MD  
alvin.pounds@gmail.com

**Laura Bachle**

---

**From:** trees4alll@everyactioncustom.com on behalf of Phil Price  
<trees4alll@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Phil Price  
Laurel, MD  
trees4alll@yahoo.com

**Laura Bachle**

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**From:** terryvprideaux@everyactioncustom.com on behalf of Terry Prideaux  
<terryvprideaux@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:02 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Terry Prideaux  
College Park, MD  
terryvprideaux@gmail.com



**Laura Bachle**

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**From:** --proctor143@everyactioncustom.com on behalf of Mark Proctor <--proctor143@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 3:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Mark Proctor  
Laurel, MD  
--proctor143@gmail.com

**Laura Bachle**

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**From:** kavyanambiar@everyactioncustom.com on behalf of Kavya Rajendran  
<kavyanambiar@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Kavya Rajendran  
College park, MD  
kavyanambiar@gmail.com

**Laura Bachle**

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**From:** capransom@everyactioncustom.com on behalf of Michael Ransom  
<capransom@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 11:10 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Michael Ransom  
Laurel, MD  
capransom@gmail.com

**Laura Bachle**

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**From:** treviapamela.reed33@everyactioncustom.com on behalf of Trevia Reed  
<treviapamela.reed33@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:31 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Trevia Reed  
Capital heights, MD  
treviapamela.reed33@gmail.com

**Laura Bachle**

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**From:** reidkd@everyactioncustom.com on behalf of Ken Reid  
<reidkd@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 9:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

When the new Wilson was completed in the mid 2000s, only 10 lanes were opened. It was built with 12 lanes and those two extra lanes are needed now. I do not mind if they are tolled with free access for carpools.

The Beltway is a mess because it was never intended to be the LONE Beltway for the DC Region, but we're stuck with one, unfortunately,.

I urge you to put this project in the COG TPB plan.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Ken Reid  
MC LEAN, VA  
reidkd@verizon.net

**Laura Bachle**

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**From:** joyreider14@everyactioncustom.com on behalf of Joy Reider <joyreider14@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:17 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Joy Reider  
Greenbelt, MD  
joyreider14@gmail.com

**Laura Bachle**

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**From:** brionreynolds@everyactioncustom.com on behalf of Brion Reynolds  
<brionreynolds@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:51 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Brion Reynolds  
Upper Marlboro, MD  
brionreynolds@gmail.com

**Laura Bachle**

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**From:** reynoldsbrion9@everyactioncustom.com on behalf of Brion Reynolds <reynoldsbrion9@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 9:20 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Brion Reynolds  
Upper Marlboro, MD  
reynoldsbrion9@gmail.com



**Laura Bachle**

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**From:** rhodes13203@everyactioncustom.com on behalf of Melvin Rhodes <rhodes13203@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Melvin Rhodes  
Fort Washington, MD  
rhodes13203@yahoo.com

**Laura Bachle**

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**From:** michellesamrichardson@everyactioncustom.com on behalf of Michelle Richardson  
<michellesamrichardson@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:33 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Michelle Richardson  
Hyattsville, MD  
michellesamrichardson@ive.com

**Laura Bachle**

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**From:** michelle.marie.roberts@everyactioncustom.com on behalf of Michelle Roberts  
<michelle.marie.roberts@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 4:01 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, WMATA has been struggling to meet its ridership and funding goals for its capital program. This mechanism will provide congestion relief and funding for future transit options.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Michelle Roberts  
Springfield, VA  
michelle.marie.roberts@gmail.com

**Laura Bachle**

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**From:** kevinrobin23@everyactioncustom.com on behalf of Kevin Robin <kevinrobin23@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:03 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Kevin Robin  
Greenbelt, MD  
kevinrobin23@gmail.com

**Laura Bachle**

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**From:** trayvonrobinson16@everyactioncustom.com on behalf of Trayvon Robinson  
<trayvonrobinson16@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 1:03 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Trayvon Robinson  
Landovwr, MD  
trayvonrobinson16@gmail.com

**Laura Bachle**

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**From:** brobbo12@everyactioncustom.com on behalf of Brian Robinson <brobbo12@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:42 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Brian Robinson  
College park, MD  
brobbo12@gmail.com

**Laura Bachle**

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**From:** byrdnestjazz@everyactioncustom.com on behalf of Jerome Robinson  
<byrdnestjazz@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:05 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements will help our local transit systems

Dear Chair Christina Henderson,

I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan. In addition to providing new funding that can be used to improve and expand local transit systems, this project will make regional bus trips faster and more reliable in this area than they are today.

The buses that currently cross the Wilson Bridge are stuck in the same traffic as everyone else, making them slow and unreliable for daily commutes, while Metrorail across the Wilson Bridge is still decades away. We should not sacrifice an opportunity to improve our local transit system and help Prince George's County residents today. Especially when the Southside Beltway Improvements still allow for Metrorail across the bridge in the future.

Therefore, I hope you will move forward now with the Southside Beltway Improvement so that we can receive new money and make needed upgrades to our transit system as soon as possible.

Thank you,  
Jerome Robinson  
Hyattsville, MD  
byrdnestjazz@icloud.com

**Laura Bachle**

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**From:** jfroddy@everyactioncustom.com on behalf of John Roddy  
<jfroddy@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 6:56 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
John Roddy  
Chantilly, VA  
jfroddy@wahazel.com



**Laura Bachle**

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**From:** loriwiserojas@everyactioncustom.com on behalf of Lori Wise Rojas  
<loriwiserojas@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 11:57 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lori Wise Rojas  
Silver Spring, MD  
loriwiserojas@gmail.com

**Laura Bachle**

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**From:** jonathon@everyactioncustom.com on behalf of Jonathon Rowland  
<jonathon@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 1:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Jonathon Rowland  
Baltimore, MD  
jonathon@fellsgroup.com

**Laura Bachle**

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**From:** rowland0217@everyactioncustom.com on behalf of David Rowland <rowland0217@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:39 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
David Rowland  
Bowie, MD  
rowland0217@gmail.com

**Laura Bachle**

---

**From:** gregolsenfreecycle@everyactioncustom.com on behalf of Susan Sacco  
<gregolsenfreecycle@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 7:52 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Susan Sacco  
Reston, VA  
gregolsenfreecycle@gmail.com

**Laura Bachle**

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**From:** dev1993samp@everyactioncustom.com on behalf of Devin Sampson  
<dev1993samp@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:22 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Devin Sampson  
New Carleton, MD  
dev1993samp@aol.com

**Laura Bachle**

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**From:** xosav06@everyactioncustom.com on behalf of Xochitl Sanchez <xosav06@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 3:23 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Xochitl Sanchez  
Greenbelt, MD  
xosav06@gmail.com

**Laura Bachle**

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**From:** joannwsanders@everyactioncustom.com on behalf of Joann Sanders  
<joannwsanders@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:09 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Joann Sanders  
Upper Marlboro, MD  
joannwsanders@yahoo.com

**Laura Bachle**

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**From:** angiejohn33@everyactioncustom.com on behalf of Angelina Scott <angiejohn33@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 10:30 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Angelina Scott  
Laurel, MD  
angiejohn33@gmail.com



**Laura Bachle**

---

**From:** haolin905@everyactioncustom.com on behalf of Hao Shao <haolin905@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:05 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Hao Shao  
College Park, MD  
haolin905@gmail.com

**Laura Bachle**

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**From:** kshep10177@everyactioncustom.com on behalf of Kevin Shepherd Sr <kshep10177@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:33 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

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Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kevin Shepherd Sr  
Clinton, MD  
kshep10177@gmail.com

**Laura Bachle**

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**From:** Mark Scheufler <scheufler@gmail.com>  
**Sent:** Friday, June 14, 2024 2:26 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Request to speak in person on June 20th 2024.

Individual  
Mark Scheufler  
Manassas, VA 20111  
[scheufler@gmail.com](mailto:scheufler@gmail.com)

**Laura Bachle**

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**From:** dsieh1771@everyactioncustom.com on behalf of Daniel Sieh <dsieh1771@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:23 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Mr. Daniel Sieh

1462 S Greenmount Dr Apt 203 Alexandria, VA 22311-2322 dsieh1771@gmail.com

**Laura Bachle**

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**From:** Daniel João Sieh <danielsieh@gmail.com>  
**Sent:** Tuesday, June 18, 2024 9:24 AM  
**To:** TPBcomment  
**Subject:** Public Comment in re 6.20.24 Item 7 I-495 Southside Express Lanes

Transportation Planning Board members:

I am writing to oppose the inclusion of a project in your "Visualize" master plan that uses space on the Woodrow Wilson Bridge reserved for future transit to add toll lanes instead. It is implausible that a tolling company would give up revenue-generating space for heavy rail transit without significant payments that would substantially increase the cost of a WMATA Blue Line Loop. Moreover, VDOT's concept documentation shows a rosy prediction of the engineering constraints for adding Metrorail within the limited width of any HOT lanes that would be built.

Please do not accept these concept renderings as viable and ask VDOT to invest in a more comprehensive study of alternatives, including direct transit investments and tolling of existing vehicle lanes to relieve congestion. Our region needs to make it easier to move around without a car, and not easier to drive places.

Thank you for your consideration,

Daniel Sieh

**Laura Bachle**

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**From:** zasilburn@everyactioncustom.com on behalf of Ashley Simmons  
<zasilburn@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:03 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Ashley Simmons  
Laurel, MD  
zasilburn@gmail.com

**Laura Bachle**

---

**From:** wsimmons449@everyactioncustom.com on behalf of Wayne Simmons <wsimmons449@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 12:31 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Wayne Simmons  
Greenbelt, MD  
wsimmons449@gmail.com

**Laura Bachle**

---

**From:** umdpowellness@everyactioncustom.com on behalf of Sofia Siri  
<umdpowellness@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:13 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Sofia Siri  
Prince George, MD  
umdpowellness@gmail.com



**Laura Bachle**

---

**From:** rsmall1484@everyactioncustom.com on behalf of Roger Small <rsmall1484@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:31 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Roger Small  
New Carrollton, MD  
rsmall1484@verizon.net

**Laura Bachle**

---

**From:** rorey56@everyactioncustom.com on behalf of Rorey Smith <rorey56@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Rorey Smith  
Forestville, MD  
rorey56@gmail.com

**Laura Bachle**

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**From:** cnsmith301@everyactioncustom.com on behalf of Clarissa Smith <cnsmith301@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Clarissa Smith  
Upper marlboro, MD  
cnsmith301@gmail.com

**Laura Bachle**

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**From:** arnoldg87@everyactioncustom.com on behalf of Arnold Solano <arnoldg87@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 11:39 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Arnold Solano  
woodbridge, VA  
arnoldg87@yahoo.com

**Laura Bachle**

---

**From:** jason.f.stanford@everyactioncustom.com on behalf of Jason Stanford  
<jason.f.stanford@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 3:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jason Stanford  
Arlington, VA  
jason.f.stanford@gmail.com

**Laura Bachle**

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**From:** mary.starr@everyactioncustom.com on behalf of Mary Starr  
<mary.starr@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 9:20 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Mary Starr  
Lorton, VA  
mary.starr@shirleycontracting.com

**Laura Bachle**

---

**From:** karima0925@everyactioncustom.com on behalf of Karina St Clair <karima0925@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:45 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Karina St Clair  
Fort Washington, MD  
karima0925@gmail.com

**Laura Bachle**

---

**From:** shanicestephens1994@everyactioncustom.com on behalf of Shanice Stephens  
<shanicestephens1994@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 1:07 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Shanice Stephens  
Greenbelt, MD  
shanicestephens1994@gmail.com



**Laura Bachle**

---

**From:** khalilstew@everyactioncustom.com on behalf of Khalil Steward  
<khalilstew@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:05 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Khalil Steward  
Beltsville, MD  
khalilstew@gmail.com

**Laura Bachle**

---

**From:** tianalogan94@everyactioncustom.com on behalf of Tiana Stewart <tianalogan94@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

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Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Tiana Stewart  
Upper Marlboro, MD  
tianalogan94@gmail.com

**Laura Bachle**

---

**From:** rihannastover31@everyactioncustom.com on behalf of Rihanna Stover  
<rihannastover31@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:55 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Rihanna Stover  
Capitol heights, MD  
rihannastover31@gmail.com

**Laura Bachle**

---

**From:** stoververnon@everyactioncustom.com on behalf of Vernon Stover  
<stoververnon@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Vernon Stover  
Upper marlboro, MO  
stoververnon@yahoo.com

**Laura Bachle**

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**From:** franktaitano@everyactioncustom.com on behalf of Frank Taitano  
<franktaitano@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:17 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Frank Taitano  
Upper marbloro, MD  
franktaitano@aol.com

**Laura Bachle**

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**From:** fritztamba3@everyactioncustom.com on behalf of Fritz Tamba <fritztamba3@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 1:41 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Fritz Tamba  
Lanham, MD  
fritztamba3@gmail.com

**Laura Bachle**

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**From:** giannilittle38@everyactioncustom.com on behalf of Gianni Little- Taylor <giannilittle38@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 10:46 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Gianni Little- Taylor  
College Park, MD  
giannilittle38@gmail.com

**Laura Bachle**

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**From:** jenellthomaslocke986@everyactioncustom.com on behalf of Jenell Thomaslocke  
<jenellthomaslocke986@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:44 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Jenell Thomaslocke  
Laurel, MD  
jenellthomaslocke986@gmail.com



**Laura Bachle**

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**From:** romanruins08@everyactioncustom.com on behalf of Owen Tiedemann <romanruins08@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:08 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Owen Tiedemann  
Arlington, VA  
romanruins08@hotmail.com

**Laura Bachle**

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**From:** lakeshiatotten@everyactioncustom.com on behalf of Lakeshia Totten  
<lakeshiatotten@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:59 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Lakeshia Totten  
Landover hills, MD  
lakeshiatotten@gmail.com

**Laura Bachle**

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**From:** yvonne\_c\_59@everyactioncustom.com on behalf of Carol Townsend <yvonne\_c\_59@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:29 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Carol Townsend  
Ft. Washington, MD  
yvonne\_c\_59@yahoo.com

**Laura Bachle**

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**From:** turayalpha867@everyactioncustom.com on behalf of Alpha Turay <turayalpha867@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 2:28 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Alpha Turay  
Halethorpe, MD  
turayalpha867@gmail.com

**Laura Bachle**

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**From:** danialexumana97@everyactioncustom.com on behalf of Dani Umana  
<danialexumana97@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Dani Umana  
Hyattsville, MD  
danialexumana97@gmail.com

**Laura Bachle**

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**From:** vegavt@everyactioncustom.com on behalf of Javier Vega  
<vegavt@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 4:04 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit (Metrorail and bus) systems across the country and our region have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Javier Vega  
Vienna, VA  
vegavt@gmail.com

**Laura Bachle**

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**From:** jwallace@everyactioncustom.com on behalf of Jesse Wallace  
<jwallace@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:03 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jesse Wallace  
Lorton, VA  
jwallace@shirleycontracting.com

**Laura Bachle**

---

**From:** jwallace@everyactioncustom.com on behalf of Jesse Wallace  
<jwallace@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:03 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Jesse Wallace  
ALDIE, VA  
jwallace@shirleycontracting.com



**Laura Bachle**

---

**From:** kward47@everyactioncustom.com on behalf of Katherine Ward <kward47@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 9:30 AM  
**To:** TPBcomment  
**Subject:** Keep the I-495 Southside Express Lanes project out of our transportation plan

Dear Transportation Planning Board (TPB),

The Virginia Department of Transportation's flawed proposal to widen I-495 from Springfield to Maryland would create a bottleneck in Prince George's County, block the promised future Metrorail across the Woodrow Wilson Bridge, and send more traffic onto connecting streets in Alexandria, Fairfax, and Prince George's.

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to remove this project from the long-range plan Visualize 2050.

VDOT claims in public meetings that it is still evaluating a range of alternatives, yet is pressing the Transportation Planning Board to include its preferred widening and toll lanes alternative into the region's Visualize 2050 transportation plan. VDOT hasn't provided convincing assurances that the privately controlled toll lanes will not block future Metrorail. VDOT's study of project impacts hasn't even started and there's no analysis yet of the project's potential traffic impacts to Prince George's and other communities.

The agency's 495 Southside Express Lanes study also failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Your plan will NOT solve the backups on 495! The only way to stop this is to improve and expand mass transit!

Please reject this current proposal and demand that VDOT fix its study by evaluating more effective alternatives consistent with our region's vision for transit-friendly, sustainable communities. For now, this project is not ready for our regional transportation plan and should be kept out.

Sincerely,

Colonel Katherine Ward

1029 Gladstone Pl Alexandria, VA 22308-1736 kward47@cox.net

**Laura Bachle**

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**From:** traciewashington23@everyactioncustom.com on behalf of Tracie Washington  
<traciewashington23@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:42 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Tracie Washington  
Bowie, MD  
traciewashington23@yahoo.com

**Laura Bachle**

---

**From:** dollhousedmw@everyactioncustom.com on behalf of Darlene Watkins  
<dollhousedmw@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:56 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Darlene Watkins  
Brandywine, MD  
dollhousedmw@gmail.com

**Laura Bachle**

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**From:** theofficialsk@everyactioncustom.com on behalf of Keith Watkins  
<theofficialsk@everyactioncustom.com>  
**Sent:** Friday, June 14, 2024 2:36 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Keith Watkins  
Campsprings, MD  
theofficialsk@gmail.com

**Laura Bachle**

---

**From:** bmelissa95@everyactioncustom.com on behalf of Melissa Westbrook <bmelissa95@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Melissa Westbrook  
Capitol heights, MD  
bmelissa95@yahoo.com

**Laura Bachle**

---

**From:** eweston11@everyactioncustom.com on behalf of Elaine Weston <eweston11@everyactioncustom.com>  
**Sent:** Tuesday, June 18, 2024 12:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Don't Block Southside Beltway Improvements from the Region's Transportation Plan

Dear Chair Christina Henderson,

Addressing the heavy traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge is a vital long-term investment needed for our region. This is why the Transportation Planning Board must incorporate the Southside Beltway Improvements project into the region's long-range transportation plan and ensure this project can bring in new funding for our county's transit system.

The Southside Beltway Improvements project will add much needed new express lanes, providing a reliable option for single-occupant vehicles, buses and carpools. Additionally, toll-free access to these express lanes will be a major benefit for daily bus and HOV commuters who cross the Woodrow Wilson Bridge.

But none of these benefits will happen if we block this project from the region's long-range transportation plan. Please do what is best for your constituents and allow this project to move forward so that we can reduce traffic congestion and make new investments in Prince George's County's transit system.

Thank you,  
Elaine Weston  
College park, MD  
eweston11@outlook.com

**Laura Bachle**

---

**From:** kimymkya@everyactioncustom.com on behalf of Kim Wicks  
<kimymkya@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:58 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Kim Wicks  
Upper marlboro, MD  
kimymkya@verizon.net



**Laura Bachle**

---

**From:** alexis.cwilder12@everyactioncustom.com on behalf of Alexis Wilder <alexis.cwilder12@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Alexis Wilder  
Suitland, MD  
alexis.cwilder12@gmail.com

**Laura Bachle**

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**From:** net626wil@everyactioncustom.com on behalf of Annette e Williams  
<net626wil@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 10:07 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Annette e Williams  
Lanham, MD  
net626wil@yahoo.com

**Laura Bachle**

---

**From:** wrodney372@everyactioncustom.com on behalf of Rodney Williams <wrodney372@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:24 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Rodney Williams  
Beltsville, MD  
wrodney372@gmail.com

**Laura Bachle**

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**From:** thecanfamily@everyactioncustom.com on behalf of Kathy Williams  
<thecanfamily@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:27 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Kathy Williams  
Bowie, MD  
thecanfamily@gmail.com

**Laura Bachle**

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**From:** cwilliams40@everyactioncustom.com on behalf of Chris Williams <cwilliams40@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 2:43 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Chris Williams  
Upper Marlboro, MD  
cwilliams40@gmail.com

**Laura Bachle**

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**From:** refereeric@everyactioncustom.com on behalf of Eric Williams  
<refereeeric@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 4:47 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Eric Williams  
Upper marlboro, MD  
refereeeric@aol.com

**Laura Bachle**

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**From:** lyciawilson@everyactioncustom.com on behalf of Lycia Wilson  
<lyciawilson@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Lycia Wilson  
District heights, MD  
lyciawilson@gmail.com

**Laura Bachle**

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**From:** evastokes90@everyactioncustom.com on behalf of Eva Wood <evastokes90@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Are Needed

Dear Chair Christina Henderson,

We need to relieve congestion and traffic on the Woodrow Wilson Bridge immediately, which is why I am writing to urge you to incorporate the Southside Beltway Improvements into the region's long-range transportation plan.

We must prevent anticipated high levels of congestion that would result in vehicles diverting onto other roadways within the localities and regions, making the Beltway no longer reliable for commuting. With the Southside Beltway Improvements project, we can enhance traffic flow along the southside of the beltway, while also bringing in essential funding for transit initiatives.

As seen already, transit systems nationwide are grappling with financial challenges. We certainly don't want those hardships to occur here in the Capital Beltway region. The implementation of this project will bring in much-needed additional funds for transit enhancements in Prince George's County.

Please make sure the Southside Beltway Improvements are included in the air quality assessment efforts. This will foster ongoing collaboration between VDOT and Prince George's County to identify the best solutions for our community once the environmental study is complete.

Thank you for your time and consideration on this transportation issue.

Sincerely,  
Eva Wood  
Temple Hills, MD  
evastokes90@yahoo.com



**Laura Bachle**

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**From:** charismawooten1021@everyactioncustom.com on behalf of Charisma Wooten  
<charismawooten1021@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 1:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Will Alleviate Congestion & Traffic Jams

Dear Chair Christina Henderson,

I am writing to express my strong advocacy for the inclusion of the Southside Beltway Improvements in our region's long-range transportation plan. This project has great potential to alleviate congestion and traffic jams along the southside of the beltway, while fostering increased funding for transit initiatives.

We have seen the success of express lanes in Northern Virginia, meeting the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced cost-effective transit options. We want to replicate similar transit impacts in Prince George's County.

While transit systems are experiencing financial constraints nationwide, this project represents a unique opportunity to allocate more funds towards expanding the current transit infrastructure in Prince George's County. With adequate funding, our region can achieve a better transit system for commuters.

Please ensure that the Southside Beltway Improvements project is added to the air quality evaluation list. The addition of this project to the environmental study will contribute to VDOT and Prince George's County's ongoing collaboration to identify and refine additional community benefits. I am confident the County will make well-informed decisions after the environmental study is complete.

Thank you for considering the Southside Beltway Improvements in the region's transportation plans.

Sincerely,  
Charisma Wooten  
13601 Barney lane #23, MD  
charismawooten1021@gmail.com

**Laura Bachle**

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**From:** donovanyearwood07251960@everyactioncustom.com on behalf of Donovan Yearwood  
<donovanyearwood07251960@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 11:21 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Include Southside Beltway Improvements in the Air Quality Analysis

Dear Chair Christina Henderson,

I am someone who deeply cares about how modes of transportation impact our environment. Therefore, I am writing to express my strong support for including the Southside Beltway Improvements into the long-term transportation plan for our region.

Nationwide, many transit systems are facing dire financial strains. We can avoid a similar situation in the Capital Region with the Southside Beltway Improvements being integrated into the study. This initiative will help mitigate congestion and improve traffic along the southern stretch of the beltway. At the same time, we can bring in additional funding to improve transit systems throughout Prince George's County.

Please incorporate this project into the current assessments being made for air quality. This will facilitate continued collaboration between VDOT and Prince George's County to narrow down community benefits. The Southside Beltway Improvements is a key piece in making an informed decision once the environmental study is done.

Thank you for your attentive consideration of this crucial matter.

Sincerely,  
Donovan Yearwood  
Weaton, MD  
donovanyearwood07251960@gmail.com

**Laura Bachle**

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**From:** mikoonyemaa1962@everyactioncustom.com on behalf of Mikoon Yemaam  
<mikoonyemaa1962@everyactioncustom.com>  
**Sent:** Thursday, June 13, 2024 12:30 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Mikoon Yemaam  
Silver spring, MD  
mikoonyemaa1962@gmail.com

**Laura Bachle**

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**From:** scott york@everyactioncustom.com on behalf of Scott York  
<scott york@everyactioncustom.com>  
**Sent:** Wednesday, June 12, 2024 3:48 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Support the Southside Beltway Improvements

Dear Chair Christina Henderson,

I am writing to share my strong support for the inclusion of the Southside Beltway Improvements in the region's long-range transportation plan. This project will relieve congestion and improve traffic on the southside of the beltway, while also bringing in more money to fund transit.

As you know, transit systems across the country have been struggling to make ends meet. This project presents a unique opportunity to dedicate additional funding to transit improvements in Prince George's County.

Please add this project to the air quality evaluation list so that VDOT can continue working with Prince George's County to identify and refine additional community benefits. This will allow the County to make an informed decision before moving forward with construction.

Thank you for your time and consideration of this important matter.

Sincerely,  
Scott York  
Dulles, VA  
scott york@committeefordulles.org

**Laura Bachle**

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**From:** qaiszaland@everyactioncustom.com on behalf of Qais Zaland  
<qaiszaland@everyactioncustom.com>  
**Sent:** Monday, June 17, 2024 12:11 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

The Southside Beltway Improvement projects will create express lanes that will lead to faster and more reliable trips for travelers. New express lanes will provide a reliable option for single-occupant vehicles, as well as encourage and benefit buses and carpools, by providing toll-free access to the express lanes.

Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Qais Zaland  
Beltsville, MD  
qaiszaland@gmail.com

**Laura Bachle**

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**From:** oacabre@everyactioncustom.com on behalf of Olivia Zhang  
<oacabre@everyactioncustom.com>  
**Sent:** Saturday, June 15, 2024 3:32 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - Southside Beltway Improvements Project Needed in Transportation Plans

Dear Chair Christina Henderson,

As a daily commuter, I endure the dreadful traffic congestion on the southside of the beltway and the Woodrow Wilson Bridge. For this reason, I am writing to urge you to add the Southside Beltway Improvements into the region's long-range transportation plan. Not only will this particular project reduce congestion and enhance traffic flow, it will also boost funds for our region's traffic initiatives.

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Additionally, our region must be ready to tackle financial challenges confronting our transit systems head on. Therefore, I strongly believe this project presents a unique opportunity to allocate supplementary funding towards enhancing transit infrastructure in Prince George's County.

Please include the Southside Beltway Improvements project in the air quality evaluation list. This will enable ongoing collaboration between VDOT and Prince George's County to pinpoint additional overall community benefits. This collaborative effort will help the County make an informed decision after the environmental study is done.

Thank you for considering the Southside Beltway Improvements in the long-range transportation plan.

Sincerely,  
Olivia Zhang  
Capitol heights, MD  
oacabre@gmail.com