



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: July 2021 TPB Meeting Public Comment
DATE: July 21, 2021

For the July 2021 TPB meeting, TPB received a total of 563 comments. The 563 comments include 19 pdf documents attached to this email, 56 comments received by DDOT, which were forwarded to TPB staff, and one transcribed voicemail from a member of the public.



July 19th, 2019

To Transportation Planning Board of the Metropolitan Washington Council of Governments:

I am Michael Sakata, head of Maryland Transportation Builder's and Material association. MTBMA represents over 21,000 workers and business owners in the transportation construction industry. There is no doubt that the traffic issues around 270 and 495 are significant and cause a tremendous amount of stress to Maryland residents anytime they must get on those roads and, really, any of the surrounding roads. The most recent Trip report, released on June 22nd of this year, ranks Maryland number TWO in both worst Congested Urban Interstates and Daily Interstate travel per lane mile. In Maryland, 83 percent of urban Interstate highways are considered congested during peak hours, the second highest share in the U.S. Vehicle travel on Maryland's Interstates increased a staggering 19 percent from 2000 to 2019. TRIP has reported that we are already seeing traffic at 95% of pre-COVID numbers. In addition to people getting back on the road, Maryland is projected to continue growing, adding more vehicles to our roadways. Because Maryland's Interstates are among the busiest in the nation, we desperately need a solution.

Insufficient roadway capacity contributes to congestion resulting in increases in travel time, loss of economic competitiveness, and impacts on the environment such as air quality. Maryland drivers spend on average an extra 82 hours sitting in traffic in the DC-Metro area each year. Georgia and the city of Atlanta recently implemented express toll lanes in their most congested areas. Since the lanes opened, rush hour speeds on the highways doubled from 20 mph to 40 mph, and rush hour commutes have been reduced by an hour. The Maryland project only increases average daily traffic by less than 1%, and hundreds of thousands of cars will move faster and pollute less. When our vehicles are moving at 45mph or more, they use a lot less fuel and pollute less than if they are stuck idling or crawling in 10mph stop-and-go conditions.

Without the increased speeds and throughput of our roads, the cost of businesses is driven up challenging economic growth. Travelling efficiently to deliver goods, services, and perform work is essential to good business and a driving force to keep businesses moving forward.

This project is a critical investment in our region, and it does so in a way that helps our entire industry in Maryland. This project is big enough that it will need all Maryland companies to participate- whether minority or women-owned, veteran-owned, union and non-union, specialty firms, general contractors and subcontractors – this is enough opportunity here for all Maryland Companies. We need the 7,500 jobs that just the first section of this project will bring. MD Firms and construction industry workers will be wrapping up other mega projects in the next few years. If this project is further delayed tens of thousands will face unemployment at a time we should be investing in infrastructure.

The county Executive in Montgomery County, Marc Elrich, now says he wants to use federal funds instead of a P3, but by taking the entire project out of the air quality conformity analysis, TPB has now made the project ineligible for federal funding. There is a significant fiscal cost to Maryland if the TPB decision is not reversed. The P3 Program brings in \$6 Billion in private funding that we will lose, including \$1.5 billion in funding just to keep the American Legion Bridge and other aging facilities in good repair. If that funding goes away it blows a huge hole in Maryland's capital budget and will require other projects to be cut. Cutting other projects would include maintenance and repair on existing roads decreasing safety and increasing the costs to maintain vehicles for those driving on those roads.

For these reasons I urge you to vote to add the project back into the long-range plan.

Sincerely,

Michael Sakata

President & CEO

Maryland Transportation Builders & Materials Association

2408 Peppermill Drive, Ste. F, Glen Burnie, MD 21061



July 16, 2021

National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, D.C. 20002
Via Email: TPBComment@mwcog.org

Dear Members of the National Capital Region Transportation Planning Board:

The Montgomery County Chamber of Commerce (MCCC) urges the National Capital Region Transportation Planning Board to reconsider its recent action and vote to put the I-270/495 Express Lanes project in the regional transportation plan. Allowing the widening of I-270 and the rebuilding the American Legion Bridge is imperative for the Capital Region to grow and prosper.

MCCC advocates for our members to compete in a globally and regionally competitive marketplace by promoting opportunities and removing barriers to progress. One of these barriers to progress is an inadequate transportation infrastructure. The proposed traffic relief plan is a significant step forward and can help alleviate one of the worst traffic bottlenecks in the country.

Relieving the region's traffic bottlenecks will increase economic activity, ease commutes, and allow for freer flow of commerce in and around Montgomery County and the Capital Region. Proceeding with this project will also create a more seamless managed lane network in the region. This improvement to the area's transportation network will significantly reduce traffic congestion and allow for improved regional transit services that can spur economic activity, create new jobs, and improve overall quality of life.

For these reasons, MCCC reiterates our strong support for moving forward with this project. If we can be of any assistance, please do not hesitate to ask.

Sincerely,

A handwritten signature in black ink, appearing to read "G. Godwin".

Georgette "Gigi" Godwin
President & CEO
Montgomery County Chamber of Commerce

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

The plan to add private toll lanes to 270 and the Beltway



arlene Montemarano <mikarl@starpower.net>

Sun 7/18/2021 11:54 AM

To: TPBcomment



Construction Dust UK.pdf
5 MB



Revised BB Letter.docx
14 KB



2 attachments (5 MB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

To Chairman Charles Allen:

Please distribute this important information to your members before the re-vote next week. And please read the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who would live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

Reply Forward

Construction dust

HSE information sheet

Construction dust is not just a nuisance; it can seriously damage your health and some types can eventually even kill. Regularly breathing these dusts over a long time can therefore cause life-changing lung diseases.

This sheet tells employers what they need to know to prevent or adequately control construction dust risks. It also provides advice for safety representatives and workers.

Construction dust

This is a general term used to describe different dusts that you may find on a construction site. There are three main types:

- silica dust – created when working on silica-containing materials like concrete, mortar and sandstone (also known as respirable crystalline silica or RCS);
- wood dust – created when working on softwood, hardwood and wood-based products like MDF and plywood;
- lower toxicity dusts – created when working on materials containing very little or no silica. The most common include gypsum (eg in plasterboard), limestone, marble and dolomite.

Health risks

Anyone who breathes in these dusts should know the damage they can do to the lungs and airways. The main dust-related diseases affecting construction workers are:

- lung cancer;
- silicosis;
- chronic obstructive pulmonary disease (COPD);
- asthma.

Some lung disease, like advanced silicosis or asthma,

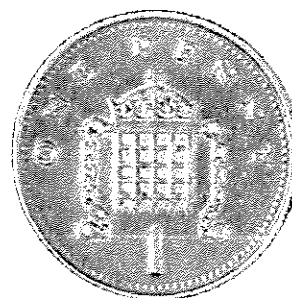
Construction Information Sheet No 36 (Revision 2)



Figure 1 Common tasks like cutting can create very high dust levels

However, most of these diseases take a long time to develop. Dust can build up in the lungs and harm them gradually over time. The effects are often not immediately obvious. Unfortunately, by the time it is noticed the total damage done may already be serious and life changing. It may mean permanent disability and early death.

Construction workers have a high risk of developing these diseases because many common construction tasks can create high dust levels. Over 500 construction workers are believed to die from exposure to silica dust every year. The amounts needed to cause this damage are not large. The largest amount of silica someone should be breathing in a day **after using the right controls** is shown below next to the penny.



silica dust



The law

The Control of Substances Hazardous to Health Regulations 2002 (COSHH) cover activities which may expose workers to construction dust.

There are three key things you need to do:

- Assess (the risks)
- Control (the risks)
- Review (the controls)

Assess (the risks)

Assess the risks linked to the work and materials. Examples of high-risk tasks are listed in Table 1. High dust levels are caused by one or more of the following:

- task – the more energy the work involves, the bigger the risk. High-energy tools like cut-off saws, grinders and grit blasters produce a lot of dust in a very short time;
- work area – the more enclosed a space, the more the dust will build up. However, do not assume that dust levels will be low when working outside with high-energy tools;
- time – the longer the work takes the more dust there will be;
- frequency – regularly doing the same work day after day increases the risks.

Control (the risks)

Use the following measures to control the risk. Examples of controls for common high-risk tasks are given in Table 1.

Stop or reduce the dust

Before work starts, look at ways of stopping or reducing the amount of dust you might make. Use different materials, less powerful tools or other work methods. For example you could use:

- the right size of building materials so less cutting or preparation is needed;
- silica-free abrasives to reduce the risks when blasting;
- a less powerful tool – eg a block splitter instead of a cut-off saw;
- a different method of work altogether – eg a direct fastening system.

Control the dust

Even if you stop some dust this way, you may do other work that could still produce high dust levels. In these cases the most important action is to stop the dust getting into the air. There are two main ways of doing this:

- **Water** – water damps down dust clouds. However, it needs to be used correctly. This means enough water supplied at the right levels for the whole time that the work is being done. Just wetting the material beforehand does not work.

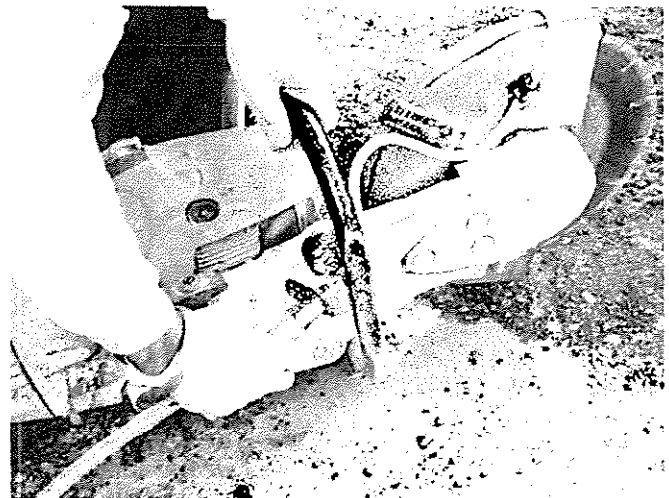


Figure 3 Water suppression on a cut-off saw

- **On-tool extraction** – removes dust as it is being produced. It is a type of local exhaust ventilation (LEV) system that fits directly onto the tool. This 'system' consists of several individual parts – the tool, capturing hood, extraction unit and tubing. Use an extraction unit to the correct specification (ie H (High) M (Medium) or L (Low) Class filter unit). Don't just use a general commercial vacuum.

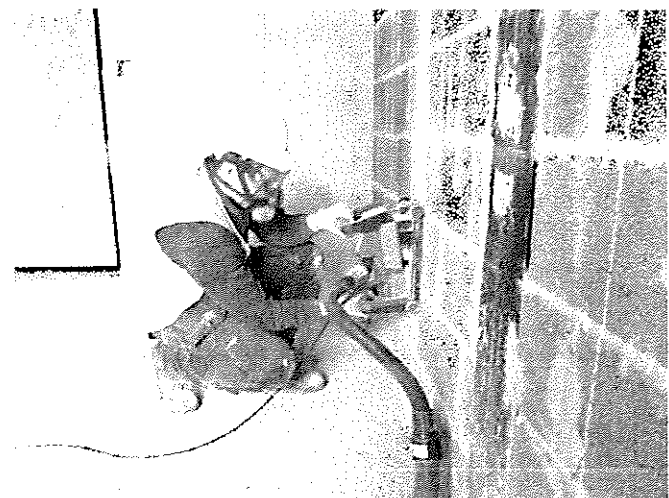


Figure 4 Wall chasing using on-tool extraction

Respiratory protective equipment (RPE)

Water or on-tool extraction may not always be appropriate or they might not reduce exposure enough. Often respiratory protection (RPE) has to be provided as well. You will need to make sure that the RPE is:

- adequate for the amount and type of dust – RPE has an assigned protection factor (APF) which shows how much protection it gives the wearer. The general level for construction dust is an APF of 20. This means the wearer only breathes one twentieth of the amount of dust in the air;
- suitable for the work – disposable masks or half masks can become uncomfortable to wear for long periods. Powered RPE helps minimise this. Consider it when people are working for more than an hour without a break;
- compatible with other items of protective equipment;
- fits the user. Face fit testing is needed for tight-fitting masks;
- worn correctly. Anyone using tight-fitting masks also needs to be clean shaven.

Remember: RPE is the last line of protection. If you are just relying on RPE you need to be able to justify your reasons for this.

Other controls

Depending upon the work you are doing you may have to combine these measures with other controls. Think about:

- limiting the number of people near the work;
- rotating those doing the task;
- enclosing the work to stop dust escaping. Use sheeting or temporary screens;
- general mechanical ventilation to remove dusty air from the work area (eg in enclosed spaces such as indoors);
- selecting work clothes that do not keep hold of the dust.

You also need to make sure workers are doing the job in the right way and are using controls properly. Train workers:

- about dust risks and how this can harm their health;
- how to use the dust controls and check that they are working;
- how to maintain and clean equipment;
- how to use and look after RPE and other personal

Review (the controls)

You may already have the right controls in place, but are they all working properly? Check the controls work by:

- having procedures to ensure that work is done in the right way;
- checking controls are effective. Does the work still seem dusty? You might need to carry out dust exposure monitoring;
- involving workers. They can help identify problems and find solutions;
- maintaining equipment:
 - follow instructions in maintenance manuals;
 - regularly look for signs of damage. Make repairs;
 - replace disposable masks in line with manufacturer's recommendations;
 - properly clean, store, and maintain non-disposable RPE. Change RPE filters as recommended by the supplier;
 - carry out a thorough examination and test of any on-tool extraction system at least every 14 months.
- supervising workers. Make sure they:
 - use the controls provided;
 - follow the correct work method;
 - attend any health surveillance where it is needed.

You may have to put a health surveillance programme in place. You may need advice for this from an occupational health professional.

Table 1 Controls for common high-risk tasks

| Task | Eliminate or limit the dust by: | Control the dust by using: |
|---|--|--|
| Cutting concrete kerbs, blocks and paving with a cut-off saw | <ul style="list-style-type: none"> ■ Limiting the number of cuts during design/layout ■ Using lower energy equipment like block splitters ■ Getting material cut off site and delivered | <ul style="list-style-type: none"> ■ Water suppression and ■ RPE* with an APF of 20 |
| Chasing concrete and raking mortar | <ul style="list-style-type: none"> ■ Limiting the need for chasing at the design/layout stage ■ Using a work method that limits/does not need chasing, like over-covering cables | <ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20 – consider powered RPE for longer duration work |
| Cutting roofing tiles with a cut-off saw | <ul style="list-style-type: none"> ■ Hand cutting natural/fibre cement slates and other tiles where possible ■ Using ½ and 1½ tiles ■ Correct setting out/design ■ Minimising valleys/using dry valleys | <ul style="list-style-type: none"> ■ Water suppression and ■ A dedicated cutting area with scaffold board protection and ■ RPE* with an APF of 20 |
| Scabbling or grinding with hand-held tools | <ul style="list-style-type: none"> ■ Specifying architectural finishes that do not need scabbling ■ Using (ultra) high-pressure water jetting ■ Using chemical retarders and pressure washing ■ Casting in proprietary joint formers, eg mesh formwork | <ul style="list-style-type: none"> ■ Where possible use on-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20 |
| Short-duration drilling totalling 15–30 minutes with hand-held rotary power tools | <ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning ■ Using direct fastening or screws | <ul style="list-style-type: none"> ■ Where possible use equipment that stops dust getting into the air. The larger the holes the better this needs to be. Options range from: <ul style="list-style-type: none"> – drilling through a dust 'collector' or using cordless extraction attached to the drill (for smaller drill bits) or – on-tool extraction using an H or M Class extraction unit ■ Otherwise use RPE* with an APF of 20 |
| Drilling holes with hand-held rotary power tools as a 'main activity' | <ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning ■ Using direct fastening or screws | <ul style="list-style-type: none"> ■ Where possible on-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20 |
| Dry coring | <ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning | <ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit ■ Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE.* Use an APF of 20 |
| Wet coring | <ul style="list-style-type: none"> ■ Limiting the number of holes during design/planning | <ul style="list-style-type: none"> ■ Water suppression ■ Long periods of wet coring in enclosed spaces will also need RPE.* Use an APF of 20 |
| Using a hand-held breaker in enclosed spaces with limited ventilation | <ul style="list-style-type: none"> ■ Limiting the amount of breaking during design/planning stage ■ Bursting, crushing, cutting, sawing or other techniques ■ Remote controlled demolition ■ Hydrodemolition | <ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE* with an APF of 20 |

| Task | Eliminate or limit the dust by: | Control the dust by using: |
|--|--|--|
| Abrasive pressure blasting | <ul style="list-style-type: none"> ■ Using a different method of work like (ultra) high-pressure water jetting ■ Using 'silica free' abrasive material | <ul style="list-style-type: none"> ■ Wet or vacuum blasting and ■ RPE* will depend on silica content of building materials, blasting equipment and length of work: <ul style="list-style-type: none"> – In most instances use RPE with an APF of 40 – Use RPE with an APF of 20 for lower risk work (including the 'potman' nearby) ■ Shrouds or screens to contain the flying abrasive ■ Certain restricted/enclosed working places may also need general mechanical ventilation |
| Soft strip demolition | <ul style="list-style-type: none"> ■ Carefully planning the work ■ Limiting the number of people that need to be in the work area ■ Screening off areas to prevent dust spreading | <ul style="list-style-type: none"> ■ Use water suppression or on-tool extraction for those tasks where it is possible and ■ RPE* with an APF of 20 – consider powered RPE for longer duration work ■ Enclosed spaces may also need general mechanical ventilation to remove dusty air |
| Removing small rubble, dust and debris | <ul style="list-style-type: none"> ■ Limiting waste materials during design/planning ■ Considering where waste material is created and how frequently it needs removing ■ Using the correct dust controls when making rubble/debris | <ul style="list-style-type: none"> ■ Damping down and using a brush, shovel and bucket for minor/small 'one-off' amounts <p>Or for regular removal/site cleaning:</p> <ul style="list-style-type: none"> ■ Water spray for damping down ■ Rake, shovel and bucket/wheelbarrow to remove larger pieces ■ Covered chutes and skips where needed ■ Vacuum attachments fitted to an H or M Class extraction unit ■ RPE* with an APF of 20 depending upon location, duration and type of work |
| Cutting wood with power tools | <ul style="list-style-type: none"> ■ Using a less toxic wood[†] ■ Ordering pre-cut materials ■ Using dedicated cutting areas to minimise spread | <ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit ■ Longer duration work (ie over 15–30 minutes accumulated time over the day) will also need RPE† suitable for the wood dust – particularly in enclosed spaces |
| Sanding wood with power tools | <ul style="list-style-type: none"> ■ Using a less toxic wood[†] ■ Using 'pre-finished' materials | <ul style="list-style-type: none"> ■ On-tool extraction using an H or M Class extraction unit and ■ RPE† suitable for the wood dust in most situations |
| Sanding plasterboard jointing | <ul style="list-style-type: none"> ■ Using other finishes/systems | <ul style="list-style-type: none"> ■ On-tool extraction using an H, M, or L Class extraction unit |

* **Table 2** Common RPE types for construction dust

| APF | Common RPE types for construction dust |
|-----|--|
| 10 | <ul style="list-style-type: none"> ■ FFP2 disposable mask or half mask with P2 filter |
| 20 | <ul style="list-style-type: none"> ■ FFP3 disposable mask or half mask with P3 filter <p>Or for longer duration work:</p> <ul style="list-style-type: none"> ■ Powered RPE such as a TH2 powered hood/helmet |

† RPE for wood dust

The risk from wood dust is specific to different types (species) of wood.¹ Knowing the species is important in establishing the right RPE to use. In general RPE with an APF of 20 is appropriate; particularly for higher residual dust levels, such as when sanding, and for all work with more toxic woods such as hardwoods, western red cedar and MDF. RPE with an APF of 10 is

References

1 *Toxic woods* Woodworking Information Sheet
WIS30(rev1) HSE Books 2012
www.hse.gov.uk/pubns/wis30.htm

Further information

Further information on dust and other construction health risks can be found at
www.hse.gov.uk/construction/healthtopics/index.htm

For information about health and safety, or to report inconsistencies or inaccuracies in this guidance, visit www.hse.gov.uk/. You can view HSE guidance online and order priced publications from the website. HSE priced publications are also available from bookshops.

This guidance is issued by the Health and Safety Executive. Following the guidance is not compulsory, unless specifically stated, and you are free to take other action. But if you do follow the guidance you will normally be doing enough to comply with the law. Health and safety inspectors seek to secure compliance with the law and may refer to this guidance.

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Widening I-270 Is Harmful to our Health

On January 9th, the Maryland Board of Public Works rubber stamped Governor Larry Hogan's plan to add toll lanes to the 495 Capital Beltway and I-270. It is expected that proposals will soon be solicited from potential contractors. Under the I-270 expansion plan, two luxury toll lanes would be added in both the northbound and southbound directions, between 495 and I-370 in Gaithersburg. I strongly oppose this plan on several fronts. First, there is no inclusion of rapid transit even though scientists, health professionals, and transportation experts all agree that climate change is the number one priority of all human beings, including those residing in Maryland. The proposed multi-billion dollar plan in this "public-private partnership" focuses primarily on vehicular traffic of 495 and 270 (from the Beltway north to I-370).

Under this proposal, there are no plans to extend MARC trains, the METRO system, Bus Rapid Transit, or introduce an electric monorail system using the existing I-270 right-of-way.

Moreover, I am extremely concerned about the 495 expansion project's impact on our health. There are no plans to mitigate the problem of vastly increased toxic vehicle emissions caused by greatly increased traffic on 495, 270 and 370. In addition, the road widening and bridge construction project, which is expected to take a minimum of 3 to 5 years, will create large amounts of crystalline silica construction dust. Such toxic air pollution can cause respiratory distress and illnesses for many residents, especially for those living closer to I-270. These illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. According to the National Cancer Institute, workers in such environments must wear respiratory protection masks at all times. Does this mean that our children or for that matter anyone working or playing outside will be instructed to wear respiratory face masks for five years due to the harmful amount of silica dusts in the atmosphere? Will there be precautions for the elderly due to harmful particles in the atmosphere?

I am particularly concerned about the impacts of the 495/I-270 expansion project on surrounding, established neighborhoods, which will be forced to endure additional air, noise and water pollution for decades. Green spaces, which the County has sought to preserve in the past, will be destroyed forever. There is no turning back.

Due to the overriding health concerns outlined above, I am calling on Montgomery County Council members to introduce an Emergency Public Health Bill to stop the issuing of permits and contracts for expanding I-270. There is too much at stake, including serious public health concerns, to allow a car-centric scheme to proceed with little to no consideration for the communities it impacts the most.

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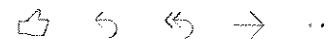
Fwd: Transportation Planning Board



nanci wilkinson <nanciwilkinson@gmail.com>

Sun 7/18/2021 3:45 PM

To: TPBcomment



Revised BB Letter.docx
14 KB



Construction Dust UK.pdf
5 MB



2 attachments (5 MB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

----- Forwarded message -----

From: **nanci wilkinson** <nanciwilkinson@gmail.com>

Date: Sun, Jul 18, 2021 at 3:43 PM

Subject: Transportation Planning Board

To: nanci wilkinson <nanciwilkinson@gmail.com>

Chairman Allen,

The Cedar Lane Unitarian Universalist Church Environmental Justice Ministry urges you to keep the vote made on June 16, 2021 that voted down the toll lane project.

Please distribute this important attached information to your voting members before their vote next week in the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary. Continue the vote NO on the Toll Lane Project.

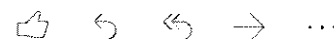
Nanci Wilkinson
Co-Lead
Environmental Justice Ministry
Cedar Lane Unitarian Universalist Church
9601 Cedar Lane
Bethesda MD 20814

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Statement of Greater Farmland Civic Association on Reconsideration of 270 Deletion

Edward Rich <ejrich56@yahoo.com>

Mon 7/19/2021 10:28 AM



To: TPBcomment

Cc: everett.lott@dc.gov; councilmembers@frederickcountymd.gov; jgardner@FrederickCountyMD.gc

GFCFA Testimony for Metr... ▾

20 KB

Attached for Chairman Charles Allen and members of the Transportation Planning Board is a statement by the Greater Farmland Civic Association concerning the TPB's Long Range Transportation Plan. We are dismayed by the strong-arm tactics by Governor Hogan and his Political Action Committee cronies to upend the TPB's courageous vote to remove the I-270 P3 project from the Plan. We urge the TPB members to reject these tactics and stand by your decision. Our almost 1000 households are counting on you to protect us from the long term environmental harm this project would cause to our citizens and to economic justice in our region.

Please feel free to contact me with any questions or for additional information. Thank you.

Ed Rich
President
Greater Farmland Civic Association

Reply Reply all Forward

**STATEMENT OF ED RICH, PRESIDENT
GREATER FARMLAND CIVIC ASSOCIATION
National Capital Region Transportation Planning Board
July 16, 2021**

Chairman Allen and Members of the Transportation Planning Board. I am the president of the Greater Farmland Civic Association, which represents almost 1000 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods, directly abutting the twelve-lane highway that is Interstate 270.

We applaud your vote to remove the I-270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan and urge you to hold fast to your decision in the face of the pressure being applied by Governor Hogan and those who stand to financially benefit from the construction of this project. As we previously stated, the project will have a substantive negative impact on our community and isn't a solution to the problem of traffic congestion. It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions than just adding lanes to encourage the continued use of single occupancy vehicles for getting around the region. This 20th century approach, moreover, will increase the single most significant source of greenhouse gases driving climate change. It's high time for all of us to stop relying on asphalt and concrete as a solution to our region's traffic congestion and to seriously address ways to bring our region into compliance with federal air quality health standards *and fight climate change.*

Now, Governor Hogan is pressuring state and local officials to put this project back into the Plan *by arguing* that failure to do so will cause Maryland to remove five projects from the Plan projected to cost about \$1.23 million in order to locally fund *the I270 managed lanes project*, since its removal from the Plan would make this project ineligible for federal funds. It's interesting that the Governor chose projects that are in jurisdictions where its representatives voted to remove the 270 Project from the Plan. It's the old "Washington Monument" budget ploy that hasn't worked in the past and shouldn't work now. If the projects have merit, they will be funded by the state. Moreover, the Governor chose projects that aren't funded in the Governor's six-year budget plan and that he does not plan to fund during the remainder of his term. Governor Hogan is playing politics, pure and simple. And he's playing politics with the health of our residents and all regional residents who will be saddled with the environmental impact of this project long after he is gone from office and those who have financially benefitted will have collected their profits and moved on to other money making ventures.

Whether or not the 270 Project has merit, and we strongly believe that it does not, P3 projects like this one should be viewed with skepticism, as nationally they have not proven to be the congestion solutions that they were made out to be. All across the country, taxpayers have been left holding the bag for P3 projects that have not financially worked out. One need only look at the results of the Purple Line, which, although a necessary transit project, will end up costing Maryland taxpayers at least \$250 million more and years of added inconvenience to complete because the State did not properly calculate costs when it contracted with a private

entity to construct and operate the light rail line. As for the I-270 project, taxpayers will still be on the hook for untold billions of dollars to relocate infrastructure along the highway for which the private contractor will not be responsible and persons of limited means will be faced with the loss of two High Occupancy Vehicle lanes that can currently be used by single occupancy drivers for free 21 hours a day because they will become toll lanes all day every day.

We continue to believe that failing to focus on transportation methods that promote equity and environmental responsibility will not help make the region attractive to businesses and that the Planning Board should focus on a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable alternatives to *the significant greenhouse gas producer that is the private vehicle.*

We again thank you for your consideration and urge you to do right by our residents and all regional residents by keeping this project out of the Long Range Transportation Plan.

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

Do NOT change vote on beltway

Scott Aronson <scottmaronson@gmail.com>

Mon 7/19/2021 2:33 PM

To: TPBcomment



To Chairman Charles Allen:

Please distribute this important information to your members before the re-vote next week. And please read the two attached documents. There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many compelling reasons not to proceed with Hogan's private toll lane project. Here is one we hear not very much about, but it is very sobering to contemplate. The misery of the destruction/construction period, which we know would be years long. Permanent damage to the health of those (and there are multitudes) who live in the impacted areas. Choking dust. Dangerous to life.

And NOT necessary.

Respectfully,

Scott Aronson
Granville Dr
SS, MD 20901



Revised BB Letter.docx



Construction Dust UK.pdf

Reply Forward

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

Attn: Chairman Charles Allen:

Sharon Jeffries <sharonjeffries4@gmail.com>

Mon 7/19/2021 6:24 PM

To: TPBcomment

👍 ↶ ↷ → ...

Construction Dust UK.pdf

5 MB



Revised BB Letter.docx

14 KB



2 attachments (5 MB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

Dear Chairman Allen,

Please distribute this important information (below) to your members before the re-vote next week.

There is much in there on the issue that is not necessarily apparent to most decision makers.

There are so many reasons not to proceed with Hogan's private toll lane project.

The misery and the destruction as well as the construction period, which we know would be years long.

Permanent damage to the health of those (and there are multitudes) who live in the impacted areas.

Choking dust, dangerous to life - not to mention totally unnecessary.

Sincerely,

Sharon

Reply Forward



July 19th, 2019

To Transportation Planning Board of the Metropolitan Washington Council of Governments:

I am Michael Sakata, head of Maryland Transportation Builder's and Material association. MTBMA represents over 21,000 workers and business owners in the transportation construction industry. There is no doubt that the traffic issues around 270 and 495 are significant and cause a tremendous amount of stress to Maryland residents anytime they must get on those roads and, really, any of the surrounding roads. The most recent Trip report, released on June 22nd of this year, ranks Maryland number TWO in both worst Congested Urban Interstates and Daily Interstate travel per lane mile. In Maryland, 83 percent of urban Interstate highways are considered congested during peak hours, the second highest share in the U.S. Vehicle travel on Maryland's Interstates increased a staggering 19 percent from 2000 to 2019. TRIP has reported that we are already seeing traffic at 95% of pre-COVID numbers. In addition to people getting back on the road, Maryland is projected to continue growing, adding more vehicles to our roadways. Because Maryland's Interstates are among the busiest in the nation, we desperately need a solution.

Insufficient roadway capacity contributes to congestion resulting in increases in travel time, loss of economic competitiveness, and impacts on the environment such as air quality. Maryland drivers spend on average an extra 82 hours sitting in traffic in the DC-Metro area each year. Georgia and the city of Atlanta recently implemented express toll lanes in their most congested areas. Since the lanes opened, rush hour speeds on the highways doubled from 20 mph to 40 mph, and rush hour commutes have been reduced by an hour. The Maryland project only increases average daily traffic by less than 1%, and hundreds of thousands of cars will move faster and pollute less. When our vehicles are moving at 45mph or more, they use a lot less fuel and pollute less than if they are stuck idling or crawling in 10mph stop-and-go conditions.

Without the increased speeds and throughput of our roads, the cost of businesses is driven up challenging economic growth. Travelling efficiently to deliver goods, services, and perform work is essential to good business and a driving force to keep businesses moving forward.

This project is a critical investment in our region, and it does so in a way that helps our entire industry in Maryland. This project is big enough that it will need all Maryland companies to participate- whether minority or women-owned, veteran-owned, union and non-union, specialty firms, general contractors and subcontractors – this is enough opportunity here for all Maryland Companies. We need the 7,500 jobs that just the first section of this project will bring. MD Firms and construction industry workers will be wrapping up other mega projects in the next few years. If this project is further delayed tens of thousands will face unemployment at a time we should be investing in infrastructure.

The county Executive in Montgomery County, Marc Elrich, now says he wants to use federal funds instead of a P3, but by taking the entire project out of the air quality conformity analysis, TPB has now made the project ineligible for federal funding. There is a significant fiscal cost to Maryland if the TPB decision is not reversed. The P3 Program brings in \$6 Billion in private funding that we will lose, including \$1.5 billion in funding just to keep the American Legion Bridge and other aging facilities in good repair. If that funding goes away it blows a huge hole in Maryland's capital budget and will require other projects to be cut. Cutting other projects would include maintenance and repair on existing roads decreasing safety and increasing the costs to maintain vehicles for those driving on those roads. For these reasons I urge you to vote to add the project back into the long-range plan.

Sincerely,

Michael Sakata

President & CEO

Maryland Transportation Builders & Materials Association

3400 Southwell Drive, Ste. E, Clarks Summit, MD 21001

⏪ Reply all ▾ 🗑 Delete 🗑 Junk Block ...

Misinformation & False Statements Spreading to Sway TPB VOTE on MD HOTLanes....July 21, 2021

April <askapril@cox.net>

Mon 7/19/2021 8:26 PM

👍 ↶ ⏪ → ...

To: Chairman <chairman@fairfaxcounty.gov>; Clerk to the BOS <clerktotheBOS@fairfaxcounty.gov>.

2021.07.07 Letter to TPB ...
257 KB

Moco_ Uphold vote to re...
56 KB

2 attachments (313 KB) Download all Save all to OneDrive - Metropolitan Washington Council of Governments

Officials...

Misinformation can be Harmful. PR Propaganda can be dangerous.
Please do not believe Misleading and False Statements to Sway the TPB Vote on MD HOTLanes....or CTB Vote on 495NEXT.

>>> Please read the following Press Release from MD Sierra Club regarding Misleading Ads...and their cease and desist letter.

>>> Please read the Washington Post Article Regarding the False Threat from Governor Hogan to Defund Transportation Projects to pay for the American Legion Bridge...if MD HOTLanes are not put back into the Environment Analysis and Long Range Plan by a TPB (Transportation Planning Board) vote on July 21, 2021.

The Chair of the MD House of Delegates' Appropriations Subcommittee on Transportation and the Environment has criticized Gov. Hogan and MDOT for threatening to defund other projects in order to pay for the American Legion Bridge. The five projects he is now threatening to defund have not been funded or included in the Governor's transportation budget. It is a false threat. See below an article from the *Washington Post* and the quote from Chair Marc Korman.

Del. Marc A. Korman (D-Montgomery), a planning board member and chairman of Maryland's House appropriations subcommittee on transportation and the environment, called the list of cuts "silly" because none of the five projects were slated for funding in MDOT's six-year budget.

"If the governor were serious about these five projects," Korman said, "they'd be in his budget."

July 19, 2021

Dear Chairman Allen and Transportation Planning Board Members,

I am writing to THANK YOU for removing MDOT's P3 proposal for I-270 and I-495 from Visualize 2045 and to implore you not to change your June votes which removed it. Please resist Gov. Hogan's strong-arm tactics. Most of the projects he threatened removing were not even in his 6-year budget plan. Please stay strong. You were right and courageous to remove MDOT's deeply flawed plan.

While its goals may be good, MDOT's actual plan would create misery. It's inequitable, discriminatory, will actually create congestion (not relieve it), will increase greenhouse gas emissions and promote auto dependency, will destroy neighborhoods and thousands of acres of parkland and green space, and force desperate drivers to pay astronomical tolls.

MDOT's current proposal will create congestion by removing the HOV-2 lanes on I-270, which are only HOV for 15 hours a week. So 91% of the time they are general lanes. They will be gone. And South of Falls Road, where there are currently 7 lanes on each side, it removes the two HOV-2 lanes plus two more lanes. This WILL create congestion. MDOT needs to create congestion to force drivers onto the expensive toll lanes.

This cruel plan is unconscionable and you can stop it. There is no need to create this misery. We can do much better - IF you stop this project to create a path forward.

Another fact that most people don't know is that MDOT's design for the toll lanes makes it impossible to enter or exit the toll lanes directly to or from the general lanes. This is unlike Virginia, where you can transition from general lanes directly into the toll lanes.

In MDOT's plan for I-270 and I-495, if you're in the general lanes and all of a sudden the traffic slows for an accident, the only way to get into the toll lanes is to exit the highway and drive through local roads until you find an entrance to the toll road. Now imagine what the local roads will be like if everyone decides to do that.

Conversely, the only way to exit the toll lanes is to exit the highway altogether and drive on local roads until you get to the next entrance ramp for

the general lanes. This crazy design will not only create havoc on local roads, but will effectively lock some people into the toll lanes, forcing them to unwittingly spend even more money on tolls. If this cruel and crazy plan is not stopped by the TPB, it may be impossible to stop.

But it desperately needs to be stopped. A 12 mile trip from Rockville to Tyson's would cost \$50 because the maximum toll in 2026 when the road would open, would be over \$4 per mile. That is the peak congestion charge, but of course that is precisely when one might want to escape congestion and use the toll lanes. Considering how hard it will be to switch from the general to the toll lanes, it's doubtful many will use the toll lanes on an impromptu, desperate-situation basis, such as an accident. The local roads will be too backed up for them to even get to the toll road entrance. Instead, the toll lanes will be used regularly by wealthy people who don't care what the toll is. It will effectively be their private road. This is one reason why it is so inequitable.

This project must be stopped. For three years MDOT and Comptroller Franchot have been bombarded with messages to stop this terrible project. Messages from our top local leaders who have solid plans for reducing congestion on I-270, down to thousands of informed citizens who quickly saw the destruction and futility of this project.

But Gov. Hogan and MDOT, have largely ignored public opposition since 2018, making only temporary changes. The original goal of tolling the entire Maryland beltway remains the same. And unless the TPB stops this terrible project now, we may be sentenced to this cruel combination of increased congestion, increased GHGs, and astronomical tolls - on top of all the destruction.

Please, as you did in June, do the right thing. Send MDOT back to the drawing board to work with our local governments for the RIGHT plan.

Very Sincerely,
Sally Stolz

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)

5 Lochness Court
Rockville, MD 20850
(301)906-4908

Supplemental Attachment

Sally Stolz

Along with thousands of others and nearly ALL of Montgomery County and Prince Georges County Elected Officials, I oppose this project. Here are some of my reasons:

1. It is a very inequitable plan and will CREATE congestion in the general lanes.

a. User fees such as tolls are a regressive tax. Middle and lower income drivers will rarely if ever get to use the express lanes because the tolls are a much higher percent of their income, making them unaffordable.

b. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.

c. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.

d. It makes the lanes which remain "free" much more congested than they are now because:

e. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.

f. More congestion leads to more accidents which lead to more congestion.....

g. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over \$2/mile!

h. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!

i. Additional accidents due to trucks will FURTHER congest the general lanes.

j. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes because:

-It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2

-Access to the HOT lanes will be limited, adding further commuting time just to get on them.

-Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

2. It is bad for the environment and bad for our health.

a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.

b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.

c. It will create serious stormwater runoff problems - both environmental and financial.

d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

3. It is truly disastrous for the City of Rockville.

a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.

b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns

c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.

d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.

f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.

g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.

h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

4. It will open the door for Transurban, the lead P3 company MDOT selected, to create new bottlenecks, and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is **like letting the proverbial camel's nose under the tent.**

5. Building with a P3 is more expensive in the long run. Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

6. Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties, from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on and on. There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

6. It is the opposite of what we should do to tackle Climate Change.

7. Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly. Solving the bottleneck in the northbound lanes of I-270 **north of I-370** must come first. Other traffic relief measures are reversible lanes, incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

8. If the American Legion Bridge is to be widened, it should include enough space and support for rail. Our long-term regional plan should connect the entire metropolitan region with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government.** If there are to be tolls, they should be controlled and reaped by the taxpayers, not a private company.

THANK YOU very much for reading all these reasons for the Transportation Planning Board to keep MDOT's ill-conceived P3 proposal out of Visualize 2045..

Very Sincerely,

Sally Stolz

Co-Coordinator of DontWiden270.org (please visit our website for much more information and links to resources.)

5 Lochness Court

Rockville, MD 20850

(301)906-4908

⏪ Reply all ▾ 🗑 Delete 🚫 Junk Block ...

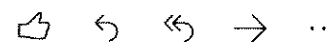
Item 1 Virtual Comment Opportunity



Byron Bloch <byron@autosafetyexpert.com>

Mon 7/19/2021 11:52 PM

To: TPBcomment



Submission to Transp. Pl... ▾
1 MB

To the Transportation Planning Board:

Thank you for this opportunity to express my deep concerns. I am speaking as both a long-time 32-years resident of Montgomery County, but also as a court-qualified vehicle safety expert, with involvements in traffic and road design issues. There are many issues that the proposed widening and toll lanes for the I-270 and I-495 have overlooked.

First is public health... the road and bridges deconstruction for 3 to 5 years will cause massive amounts of highly toxic silica construction dust, which will cause many children and adults to get asthma, silicosis, and lung cancer... as recognized by the National Cancer Institute... and the industry's mitigation measures are only marginally effective.

Second, the traffic congestion and travel times will get worse, with 7 or 8 traffic lanes funneling down to just 2 lanes northbound from Gaithersburg to Frederick. There will be incessant bottlenecks with **longer travel times** on

**Why the Proposed Widening and Toll Lanes for the I-270 is a Disaster:
Financial Rip-off, Public Health Concerns, More Traffic Congestion,
More Crashes, Climate Crisis, Spying & Fines for Drivers, and More**

I am writing as both a concerned Montgomery County resident for over 30 years, and as a professional court-qualified expert in vehicle safety... with a background that includes traffic safety and injury-causation. At the *2001 World Traffic Safety Symposium* in New York, I was humbled and proud to receive their first *Lifetime Achievement Award*.

I have studied through the *Draft Environmental Impact Study* for the Proposed Widening and Toll Lanes for the I-270 and the 495 Beltway, and found it often misleading and cleverly missing some important issues... such as the adverse effects of crystalline toxic silica construction dust as a public health hazard, and the increase in deadly truck-versus-car crashes, and increases in other pollutants such as micro-plastics and carbon dioxide.

1. Public Health Hazard: Toxic Construction Dust... Asthma and Lung Cancer

In the 3 to 5 years of I-270 and 495 road widening and re-building, the road and bridges deconstruction processes will create massive amounts of *toxic crystalline silica construction dust*. Such toxic air pollution will cause respiratory diseases for our kids and grandkids and all of us, especially for those closer to the I-270. The illnesses include asthma, silicosis, chronic obstructive pulmonary disease (COPD), and lung cancer. ***This is certainly an urgent public health issue!*** And it is NOT addressed in the EIS nor by Gov. Hogan.

According to the National Cancer Institute and OSHA, and various other U.S. and British sources, workers in such environments must wear respiratory protection masks, and other precautions are also required. As the I-270 road and bridge de-construction persists, with the continuous generation of harmful silica dust, it will become necessary for schools to prohibit outdoor recess, sports events, and all outdoor activities (*no walking, no bicycling*). Some schools may have to shut down, such as Julius West Middle School, Farmland Elementary, Carderock Elementary, and Walter Johnson High.

The massive and continuous generation of toxic silica dust will require major mitigation measures, such as vacuum systems and watering by tanker trucks which are only marginally effective ... and then there's a disposal issue and its environmental impact. This will require more equipment and workers, and will generate more traffic and pollution (and costs) during the deconstruction phase. ***Yet, none of this is covered in the EIS at all. And what about the increase of deadly truck-versus-car crashes, such as shown here***



Truck crashes into rear of car ahead.



Car underrides beneath side or rear of trailer.

2. Increase in "Heavy Truck versus Car" Crashes and Fatalities

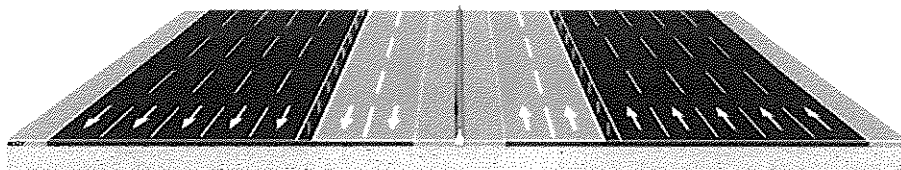
As a national auto safety expert for 50 years coast-to-coast, I've examined and analyzed many truck-versus-car collision accidents. Over 95-percent of the severe to fatal injuries occur to the occupants of the passenger cars, vans, and SUVs. With the road widening and toll lanes added to the I-270 (and later to the 495 Beltway), there will be a great increase in such truck-versus-car collisions. Many of these horrific crashes will occur when cars and trucks need to shift into or from toll lanes to get to exits, and also because heavy trucks and tractor-trailers need much greater stopping distances than do cars. If the cars ahead need to suddenly slow or stop, the following trucks may be unable to avoid the crash. Here are just two examples of truck-versus-car cases that I've personally worked on.

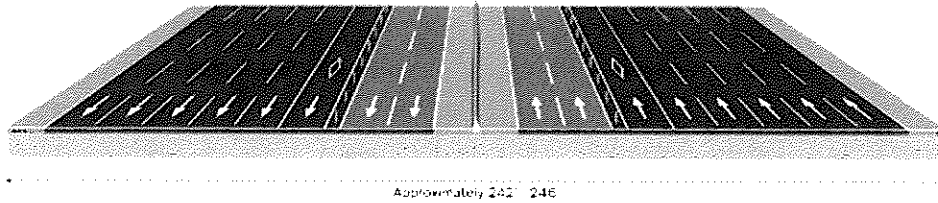
The Draft EIS includes Appendix C - Traffic Analysis Technical Report, which is merely a statistical review of historic crash data along I-270 and I-495 "to help identify potential safety impacts" of the Managed Lane Study. The analysis is sorely lacking in any inputs or insights about how to mitigate or prevent the continuation of such crashes. In the five-year study period of 2012-2016 there were a total of 2,918 crashes along I-270. There was no breakdown of the types of injuries, nor their severity, so there's no appreciation of whether there were many quadriplegics or brain-damaged or burn victims in the mix. Nor was there information about the *mis-match* of large trucks and tractor-trailers impacting into or with passenger vehicles (cars, minivans, SUVs). *In the proposed widening and toll lanes scheme, there will assuredly be many more deadly mismatch crashes between large trucks and cars.*

3. Traffic Congestion and Delays will Increase as it Funnels into Bottlenecks

The proposed build-out of the I-270 will expand the road in each direction from the present four lanes to seven or eight lanes, which must then funnel down to four lanes in Gaithersburg and then to just two lanes north of Germantown up through Frederick. Those bottlenecks will cause immense backups on the I-270 south of Germantown. *It will then take longer to drive from the 495 Beltway north to Frederick. And there is no public transit alternative... nor any consideration of efficient reversible lanes for peak traffic times.*

During the 3 to 5 years (or more) of the de-construction and then construction phase for the I-270 and 495, plus all the bridges and sound-walls, the local traffic will have to be constantly re-routed throughout the surrounding local streets. There will be construction barriers preventing local travel, thus forcing circuitous re-routing that will greatly increase the time and distances that would normally take much less time and distance. Imagine trying to go from the 495 Beltway northbound on the 270 to your home in Frederick... when major portions of the I-270 are missing or constricted to one or two lanes during the 3 to 5 years of de-construction and rebuilding. *Living in Montgomery County will be a traffic nightmare... and what about an emergency requiring paramedics or fire-fighting trucks to get to the crisis as soon as possible.*





Look at the multiple lane designs for 2 of the proposals for the I-270. Design #9 has 7 lanes in each direction, and design #10 has 8 lanes in each direction.

Imagine you're going about 60 mph and you're on a northbound toll lane (yellow), but realize you need to exit fairly soon. But all the adjacent lanes are jammed with vehicles all moving between 45 and 60 mph. How confident are you to make six (6) lane changes through traffic to your right... in a rainstorm on a dark night in October? Oh, and there are quite a few tractor-trailer rigs speeding along in the mix.

4. It's All about Money: Excessive Tolls, Automatic Ticketing, Loss of your Privacy

The proposed toll-road scheme isn't new. When it has been applied in Australia and some European nations, the public outrage followed. Excessive tolls, such as \$50 to drive about 12 miles on the I-495 and I-270, will convert thousands of us into "*financial cash-cow slaves*" to TransUrban and others who require high tolls for their reimbursement... for the next 50 years !!

Onerous "Big Brother" measures have already been happening in Europe, such as the use of automatic license plate readers, and soon facial-recognition technology (*to identify you as the driver*) to automatically charge your bank account (and possibly add fines) for your use of the toll lanes. And there will be incentives to jam the traffic in free lanes, to thereby force you to use those pricey toll lanes. Vehicles wanting to get on the I-270 will have to wait in long lines on neighborhood streets, because a metering system will soon be required to try to somehow manage the increased volume of cars and trucks wanting to get on. But if you jump the meter, even inadvertently, you'll automatically be fined... with money taken directly from your bank account... as will the money for those \$50 tolls !

In conclusion. this proposed money-grab scheme for widening-and-toll-lanes for the I-270 is fraught with many issues that are unresolvable. And by having politicians such as Gov. Hogan, Ike Leggett, and Roger Berliner simplistically proclaim that this scheme is "*the answer to traffic congestion,*" they fail to address the many issues that will irreparably harm our citizens, our economic stability, our public health, our use of public spaces, our environment and the very real climate crisis. ***For all these sensible and valid reasons, this horrendous I-495 and I-270 widening-and-toll-lanes scheme must not be allowed to proceed.***

Byron Bloch
Auto Safety Expert - Resident of Montgomery County, Maryland
Vice-President of South Tuckerman-Inverness Citizens Association



SAVE OUR
SEMINARY



AT FOREST GLEN

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Silver Spring, MD 20910
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Executive Director
Bonnie Rosenthal

July 19, 2021

Charles Allen, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

Re: Uphold vote to remove I-495/I-270 from Visualize 2045

Dear Mr. Allen:

Our organization, Save Our Seminary at Forest Glen Inc., a historic preservation organization in Silver Spring, Maryland, applauds the decision of the Transportation Planning Board on June 16, 2021, to remove the I-495/I-270 P3 project from its long-range plan, Visualize 2045. We understand that this decision is being challenged by a second vote to be held this Wednesday. We respectfully ask that the Board uphold its vote to remove the project from the plan.

Many strong arguments against the roadway expansion project have been made since the inauguration of the I-495/I-270 Managed Lanes Study. To the concerns about climate and environmental impacts, lack of transit planning, and environmental justice, allow us to add another: the certainty of severely adverse impacts on historic properties and green space that cannot be reversed or even adequately mitigated. There are numerous historic properties in the path of the roadway expansion. The property that we advocate for is the Glen at National Park Seminary in Silver Spring, Maryland. National Park Seminary is a Historic District on the National Register of Historic Places. The Glen, a historic cultural landscape within National Park Seminary, was poised to lose territory on three sides if the original project proceeded.

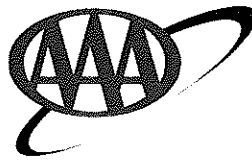
The Glen was spared by the recent decision of MDOT to take "no action" on the eastern leg of I-495 and focus on Phase 1 only. However, MDOT made it clear that it would reinstate the expansion for the eastern stretch if it deemed that traffic congestion made it necessary to do so. Your vote to remove the I-495/I-270 project from the long-range plan was another critical layer of protection for the Glen and all the other historic sites affected.

We agree with the position of the Maryland-National Capitol Parks and Planning Commission that MDOT's new Recommended Preferred Alternative – the focus of Phase 1 – lacks elements that are essential for limiting impacts to natural, cultural, and historic resources. We fear for the survival of significant cultural and historic sites if the project is allowed to go forward, and we urge the Board to uphold its vote to remove this project – and its powerful financial, cultural, and social costs – from its long-range plan.

Sincerely,

A handwritten signature in cursive script that reads "Bonnie Rosenthal". The signature is written in black ink and is positioned above the printed name and title.

Bonnie Rosenthal
Executive Director



AAA Mid-Atlantic's Statement
Agenda Item 9 – Action
Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects
Wednesday, July 21, 2021

- Good afternoon. AAA represents the motoring public, and more than 62 million AAA members nationwide and regionally, including more than one million AAA members in Maryland, more than one million members in Virginia, as well as, nearly 90,000 members residing in Washington, D.C. proper. As the oldest and largest auto club in the nation and the National Capital area, we urge the members of the Transportation Planning Board to vote affirmatively to adopt TPB Resolution R2-2022. In essence and reality, this critically important action will add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.
- It is not an exaggeration, nor is it hyperbole, to say that the Maryland multimodal high-occupancy toll lanes plan for Interstate 270 and the American Legion Bridge is the most important transportation project in the whole of the national capital area, and along the whole of the Interstate 95 corridor.
- Maryland's Phase 1 South project will seamlessly connect with Virginia's Hot Lanes network. Virginia is moving ahead with plans to extend the 495 Express Lanes "2 miles north toward the American Legion Bridge and provide new connections to the Dulles Toll Road and George Washington Memorial Parkway."
- This project is urgently needed to bring traffic relief to commuters in the Washington metro area. Rumors and reports of the death knell for traffic gridlock and the dearth of highway congestion in the Washington metro area "have been greatly exaggerated," to paraphrase Mark Twain.
- What a difference a year makes. "Vehicle travel has returned to near pre-pandemic levels and has surpassed pre-COVID levels in 15 states," according to TRIP, a Washington, D.C. based national transportation research nonprofit.
- What is more, data from the Maryland Department of Transportation (MDOT) also revealed the following finding. "In the National Capital Region, volumes on the Capital Beltway at the American Legion Bridge exceeded pre-pandemic levels with average daily traffic of 226,851 this year, an increase of 0.26% compared to 226,274 for the same week in 2019."
- As we have stressed time and again, this project is an important linchpin in the present and future economic viability of Washington's Maryland suburbs, as well as the National Capital region. It has the added benefits of "dramatically reducing travel times in the region, creating jobs and job opportunities for all, and expanding access for everyone in the region." As The Washington Post recently expounded: "The state [Maryland] will need major investments in both to handle the 400,000 new residents and 200,000 new jobs projected in the Maryland suburbs by 2045."
- While the TPB supports regional economic development, it is fair to say, Maryland really needs this regional project to become more competitive with its next door neighbor across the Potomac River: Virginia. As proof, Virginia recently topped the 2021 list of "America's best states for business," a survey by CNBC recently revealed.
- What is more, Virginia ranks as the 4th best state for business, trailing North Carolina, with its Research Triangle Park, Texas, and Utah, according to a similar survey or assessment by Forbes.

- In contrast, Maryland ranked 34th. The Amazon HQ2 sweepstakes, which Virginia landed, is proof positive that Virginia's investment in infrastructure is paying dividends now and in the future.
- Though some members of the TPB cited environmental concerns for voting for removing the P3 project from the long range plan, Virginia ranks first among the states "in both the quality of life and regulatory environmental categories," notes Forbes.
- It is proof a state, such as Virginia, can be business-friendly and invest in infrastructure, while, at the same time, champion regulatory environmental quality of life.
- Why not Maryland? We call upon the members of the Transportation Planning Board to adopt TPB Resolution R2-2022, and, by the same token, to remove a Sisyphean-type hex on their constituents and commuters, forever condemning them to the laborious and futile tasks of being mired in some of the worst gridlock and traffic congestion in the entire nation.
- Like Sisyphus of Greek mythology, they, commuters, are eternally forced to grudgingly roll a huge boulder, in this case gridlock, uphill to the top of a mountain, only to have it roll back on its own weight downhill.
- In light of this old Greek legend, in 1942, Albert Camus penned an existential masterwork titled, "*Myth of Sisyphus: Essay on the Absurd.*" Camus wrote: "A face that toils so close to stone is already stone itself!" Such is the fate of commuters in Maryland. The TPB can change this outcome beginning with today's vote in support of TPB Resolution R2-2022. We urge your support.

Contacts:

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July 20, 2021

Hon. Charles Allen
Chair, National Capital Region Transportation Planning Board

Re: TPB Vote on Capital Beltway/I-270 and the Long-Range Transportation Plan

Chair Allen and members of the TPB:

I will keep our comments short:

- 1) Governor Hogan and MDOT have:
 - a. Completely failed to objectively study alternatives to the toll lanes
 - b. Put the P3 negotiations and contracts ahead of completion of the EIS, and biased the entire process for private toll lanes.
 - c. Run a scorched-earth political campaign which demonstrates their bias.
- 2) The toll lane deals for 495Next in Virginia and for Maryland not only lack the commitment to transit funding we need, the non-compete provisions appear to prevent future Metrorail at the American Legion Bridge and other transit investments.
- 3) Climate change is an existential threat. Contrary to MDOT arguments, highway expansion increases driving and CO2 emissions. It is astounding to see massive highway expansion proposed while the Arctic and Antarctic melts, the West burns, Europe floods, and shellfish cooks on the beaches of Canada.
- 4) The toll lanes would reinforce the East-West economic divide in our region condemning Prince George's commuters to either paying very high tolls or sitting in the general-purpose lane traffic that the toll road companies depend on to generate their profits.
- 5) A far better alternative is Maryland investment in transit-oriented development on the east side of the region, which would increase jobs, shorten commutes, even out the flows on the Beltway and Metrorail, and help address the E-W economic and racial divide.

Therefore, we urge you to stand by your vote to remove the toll lanes from the TPB's long range plan and honestly to take the same step for the 495Next project -- in order to force objective consideration of alternatives, the climate impacts, and the development of the most sustainable and effective alternative with the least impact on parks and communities.

We are running out of time on the climate and are failing to do what needs to be done to address the E-W economic and racial divide. We need your leadership.

Thank you.

Stewart Schwartz
Executive Director

Statement by National Parks Conservation Association

RE: Call to uphold vote to remove I-495/I-270 from Visualize 2045

July 20, 2021

Kyle Hart, Mid-Atlantic Field Representative

Chairman Allen and Members of the Transportation Planning Board:

I am writing today on behalf of the National Parks Conservation Association (NPCA). We comment today on behalf of our 1.6 million members and supporters nationwide and our 31,836 members and supporters in Maryland. The National Parks Conservation Association is the only national membership organization dedicated to advocacy of behalf of our country's national parks. NPCA's mission is to protect and enhance America's National Park System for present and future generations, a mission we have upheld since NPCA was created by the very first National Park Service Director, Stephen Mather, in 1919. Maryland is fortunate to be home to 18 national park sites, visited yearly by almost 7 million people and contributing to over \$300 million in economic benefit to the state

First and foremost, we applaud your vote to remove the I-495/270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan, on June 16, 2021. We urge you to hold fast to your decision in the face of the pressure being applied by Governor Hogan and those who stand to financially benefit from the construction of this project.

NPCA has been fighting the proposed expansion of I-495 and I-270 due to its massive negative impacts on national parks, water quality, air quality, and climate change. While recently partially walked back, the original proposal to expand 495 and 270 would have harmed over 100 acres at 6 national park sites and indirectly damaged a 7th, Rock Creek Park, due to increased impervious surface and stormwater runoff. It would impair nearly 30 miles of streams and destroy 1,500 acres of forests. While this proposal was recently walked back to only include I-495 from the American Legion Bridge to the I-270 spur and parts of I-270, NPCA remains in firm opposition to moving forward with this proposal. At the American Legion Bridge alone the Governor's proposal would negatively impact 3 units of the National Park Service – the George Washington Memorial Parkway, the Chesapeake and Ohio Canal, and the Clara Barton Parkway. The historic Plummer's Island at the C&O Canal, studied and protected by the Washington Biological Field Club, would be devastated by the current proposal at the ALB.

Our national parks deserve better than mindless expansion of highways, and the Transportation Planning Board was right to remove the project from Vision 2045. The DMV region should focus on expanding transit and encouraging smart growth rather than attempting to pave its way out of congestion. We call on the TPB to uphold their vote and reject Governor Hogan's attempts to pave our national parks.

Thank you,

Kyle Hart
National Parks Conservation Association
Mid-Atlantic Field Representative
202-400-1193
khart@npca.org



Eastern Atlantic States
REGIONAL COUNCIL OF CARPENTERS

801 West Patapsco Avenue, Baltimore, MD 21230 | Phone: 443-916-0462 | EASCARPENTERS.ORG

RE: Adoption of TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Honorable members of the National Capital Region Transportation Planning Board:

I hope this finds you safe, healthy, and well.

I write today on an urgent matter, as representatives of some of the most skilled construction workers and apprentices, throughout the region, I hope that I can count on you to assist us.

As you may be aware, The Baltimore DC Metro Building Trades Council strongly supports the I-495/I-270 expansion project, and we are currently under an MOU with Accelerate Maryland (Trans Urban and MacQuarrie) to begin this critical work.

This is an enormous opportunity to create and expand outstanding middle-class jobs, and apprenticeship training opportunities for thousands of residents of the District of Columbia, Maryland, and Virginia.

While we appreciate the deliberative dialogue regarding the merits of this project, and some of the concerns embedded in the opposition to this project, we strongly believe that any further delay will result in the dissolution of our MOU, and the loss of this extremely rare opportunity for job creation, right at our finger tips.

To that end, we respectfully request that you Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Thank you for your consideration.

Sincerely,

Mungu Sanchez, Deputy political Director



July 20, 2021

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

RE: Maryland's I-495/I-270 HOT Lanes Project

Dear Chairman Allen and Members of the National Capital Region Transportation Planning Board:

On behalf of the members of the Northern Virginia Transportation Alliance, I am contacting you to share our strong support for putting Maryland's I-495/I-270 HOT Lanes project back into the TPB's Air Quality Conformity Analysis for 2022 Long-Range Transportation Plan update.

Maryland's multi-modal High Occupancy Toll (HOT) lanes plan for I-270 and the American Legion Bridge is essential to the DC area's economic future. This critical infrastructure will dramatically reduce travel times, create jobs, and expand access for everyone in our region. The Alliance calls on regional leaders to join with us and the more than 60 business, labor and community organizations from across the region in supporting this important investment.

Specifically, this investment will relieve congestion and improve travel times for both free and toll lane users, allow carpoolers free use, provide \$300 million for transit, and facilitate express bus service between key regional job and activity centers such as Bethesda, Gaithersburg, Silver Spring, Tysons, and Reston.

Already burdened with one of the nation's most congested highway networks, our metropolitan area is expected to add 1 million jobs, 1.3 million residents, and 3.7 million daily trips by 2045. The express lanes network ensures such growth can be accommodated, focused and accessed in an equitable way for auto and bus commuters.

The congestion relief benefits of this project alone will be transformational for everyday American Legion Bridge and I-270 commuters. After the project is completed, people driving in the free lanes will save an average of 40 hours per year while toll lane drivers will save an average of 75 hours annually. For many thousands of residents, that is the equivalent of 1 to 2 work weeks per year of not being stuck in soul-crushing traffic.

Additionally, HOT Lanes will improve the efficiency of this important transportation corridor by allowing for reliable transit service in each direction on the American Legion Bridge and I-270 while incentivizing more HOV trips. In Virginia, the I-95 HOT Lanes carry more than twice as many people per lane than the free lanes during the morning rush hour and Beltway carpooling increased 550% since the I-495 HOT Lanes opened. Maryland is likely to see similar results.

The project also increases the number of jobs accessible by automobile and transit for Montgomery and Prince George's County residents. When the National Capital Transportation Planning Board (TPB) added the express lanes project to the region's long-range plan in 2018, many of the communities along the

Maryland Beltway that have been identified as areas for equity emphasis by the TPB saw a dramatic increase in the number of jobs accessible within a 45-minute commute.

According to the region's most recent Commuter Survey, 58% of all commuters, 64% of those with household incomes less than \$60,000, and more than 60% of Black and Hispanic commuters drive to work alone. If equitable access to opportunity for all is truly a regional priority, we need to ensure transportation improvements make it easier for more people to get to work and find new jobs using their primary mode of commuting. Maryland's HOT Lane project meets that standard.

This project will strengthen our economy, expand equitable access to opportunity, and create thousands of new good-paying jobs for our community, including an extraordinary commitment to hire Maryland minority-owned businesses for 26% of a \$3.7 billion contract. Now is the time to move forward with this game-changing improvement for our region.

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford
President



GLEN ECHO HEIGHTS MOBILIZATION

July 20, 2021

Re: Opposition to I-270 Toll Plans of Governor Hogan

Dear Transportation Planning Board and Chairman Allen:

Glen Echo Heights Mobilization, once again, opposes Governor Hogan's plans to widen I-270 and I-495 and install toll lanes. **This is a problem in search of a solution, which demonstrates that the plan is about money, politics, and promises – not about what is best for Montgomery County. The very fact that, last month, the Planning Board voted this down and now we are doing this again is evidence of the political and financial promises made by Governor Hogan and his influential supporters and not this County. Our County should not be held hostage to a petty politician who won't take no for an answer. Our County voters did not oppose such tactics in our national government, only to have our governor treat us this way. Please stop this outside influence and end this project for once and for all.**

We live here. Beltway exit 39 (River Road) is our exit – no one else's exit and not Governor Hogan's. This is how we get home. Please drive I-66 in Virginia. It is a scar on the country side, ever-widening and swallowing Virginia's land, making every exit a maze of extra paid options and non-paid options. **DO NOT DO THIS TO OUR HOME.**

In addition, we are at a critical choice point that will determine the course of our planet's future forever. This project makes no effort to include rapid transit even though scientists, health professionals, and transportation experts all agree that climate change is the number one priority for humanity, including those humans residing in Maryland. The proposed multi-billion dollar plan in this "public-private partnership" promotes one thing – fossil fuel burning vehicular traffic on 495 and 270 (from the Beltway north to I-370).

As this letter is written, our skies are orange from the burning western United States and Europe dries out from deadly once-in-a-millennium floods. *We know* those floods in Maryland – the 500-year floods that happened twice in 2 years in Ellicott City. Yet, Governor Hogan plods on with his financial planning for his political promises – at our County's expense and at the world's expense – blasting forward with more catastrophic land destruction that, like all road projects, will increase the use of fossil fuels.

Climate change is already here, and we are the last generation that will be able to course correct towards a livable future for all. We have the tools, resources and knowledge to act right now. **Stop this project.**

As you should know, Montgomery County established a Climate Action Plan in June 2021. International experts have urged action on climate with increasing fervor in recent years for good reason: the consequences of staying the course will be highly dangerous. Here in

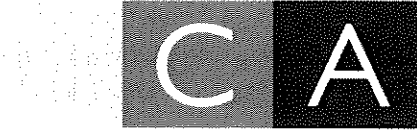
Maryland we have a lot at stake, with nuisance flooding, high heat days and storm surges already regular occurrences. We have an opportunity to listen to scientists now while signaling to the nation that Maryland is ready to embrace the new green economy. There is no more time to delay on meaningful climate action. This project makes a mockery of the goals of our County. Why would our county speak out of both sides of its mouth?

On the news today, much was discussed about various entities on both sides of this issue making threats to others. While we decry the increased polarization and hate brought about by the Trump presidency, we want to make clear to you that **we see the existence of this project – and the inability of our county to make a firm decision about it in June consistent with the MoCo CAP – a threat to our children’s futures and a threat to those of us who live here, who may not have fully supported Governor Hogan.**

If the Board cannot end this project now, we can only ask you when, if not for massive funding of projects in our back yards, will MoCo resident voices ever matter in this political process? This project turns our County into another Virginia mixing bowl, further impaling our County lands into a no-man’s land of cars and toxic fumes. STOP THIS PLAN NOW.

Glen Echo Heights Mobilization

McLean Citizens Association



The Voice of McLean for Over 100 Years

July 19, 2021

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

Subject: Restoration of Maryland's proposed I-270/I-495 express toll lanes project to the region's long-range transportation plan, Visualize 2045

Dear Chair Allen:

I write as President of the McLean Citizens Association (MCA), a civic association representing the interests of residents living in McLean, Virginia and much of the eastern half of the Dranesville District. The purpose of this letter is to express the MCA's disappointment with the June 16, 2021 decision of the National Capital Region Transportation Planning Board (TPB) to remove Maryland's proposed I-270/I-495 express toll lanes project (the "Maryland Project") from the air quality analysis that the TPB is required to undertake as it updates the region's long-range transportation plan, Visualize 2045. As a result of this decision, the Maryland project -- including expansion of the American Legion Memorial Bridge (ALMB) -- was effectively removed from the June 2022 update of the regional plan. We have noted from the agenda posted on the TPB website that the TPB will be revisiting this action at its upcoming July 21, 2021 meeting, and we strongly urge the TPB to reconsider this decision and add the Maryland Project back into the regional plan.

The MCA has long been on record as firmly supporting expansion of the ALMB and associated portions of 495 as a critical step towards eliminating one of the biggest transportation bottlenecks in the District-Maryland-Virginia metropolitan area. For example, as discussed in the enclosed resolution that the MCA passed in 2016 and a second resolution the MCA passed in 2020, egregious traffic backups on the ALMB stretching back through the Tysons-area occur on a near daily basis during the afternoon rush hour. As a result, numerous commuters, many with Maryland license plates, cut through McLean-area, narrow neighborhood streets every day to avoid this backup and attempt to access the Bridge at the Georgetown Pike northbound ramp. This has resulted in serious quality of life issues; many McLean residents living near this ramp report they frequently face lengthy delays trying to exit their neighborhoods or, in some cases, are simply unable to exit their neighborhoods because egress is blocked by gridlocked vehicles.

The Honorable Charles Allen
July 19, 2021
Page 2

There is also concern about the effect of this gridlock on neighborhood access by public safety vehicles.

There is an urgent and obvious need to expand the ALMB and associated 495 lanes. We hope the TPB will reconsider what many consider to be an imprudent decision and put the Maryland Project back in the regional plan. Thank you for your time and consideration.

Sincerely,



Rob Jackson, President
McLean Citizens Association

Enclosures

cc: Honorable Pamela Sebesky, First Vice Chair
Honorable Reuben Collins, Second Vice Chair
Honorable Walter Alcorn, Supervisor, Fairfax County Board of Supervisors
Honorable John Foust, Supervisor, Fairfax County Board of Supervisors
Kanathur Srikanth, Deputy Executive Director, MWCOG
Helen Cuervo, Virginia Department of Transportation
R. Earl Lewis, Jr, Maryland Department of Transportation



McLean Citizens Association Resolution

The American Legion Bridge and connected roadways

January 6, 2016

Whereas, the American Legion Bridge is a vital transportation and economic link for not only Fairfax and Montgomery Counties, but for Maryland and Virginia in general; and

Whereas, the West Side Mobility Study, jointly conducted by the Maryland State Highway Administration and the Virginia Department of Transportation (VDOT) in 2009, evaluated improvements to the American Legion Bridge, Capital Beltway in Maryland and the I-270 spurs that would increase capacity, improve traffic operations and add a managed lane that would connect to the recently constructed VDOT Express Lanes, and

Whereas, the West Side Mobility Study recommended further study of a preferred long-term improvement that would widen the American Legion Bridge and Beltway to add one managed lane extending from the Virginia Express Lanes to the I-270 interchange; and

Whereas, the study also recommended further analysis of a lower-cost, mid-term improvement that would add an interim, managed lane in each direction on the American Legion Bridge and Beltway by restriping; and

Whereas, a Potomac River Crossing Conditions study, conducted by VDOT and presented to the Virginia Commonwealth Transportation Board (CTB) in July of 2015, found that the American Legion Bridge suffers from the worst congestion of all bridges crossing the Potomac River, and had the projected largest growth in traffic volume through 2040; and

Whereas, VDOT Staff recommended in that study that the "top priority" for addressing Potomac River crossings should be extending the Express lanes across the American Legion Bridge to the I-270 interchange; and

Whereas, on October 19, 2015, members of the Montgomery County Council and Fairfax County Board of Supervisors wrote to the Governors and Transportation Secretaries of Maryland and Virginia asking the states to come together and focus on making improvements to address the severe congestion problems at the American Legion Bridge; and

Whereas, the October 19th letter noted that, every day, nearly 300,000 vehicles cross over the tremendously congested bridge, making it the single most-utilized Potomac River crossing in the region and that, during the afternoon commute, average vehicle speeds slow to 34.9 mph on the Outer Loop and 22.5 mph on the Inner Loop; and

Whereas, the October 19th letter further advised that the American Legion Bridge has become a choke point that has serious negative consequences for the economies, environment, and quality of life of residents of Fairfax and Montgomery Counties; and

Whereas, traffic congestion on the American Legion Bridge regularly backs up for miles on the inner loop of the Beltway through Tysons during both the morning and evening rush hour commutes; and

Whereas, McLean Citizens Association members and other residents of the McLean area have raised significant concerns for a number of years about worsening impacts of this traffic congestion as commuters use local McLean roads to circumvent the Beltway backup toward the American Legion Bridge, and

Whereas, I-495 and I-270 are a part of the Federal Interstate system that includes the operations of a number of National Security operations that rely on it to obtain access between Maryland and Virginia and beyond.

Now, therefore, be it resolved that the McLean Citizens Association joins the Members of the Fairfax County Board of Supervisors and Members of the Montgomery County Council in urging the governments of the Commonwealth of Virginia and the State of Maryland and the US Department of Transportation to expeditiously develop and implement a joint plan for the expansion of the American Legion Bridge and its connecting roadways, and the eventual construction of an additional parallel bridge on the eastern side next to the existing span over the Potomac River.

Approved by the MCA Board of Directors

January 6, 2016



**McLean Citizens Association Resolution
Virginia Department of Transportation (VDOT)
I-495 Express Lanes Northern Extension Environmental Assessment (February
2020)**

September 2, 2020

Whereas, in 2011, the Transportation Planning Board for the National Capital Region (TPB) approved a Constrained Long Range Plan (CLRP) that included the widening of the Capital Beltway (I-495 or Beltway) to include a system of high-occupancy toll lanes (HOT Lanes or Express Lanes) from the American Legion Memorial (ALM) Bridge to the Backlick Road underpass; and

Whereas, in 2012, the Virginia Department of Transportation (VDOT), in conjunction with Transurban, a private company, completed the widening of I-495, including construction of HOT Lanes in its center, from the I-95/I-495/I-395 interchange in Springfield to a point between the I-495 interchange with the Dulles Toll Road (Route 267) and Old Dominion Drive, approximately three miles south of the ALM Bridge over the Potomac River, but continued its plans to extend the HOT Lanes to the vicinity of the ALM Bridge; and

Whereas, in April 2018, the Virginia Commonwealth Transportation Board approved funding to conduct an environmental study of a plan to extend the I-495 Express Lanes from their present northern terminus to the vicinity of the ALM Bridge and the Maryland state line; and

Whereas, this I-495 Express Lanes Northern Extension (495 NEXT) study was to be developed as an independent, stand-alone project that would be coordinated with a study being developed by the Maryland Department of Transportation (MDOT), known as the I-495 and I-270 Managed Lanes Study, to examine reduction of roadway congestion from the George Washington Memorial Parkway (GW Parkway), including improvements to the ALM Bridge, to west of MD 5, and along I-270 from I-495 to north of I-370; and

Whereas, in January 2019, Virginia Governor Ralph Northam announced that the Commonwealth of Virginia had signed a Project Development Agreement with Transurban, which operates the existing I-495 Express Lanes, to extend the Express Lanes to the ALM Bridge; and

Whereas, in February 2020, VDOT and the Federal Highway Administration (FHWA), as the lead federal agency, issued for public review and comment an Environmental Assessment (EA), prepared pursuant to the National Environmental Policy Act of 1969, along with proposed design plans and technical reports, for the 495 NEXT Project, and the VDOT website advises that the comment period for the EA remains open; and

Whereas, in March 2020, the TPB approved the inclusion of the 495 NEXT Project in the 2021 to 2024 Transportation Improvement Plan (TIP), which makes the project eligible for federal funding; and

Whereas, the EA examines conditions under only a Build Alternative and a No Build Alternative, and

Whereas, the Build Alternative would consist of: extending the existing four I-495 Express Lanes from their current terminus; providing new access ramps connecting the Dulles Toll Road and the I-495 Express lanes; adding new Express Lane access to and from the GW Parkway; rebuilding the overpasses for Live Oak Drive, Georgetown Pike, Old Dominion Drive, and I-495 North over the Dulles Toll Road; and adding an approximately 3.1-mile, 10-foot-wide shared-use path for pedestrians and bicyclists starting near the south end of the project corridor at Timberly Lane near Lewinsville Road and continuing generally north along I-495 and the west side of Balls Hill Road to the GW Parkway interchange; and

Whereas, the No Build Alternative would retain the existing lane configuration through the study area except for modifications to the roadway network that have been approved for implementation by 2045, as identified in the most recent (October 2018) CLRP approved by the TPB, and the No Build Alternative assumes that the planned transportation projects within the study area that are included in the CLRP would be in place, including the expansion of capacity at both the ALM Bridge and the stretch of I-495 from the Bridge to I-270 pursuant to Maryland's Managed Lanes Study; and

Whereas, the EA contains a detailed description of the purposes of the 495 NEXT Project and concludes that the Build Alternative would: (1) reduce congestion by optimizing traffic volumes and travel demand, improving traffic operations, and increasing the number of persons moved; (2) provide additional traffic choices by adding Express Lanes as an alternative travel option for high occupancy vehicles and van pools or those wishing to pay a toll, increasing the potential for future regional bus service through dedicated or managed lanes that would allow buses to travel more efficiently, and adding a shared-use path to provide a bicycle and pedestrian option for local travelers; and (3) improve travel time reliability, because, although congestion would still exist during peak hours in the general purpose lanes, overall travel speeds would increase and travel times would decrease compared to the No Build Alternative; and

Whereas, the EA asserts that, in contrast, under the No Build Alternative (post-MD Managed Lanes project implementation), the existing traffic congestion on I-495 near the ALM Bridge would be exacerbated given the substantial growth in population and employment projected for the area, which would additionally strain highway capacity; and

Whereas, on July 10, 2020, the FHWA and the MDOT issued a draft environmental impact statement (DEIS) for the Managed Lanes Study, which, after considering a number of alternatives, retained for further consideration a No Build Alternative and several Build Alternatives, all of which would involve replacement of the ALM Bridge and expansion of I-495 from the GW Parkway to I-270 by adding two lanes in each direction that would be either HOT Lanes or Express Toll Lanes (ETL); and

Whereas, the McLean Citizens Association has long been aware that traffic backs up each weekday on the inner loop of I-495 between Tysons and the ALM Bridge during the afternoon and evening rush

hours, causing many commuters to bypass this backup by cutting through local McLean residential streets and intersections to access I-495 north toward Maryland from the Georgetown Pike onramp, which creates significant congestion on local roads in the vicinity of that on-ramp and access and safety problems for residents of those neighborhoods; and

Whereas, the McLean Citizens Association has recognized that a long-term solution to this congestion and cut-through traffic problem is likely to come only with elimination of the bottleneck at the ALM Bridge, has consistently been on record as supporting additional capacity at the ALM Bridge and on connecting roadways, and has expressed its position in resolutions dated February 2, 2011, and January 6, 2016; and

Whereas, in light of Maryland's intention to implement its Managed Lanes Study as described above, the 495 NEXT Project would provide a crucial link between the existing expanded stretch of I-495 in Virginia ending near the Dulles Toll Road and the proposed expansion of I-495 by Maryland extending to the GW Parkway, and the resulting integrated, expanded highway is predicted to reduce the cut-through traffic problem; and

Whereas, the EA and its accompanying Traffic and Transportation Technical Report contain projections concerning the potential impact of the 495 NEXT Project on traffic in year 2025 (including a scenario in which the expansion of the ALM Bridge and I-495 from the Bridge to I-270 has not yet occurred) and in 2045, which show that results will be mixed, but that the project will improve certain transportation times on I-495 between I-267 and the ALM Bridge by 2025 and will bring about more consistent and significant improvements in transportation times in this section of I-495 by 2045; and

Whereas, even though the 495 NEXT Project is anticipated to be completed several years before Maryland completes its improvements to the ALM Bridge and portion of I-495 between the GW Parkway and I-270, based on its traffic study, VDOT predicts that, even in the absence of any action by Maryland, the Build Alternative will reduce cut-through traffic on local roads by increasing the person-carrying capacity of I-495 and improving trip time and travel reliability on I-495, thereby reducing the incentive to use local roads; and

Whereas, it appears that the 495 NEXT Project would also produce other independent benefits, such as improved pedestrian and bicycle paths that could be connected to future paths included in Maryland's improvements, improved connections with Route 267, and other ramp improvements; and

Whereas, in preparing the EA, VDOT with the FHWA consulted with a number of local, state, and federal agencies, whose comments about environmental impacts and mitigation are included in Appendix B to the EA, and, in consideration of these comments, the EA assessed and documented the potential environmental impacts of the Build Alternative on a number of resources; and

Whereas, the Environmental Protection Agency (EPA) recommended in a July 23, 2018 email summarized on page 4-5 of the EA that VDOT should explain why only one build alternative is being evaluated, but the EA does not provide such an explanation for why it is considering only one build alternative; and

Whereas, the EA, at pages 3-54 to 3-55, states that an estimated 118 acres of trees that provide visual and sound barriers as well as stormwater benefits are scheduled to be cleared to make way for the

widening of the roadway, ramps and interchange re-configurations, noise walls, stormwater management facilities, and other structures; and

Whereas, the EA describes potential impacts to public parkland, the GW Parkway, the Potomac Heritage National Scenic Trail, Scott's Run Nature Preserve, and adjacent neighborhoods; and

Whereas, the Virginia Department of Conservation and Recreation (DCR) recommended to VDOT, as summarized on page 4-5 of the EA, that VDOT undertake an inventory for the resources within areas proposed for disturbance, including stormwater management ponds and equipment staging areas to obtain survey results that can more accurately evaluate potential impacts to natural heritage resources and offer specific protection recommendations for minimizing impacts to these resources; and

Whereas, the EA states that there is no stormwater management plan, but we note that there is one badly eroded drainage channel adjacent to the GW Parkway ramps and the Outer Beltway approaching the ALM Bridge that drains directly into the Potomac River, and properties in the vicinity of Live Oak Drive and the Langley Swim Club have unresolved drainage issues; and

Whereas, the EA states that the Potomac River, within the jurisdiction of Maryland, is not within the Limits of Disturbance (LOD) and is not expected to be impacted, but the already degraded Dead Run and Scott's Run, which are within the study area, drain directly into the Potomac, and

Whereas, under present conditions, traffic from Georgetown Pike can enter the existing southbound Express Lanes by entering the general purpose lanes and merging across several lanes of traffic over the course of about 0.8 mile to the current beginning of the southbound Express Lanes, but under the 495 NEXT Project, there will be no means of entering the extended southbound Express Lanes for traffic entering the Beltway at Georgetown Pike, so that such traffic will have no opportunity to enter the southbound Express Lanes until ramps in Tysons at Scott's Crossing Road or Westpark Drive; and

Whereas, the proposed new Georgetown Pike bridge over the Beltway is planned to have a pedestrian walkway only on the south side, not on both sides as was the case with all the other bridges that were rebuilt over the Beltway as part of the past addition of I-495 Express Lanes from I-95 at Springfield to the Dulles Toll Road, and this will require those living on the north side of Georgetown Pike and east of the Beltway to cross and then re-cross Georgetown Pike to reach Scott's Run Preserve, on the north side of Georgetown Pike, west of the Beltway;

Now, therefore, be it resolved, that the McLean Citizens Association supports implementation of VDOT's 495 NEXT Project for the reasons indicated above, conditioned on VDOT's addressing the environmental impacts of constructing the project discussed above and in accordance with the following Resolved clauses of this resolution.

Be it further resolved, that the McLean Citizens Association believes that residents have a right to, and should be provided with, information on any construction activity that impacts private and public property in the McLean area, including timely and advance notification of all significant activities associated with the project, including advance notice of the location of and impact on temporary easements or staging areas.

Be it further resolved, that the McLean Citizens Association urges that VDOT respond to the EPA comment and explain why only one build alternative is being evaluated.

Be it further resolved, that the McLean Citizens Association is concerned about the loss of 118 acres of trees, as reported in the EA, and the fact that VDOT has not proposed any mitigation measures to offset this tree loss, and urges VDOT to commit to the following, including making related information available to the public: (1) undertaking a tree survey as to the numbers and species of trees to be removed, (2) minimizing impacts to mature and healthy trees, if at all possible, (3) identifying mitigation efforts it will undertake to offset the environmental loss resulting from this tree removal, including replanting of suitable native species and generally comparable numbers of trees within the areas affected by the project, and (4) implementing and monitoring a replanting program to ensure that these trees are healthy and growing in years going forward.

Be it further resolved, that since the greatest impact of the project will fall on Scott's Run Nature Preserve and GW Parkway, every effort should be made to minimize the footprint of the facility and to avoid temporary use of parkland during construction.

Be it further resolved, that the McLean Citizens Association requests that VDOT undertake a resource inventory along the Potomac Heritage National Scenic Trail and along the steep bluff on the eastern side of I-495 by the river in order to adequately estimate the impact of the project on these resources.

Be it further resolved, that the McLean Citizens Association urges VDOT and Transurban to use already paved areas for temporary construction easements like the three acres at the intersection of Georgetown Pike and I-495 instead of impacting parkland to the extent feasible.

Be it further resolved, that in order to mitigate the overall impact on natural resources, the McLean Citizens Association requests that the Design/Build contract include a provision requiring (1) that native species including grass seed mixtures be used in mitigation and (2) that the public be provided with a proposed landscaping plan during the mitigation phase, and opportunity to comment on such plan.

Be it further resolved, that surveys of the natural resources and diverse ecology within areas of Scott's Run Nature Preserve proposed for disturbance, including Potomac Gorge rare and endangered species, be conducted as recommended by DCR, and made available to the public as soon as possible and before finalization of contracts, so that potential impacts can be more accurately evaluated.

Be it further resolved, that, to attempt to mitigate the impact on Scott's Run Nature Preserve, the McLean Citizens Association urges VDOT to commit to making a cash contribution to the Fairfax County Park Authority (FCPA) for removal of invasive plants and for the planting of new native plants in the Preserve.

Be it further resolved, that the McLean Citizens Association requests that VDOT and Transurban adopt and implement a comprehensive stormwater management plan for the entire study area and including adjacent private properties to mitigate the impact of stormwater runoff from the completed project on those properties, the adjacent streams, and the Potomac River, and such plan should consider extreme weather events that could have an adverse impact on those resources.

Be it further resolved, that the McLean Citizens Association urges VDOT to carefully consider the financial impacts and uncertainties related to increased use of telework and reduced commuting traffic patterns resulting from the Covid-19 pandemic prior to signing a contract for the project or beginning construction-related activities, such as utility relocation.

Be it further resolved, that the McLean Citizens Association urges VDOT to investigate the possibility of including in the project a single access ramp providing access from Georgetown Pike to the southbound Express Lanes, and from the northbound Express Lanes to Georgetown Pike.

Be it further resolved, that the McLean Citizens Association urges VDOT to include a sidewalk on the north side as well as the south side of the reconstructed Georgetown Pike bridge over I-495.

Be it further resolved, that the McLean Citizens Association reaffirms its longstanding support for expansion of capacity at the ALM Bridge as a vital part of completing any solution to divert Beltway commuter traffic from the McLean area neighborhood roads, and further urges the Commonwealth of Virginia and the State of Maryland to work effectively and vigorously to expand capacity at the ALM Bridge and I-495 north of the GW Parkway to I-270.

September 2, 2020

McLean Citizens Association, P.O. Box 273, McLean, Virginia 22101

cc: Abraham Lerner, Virginia Department of Transportation
Susan Shaw, Virginia Department of Transportation
Allison Richter, Virginia Department of Transportation
John Foust, Dranesville District Supervisor
Barbara Favola, State Senator, 31st District
Kathleen Murphy, State House of Representatives, 34th District
Tom Biesiadny, Director, Fairfax County Department of Transportation
Brett McKenzie, Transurban



Gmail



subject:(Support Regional Congestion)



3 of many

99+

Support Regional Congestion relief

External

Inbox

Tarandeep Saluja <Tarandeep.Saluja.465137662@p2a.co>

to me

Jul 8, 2021, 6:49 PM (12 days ago)

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

There is no doubt that these improvements will have a positive impact on Maryland residents. The project will create high-paying, high-quality jobs that provide economic relief, cut down on emissions and pollution (several of the pollutants affecting the environment are sensitive to travel speeds), and decrease travel times. Officials have estimated that the project will result in a \$3.7 billion investment, just for the Phase 1 South portion of the project and support 7,500 new jobs per year during the construction phase. So it's clear that the state of Maryland and its residents will benefit from the much-needed construction project.

Please support efforts to keep this critical project on track.

Regards,

Support Regional Congestion relief

External

Inbox

Giancarlo caraballo <Giancarlo.caraballo.465137644@p2a.co>

to me

Thu, Jul 8, 6:49 PM (12 days ago)

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



 subject:(Support Regional Congestion)
 






5 of many

99+

Support Regional Congestion relief External Inbox x

Leena Silberer <Leena.Silberer.464973935@p2a.co>

to me

Tue, Jul 6, 3:17 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



6 of many

99+

Support Regional Congestion relief

External

Inbox x

Michael Weatherred <Michael.Weatherred.464958635@p2a.co>

to me

Tue, Jul 6, 11:19 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



7 of many

99+

Support Regional Congestion relief External Inbox x

Jon Kemp <Jon.Kemp.463731655@p2a.co>

to me

Fri, Jul 2, 9:26 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



8 of many

Support Regional Congestion relief

External | Inbox x

Brian Cahill <Brian.Cahill.463673650@p2a.co>

to me

Thu, Jul 1, 4:38 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







9 of many

Support Regional Congestion relief

External Inbox x

Sean Mallipudi <Sean.Mallipudi.274604683@p2a.co>

to me

Thu, Jul 1, 2:32 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



10 of many

99+

Support Regional Congestion relief

External

Inbox

Manish Jain <Manish.Jain.463648720@p2a.co>

to me

Thu, Jul 1, 12:17 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,

11 of many

Support Regional Congestion relief

External

Inbox

Timothy Steinhilber <Timothy.Steinhilber.463648658@p2a.co>

Thu, Jul 1, 12:17 PM

to me

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



12 of many

Support Regional Congestion relief

External

Inbox

Wallace Taylor <Wallace.Taylor.463647767@p2a.co>

to me

Thu, Jul 1, 12:07 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



14 of many

Support Regional Congestion relief

External

Inbox

James Bahr <James.Bahr.404609043@p2a.co>

to me

Thu, Jul 1, 9:53 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

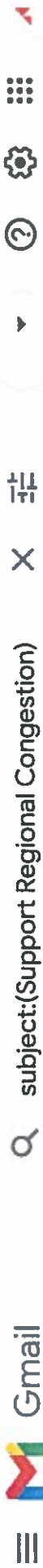
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Regards,



13 of many

99+

Support Regional Congestion relief External Inbox X

hossein rezaeinejad <hossein.rezaeinejad.463647334@p2a.co>

Thu, Jul 1, 11:59 AM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



15 of many

99+

Support Regional Congestion relief External Inbox x

Warren Barrett <Warren.Barrett.463003202@p2a.co>

Fri, Jun 25, 11:39 AM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

There is no doubt that these improvements will have a positive impact on Maryland residents. The project will create high-paying, high-quality jobs and provide economic relief, cut down on emissions and pollution (several of the pollutants affecting the environment are sensitive to travel speeds), and decrease travel times. Officials have estimated that the project will result in a \$3.7 billion investment, just for the Phase 1 South portion of the project and support 7,500 new jobs per year during the construction phase. So it's clear that the state of Maryland and its residents will benefit from the much-needed construction project.

Please support efforts to keep this critical project on track.

Regards,



16 of many

Support Regional Congestion relief External Inbox x

Brian Mellott <Brian.Mellott.274622502@p2a.co>

Thu, Jun 24, 12:29 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

This region—desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

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Please support efforts to keep this critical project on track.

Regards,



18 of many

Support Regional Congestion relief

External

Inbox

Jerry Kavadias <Jerry.Kavadias.461985304@p2a.co>

to me

Tue, Jun 22, 8:20 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



19 of many

99+

Support Regional Congestion relief

External

Inbox x

Bellal Shaaban <Bellal.Shaaban.274619650@p2a.co>

to me

Tue, Jun 22, 7:51 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relie we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland reside enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs— win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



20 of many

99+

Support Regional Congestion relief

External

Inbox x

Chad Beynon <Chad.Beynon.461961698@p2a.co>

to me

Tue, Jun 22, 7:39 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)



21 of many

99+

Support Regional Congestion relief

External Inbox x

Francesca Pasta <Francesca.Pasta.274617751@p2a.co>
to me

Tue, Jun 22, 7:19 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland reside enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



22 of many

99+

Support Regional Congestion relief External Inbox x

nathan beil <nathan.beil.293423755@p2a.co>

to me

Tue, Jun 22, 7:09 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just increase our commutes that much longer.

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Please support efforts to keep this critical project on track.

Regards,



24 of many

Support Regional Congestion relief External Inbox x

John Undeland <John.Undeland.274600452@p2a.co>

Mon, Jun 21, 6:23 PM

to me

Dear VDOT Norm Whitaker,

Residents and businesses throughout the greater Washington area were dealt a major blow with the recent Transportation Planning Board vote to needed traffic relief for the American Legion Bridge, I-495 and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Rellie I am hopeful this project will be allowed to proceed and that construction of the new bridge and express lanes will begin soon. Maryland and Virgir residents will enjoy less congestion, a new bridge with new bike and pedestrian trails, new regional transit and carpool options - a major win for everyone, no matter how they travel.

More than 200,000 trips are taken every day on these facilities, which today are burdened with congestion for six hours. Many of these travelers a constituents of yours who are being exceptionally poorly served by this vote in favor of gridlock.

While traffic dropped during the pandemic, volumes are returning and stop-and-go traffic is evident daily again on the bridge, Beltway and 270. As by the TPB's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—and their alleviating congestion on the Beltway and I-270 must be a top priority. TPB's analysis also shows practically no impact (less than 1%) on air quality all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just make our commutes that much more miserable.

It's also important to recognize the project will create high-paying, high-quality jobs, provide economic benefit, cut down on emissions and implementation.

Thank you for your consideration and efforts to reinstate this vital project.

Regards,
John Undeland



Gmail



subject:(Support Regional Congestion)



25 of many

99+

Support Regional Congestion relief

External

Inbox

Carl Jones <Carl.Jones.461508961@p2a.co>

to me

Mon, Jun 21, 6:23 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality of life from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just make our commutes that much longer.

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Message marked not suspicious

Regards,

is critical project on track.



subject:(Support Regional Congestion)






26 of many

99+

Support Regional Congestion relief

External

Inbox

Laura Allen <Laura.Allen.461400311@p2a.co>

to me

Mon, Jun 21, 4:55 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



27 of many

99+

Support Regional Congestion relief External Inbox x

Peter Placke <Peter.Placke.274623835@p2a.co>

to me

Mon, Jun 21, 4:46 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

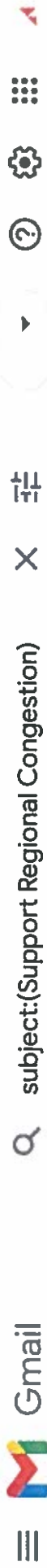
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Please support efforts to keep this critical project on track.

Regards,



28 of many

99+

Support Regional Congestion relief External Inbox x

Douglas Hall <Douglas.Hall.408853606@p2a.co>

Mon, Jun 21, 4:33 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



30 of many

99+

Support Regional Congestion relief

External

Inbox X

Adriano fernandes <Adriano.fernandes.274605286@p2a.co>

to me

Mon, Jun 21, 4:27 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



31 of many

Support Regional Congestion relief

External

Inbox

Rizwan Siddiqi <Rizwan.Siddiqi.292425943@p2a.co>

to me

Mon, Jun 21, 4:08 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







34 of many

99+

Support Regional Congestion relief External Inbox X

Michael Izzo <Michael.Izzo.274619948@p2a.co>

Mon, Jun 21, 3:38 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



subject:(Support Regional Congestion)







37 of many

99+

Support Regional Congestion relief External Inbox x

Jeffrey Parker <Jeffrey.Parker.274604015@p2a.co>
to me

Mon, Jun 21, 3:24 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



38 of many

Support Regional Congestion relief External Inbox x

Francis Oudiah <Francis.Oudiah.292214415@p2a.co>

Mon, Jun 21, 3:12 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just our commutes that much longer.

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Please support efforts to keep this critical project on track.

Regards,



39 of many

99+

Support Regional Congestion relief External Inbox x

Chris Fronheiser <Chris.Fronheiser.311474136@p2a.co>

to me

Mon, Jun 21, 2:48 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



 subject:(Support Regional Congestion)
 






40 of many

Support-Regional Congestion relief

External

Inbox x

Robin Cullers <Robin.Cullers.293634418@p2a.co>

to me

Mon, Jun 21, 2:23 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,

41 of many

99+

Support Regional Congestion relief

External

Inbox x

Andrew Lynch <Andrew.Lynch.274619155@p2a.co>

to me

Mon, Jun 21, 1:58 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



42 of many

99+

Support Regional Congestion relief External Inbox x

Marnie Hoffman <Marnie.Hoffman.274624212@p2a.co>

Mon, Jun 21, 1:55 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,

45 of many

99+

Support Regional Congestion relief External Inbox x

Di Wu <Di.Wu.294383010@p2a.co>

to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



44 of many

99+

Support Regional Congestion relief External Inbox X

Nimish y <Nimish.y.292768231@p2a.co>

to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,

46 of many

99+

Support Regional Congestion relief External Inbox x

Terry Neimeyer <Terry.Neimeyer.274620883@p2a.co>

to me

Mon, Jun 21, 1:47 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



47 of many

99+

Support Regional Congestion relief External Inbox x

Cedric Barthelemy <Cedric.Barthelemy.274623961@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,

48 of many

99+

Support Regional Congestion relief External Inbox x

Kevin Mullen <Kevin.Mullen.280027722@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



49 of many

99+

Support Regional Congestion relief

External

Inbox x

Mark Carroll <Mark.Carroll.274372474@p2a.co>

to me

Mon, Jun 21, 1:45 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American-Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



50 of many

99+

Support Regional Congestion relief External Inbox x

Andrew Greene <Andrew.Greene.404583385@p2a.co>

Mon, Jun 21, 1:45 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Rellie we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the-state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



51 of 55

99+

Support Regional Congestion relief

External

Inbox x

Michael Miller <Michael.Miller.404613200@p2a.co>

to me

Mon, Jun 21, 1:43 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Message marked not suspicious.

This is a critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



52 of 55

99+

Support Regional Congestion relief

External

Inbox x

Charl Marais <Charl.Marais.293399537@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



53 of 55

99+

Support Regional Congestion relief

External

Inbox

Shannon brown <Shannon.brown.404582089@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

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Regards,



Support Regional Congestion relief

External | Inbox x

Brittany Sakata <Brittany.Sakata.260913621@p2a.co>

to me

Mon, Jun 21, 1:42 PM

Dear VDOT Norm Whitaker,

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This region desperately needs congestion relief. While there was a brief period during the pandemic when many residents worked from home and traffic was lighter, we cannot use the pandemic model when considering the next 20 to 30 years. Per the National Capital Region's Transportation Planning Board's own studies, an additional 1.2 million people will be living in the Washington region by 2045—adding to our traffic gridlock—so alleviating congestion on the Capital Beltway and I-270 is still a top priority. TPB's own studies also show practically no impact (less than 1%) on a quality from all of the projects in the proposed long-range plan combined, so taking out this one critical project will not reduce emissions, it will just our commutes that much longer.

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Please support efforts to keep this critical project on track.

Regards,

Support Regional Congestion relief External Inbox x

Stephen Ward <Stephen.Ward.274078291@p2a.co>

to me

Dear VDOT Norm Whitaker,

Mon, Jun 21, 1:42 PM

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



36 of many

99+

Support Regional Congestion relief

External

Inbox

Timothy Bevard <Timothy.Bevard.274622494@p2a.co>

to me

Mon, Jun 21, 3:24 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

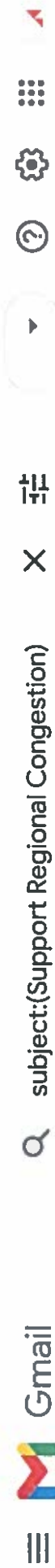
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Please support efforts to keep this critical project on track.

Regards,



17 of many

99+

Support Regional Congestion relief External Inbox x

Michael Higgins <Michael.Higgins.273317566@p2a.co>

to me

Wed, Jun 23, 5:51 AM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win-win for the state, residents, and area commuters.

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Message marked not suspicious.

This is a critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



99+

23 of many

Support Regional Congestion relief

External

Inbox x

Syed Khan <Syed.Khan.292290484@p2a.co>

to me

Mon, Jun 21, 8:35 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

As your constituent, and given all the travel, economic and environmental good that will come from the American Legion Bridge I-270 to I-70 Relief project, we are hopeful that this project will be allowed to proceed and that construction of the new bridge and HOT lanes will begin soon. Maryland residents enjoy less congestion, a new bridge with new bike and pedestrian trails, a new regional transit, and carpool options, and thousands of new jobs—win for the state, residents, and area commuters.

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Please support efforts to keep this critical project on track.

Regards,



32 of many

Support Regional Congestion relief

External Inbox x

Rebecca McCoillum <Rebecca.McCoillum.271444602@p2a.co>

Mon, Jun 21, 3:57 PM

to me

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,




subject:(Support Regional Congestion)








33 of many

Support Regional Congestion relief External Inbox x

Douglas Rose <Douglas.Rose.274622278@p2a.co>

to me

Mon, Jun 21, 3:46 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



35 of many

99+

Support Regional Congestion relief

External

Inbox

Timothy Henderson <Timothy.Henderson.274620577@p2a.co>

to me

Mon, Jun 21, 3:34 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,

37 of many

99+

Support Regional Congestion relief External Inbox x

Jeffrey Parker <Jeffrey.Parker.274604016@p2a.co>

to me

Mon, Jun 21, 3:24 PM

Dear VDOT Norm Whitaker,

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



38 of many

99+

Support Regional Congestion relief

External

Inbox x

Francis Oudah <Francis.Oudah.292214415@p2a.co>

to me

Mon, Jun 21, 3:12 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



39 of many

99+

Support Regional Congestion relief

External

Inbox x

Chris Fronheiser <Chris.Fronheiser.311474136@p2a.co>

to me

Mon, Jun 21, 2:48 PM

Dear VDOT Norm Whitaker,

Our region's traveling public was deeply disappointed by the outcome of the recent Transportation Planning Board vote to block needed traffic relief on the American Legion Bridge and I-270.

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Please support efforts to keep this critical project on track.

Regards,



Gmail



subject:(Support Regional Congestion)



40 of many

99+

Support Regional Congestion relief

External

Inbox x

Robin Cullers <Robin.Cullers.293634418@p2a.co>

to me

Mon, Jun 21, 2:23 PM

Dear VDOT Norm Whitaker,

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Regards,



Gmail



subject:(Support Regional Congestion)



43 of many

99+

Support Regional Congestion relief External Inbox x

Joseph Baldwin <Joseph.Baldwin.274623673@p2a.co>

to me

Mon, Jun 21, 1:54 PM

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