



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the June 2025 TPB Meeting
DATE: June 18, 2025

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

Between noon Tuesday, May 20, and noon Tuesday, June 17, the TPB received one letter and 37 comments submitted via email.

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

PUBLIC COMMENT

Bill Pugh, Coalition for Smarter Growth, Comments via Letter- June 17, 2025

Mr. Pugh writes to request that TPB incorporate resilience needs and DMV Moves investments in the Visualize 2050 financial analysis. Mr. Pugh states that the flooding vulnerability analysis and DMV Moves briefing show two needs: (1) keeping residents safe from climate change and (2) maintaining/enhancing the critical transit system. Mr. Pugh requests that the TPB incorporate an illustrative version of the costs addressing regional climate change vulnerabilities and the DMV Moves funding scenarios (relative to regional revenues and expenditures) to supplement the official financial analysis in its long-range plan Visualize 2050. Mr. Pugh states that this analysis will help in the critical decisions being made about the region's future, specifically the funds addressing flooding and maintaining/enhancing the critical transit system.

Email Campaigns- Comments via Email- June 2 to June 17, 2025

The TPB received 37 emails from Monday, June 2 until noon Tuesday. Email campaigns included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project (6 emails), and content urging the TPB to *include* the proposed project (31 emails). The emails were generated from email-writing software, with some capacity to tailor the email contents.

Email forms for removal of the project (6) were similar to other campaigns, urging the board to vote to remove the I-495 Southside Express toll lanes project from Visualize 2050. There were two variations of content: "**I-495 Southside Express Lanes would Harm the Environment and Perpetuate Inequality,**" and "**No Way to I-495 Southside Express Lanes.**" The letters state that toll lanes are not the solution to congestion, they create hazardous merge points and bottlenecks, increase the risk of accidents, and raise serious safety concerns. The letters also claim that there are equity impacts, adding more emissions in overburdened communities that already suffer disproportionately. They

state that tolling is unfair because wealthier drivers can pay to avoid delays while working-class commuters cannot, creating a two-tiered system. The letters question VDOT's commitment to carpool and buses, noting that the carpool requirement has already changed, raising questions about the priority being reducing congestion or increasing revenue. The letters state that there will be impacts to Routes 5, 4, and 210 that are already congested and underfunded. They raise concern that VDOT's community outreach has been biased towards Virginia residents and has not engaged the communities most affected in Maryland. They discuss a survey VDOT conducted calling into question the legitimacy of the findings. The letters call on the region to invest in public transportation, biking, and walking and not on toll lanes that benefit a few at the expense of many.

The TPB received an additional 31 emails from Monday, June 9 until noon Tuesday from community members urging support of the I-495 Express Lane project. There were 3 variations of content: **"Please Improve the Capital Beltway," "Southside Beltway Improvements Help Transit and the Environment,"** and **"Traffic on the Beltway is Awful. Please Fix It!"** All forms were similar in content, with writers sharing their support for the plan to add two express lanes in addition to the same number of free lanes that we have now, transit, bicycling and pedestrian upgrades. The writers state that Virginia and Maryland have no money to make other transportation improvements in the corridor and that without this project, nothing will happen for the next 25 years except worsening congestion. The writers state that many transit systems are facing financial situations, causing them to cut service and lose riders. This project would make buses faster and more reliable. The commenters support the investment in the new transit services so people have other options besides driving, stating that more bus options across the Woodrow Wilson Bridge will help reduce traffic and air pollution.

There was one instance of the same individual submitting comments using two or more fillable forms.

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, June 17, 2025 10:26 AM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Item 1 comment opportunity
Attachments: CSG comment June 2025 TPB Board mtg.pdf

Dear TPB staff,

Please see attached comment for tomorrow's board meeting.

Thank you,

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

June 17, 2025

Hon. James Walkinshaw, Chair
National Capital Region Transportation Planning Board
Washington, DC

Re: Visualize 2050 financial analysis needs to incorporate resilience needs and DMV Moves investments

Chair Walkinshaw and TPB board members,

- We appreciate the work of TPB staff on the excellent flooding vulnerability analysis and DMV Moves briefing on your agenda.
- These analyses show two significant transportation investment needs: keeping residents safe from climate change, and maintaining and enhancing our critical transit system.
- This board has adopted improving safety, maintaining our transit system, and addressing climate change as priorities.
- Therefore, as staff prepares its financial analysis for the region's long-range plan Visualize 2050, the Coalition for Smarter Growth asks the TPB to incorporate these needs.
 - This could be an illustrative version of the costs of addressing regional climate change vulnerabilities and the DMV Moves funding scenarios – relative to regional revenues and expenditures.
 - This information would supplement (not replace) the plan's official project financial analysis.
- The last Visualize plan dedicated \$28 billion to widening highways and interchanges, projects that would contribute to increased driving and emissions – while using funds that could go instead to important regional needs.

You have critical decisions to make about our region's future. By producing a more complete financial picture of needs for addressing flooding and maintaining and enhancing our world-class transit system, staff will be providing critical information for your investment decisions.

Thank you for your work,

Bill Pugh, AICP CTP
Senior Policy Fellow

From: Caitrin Conroy <noreply@adv.actionnetwork.org>
Sent: Monday, June 2, 2025 8:21 PM
To: TPBcomment
Subject: NO WAY TO I-495 Southside Express Lanes

Comments Public Comment,

I am a concerned resident, active voter and regular commuter in the DMV region. I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

Toll lanes are not a solution to our traffic problems.. In Northern Virginia, congestion in toll lanes can be just as bad, or worse, than in general-purpose lanes. These lanes create hazardous merge points and bottlenecks that slow everyone down and increase the risk of accidents. Toll lanes also raise serious safety concerns. They do not reliably reduce traffic congestion and can actually make driving more dangerous. Many drivers, unable or unwilling to pay tolls, divert to the general-purpose lanes, leading to increased congestion, aggressive merging, and a higher risk of accidents. This creates unsafe conditions, particularly for working-class commuters who are disproportionately impacted by both the financial burden and the safety risks associated with toll lane expansion.

I am also deeply concerned about the environmental and equity impacts of expanding highway infrastructure in this way. Adding more lanes means more cars, more emissions, and more pollution, especially in communities that already suffer from the impacts of highway traffic.

These neighborhoods, often home to low-income families and communities of color, are already overburdened by air and noise pollution. Adding toll lanes will only exacerbate those Problems.

Spend this money to increase viable and appropriate public transit! Why is this so hard?

Tolling is also inherently unfair. With dynamic pricing, tolls can soar to outrageous amounts, upwards of \$85, one way, as many residents have reported. While wealthier drivers can pay

to avoid delays, working-class commuters like me or my neighbors often can't. That leaves us stuck in slower lanes, while others pay for faster access. This creates a two-tiered system where convenience is reserved for those who can afford it.

VDOT claims the toll lanes will be free for carpools and buses, but even that promise is shaky. The carpool requirement has already changed, from two people to three, which raises questions about whether the priority is truly reducing congestion or just increasing revenue.

And for many of us who don't have viable alternatives to driving, toll lanes don't help at all. I'm especially worried about the impact on Routes 5, 4, and 210, roads I use frequently. These corridors are already congested and underfunded. Route 210, often called the "highway of death," has a long history of serious crashes and fatalities. Forcing more traffic onto these already dangerous roads without addressing their existing problems is irresponsible and puts more lives at risk.

Furthermore, I am concerned that VDOT's community outreach efforts have been biased and disproportionately reflect the interests of Virginia residents. VDOT has not adequately engaged or collected input from the Maryland communities that would be most directly affected by the project. At several outreach sessions held in Maryland, informal polls of the audience revealed that not a single person had received mailed notices or seen advertisements about the Meetings.

Additionally, VDOT's presentation includes a slide titled "Public Opinion Survey: Key Findings (PREVIOUS)", which claims that "more than half of residents support adding express lanes." Yet during an informal "show-of-hands polling" at these sessions, including attendees from both Maryland and Virginia, not one person indicated support for the project. This calls into question the accuracy and inclusiveness of the data VDOT is using to justify this proposal.

If our region truly wants to address traffic congestion and build a sustainable future, we need to invest in public transportation, such as extending Metro service across the Wilson Bridge, as was promised over 20 years ago. These systems move more people, more efficiently, with far less pollution. They're also more affordable and equitable.

We should also expand infrastructure for biking and walking, providing people with safe and

sustainable alternatives to driving. A modern transportation system should be inclusive, equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region. We have to get out of the dark ages.

Thank you for your time.

Caitrin Conroy

caitrinconroy@gmail.com

6302 Mark Drive

Temple Hills , Maryland 20748

From: Tammi Crank <noreply@adv.actionnetwork.org>
Sent: Monday, June 2, 2025 11:34 PM
To: TPBcomment
Subject: I-495 Southside Express Lanes would Harm the Environment and Perpetuate Inequality

Comments Public Comment,

I am a concerned resident and regular commuter in the DMV region, and I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

Toll lanes are not a solution to our traffic problems. In Northern Virginia, congestion in toll lanes can be just as bad, or worse, than in general-purpose lanes. These lanes create hazardous merge points and bottlenecks that slow everyone down and increase the risk of accidents. Toll lanes also raise serious safety concerns. They do not reliably reduce traffic congestion and can actually make driving more dangerous. Many drivers, unable or unwilling to pay tolls, divert to the general-purpose lanes, leading to increased congestion, aggressive merging, and a higher risk of accidents. This creates unsafe conditions, particularly for working-class commuters who are disproportionately impacted by both the financial burden and the safety risks associated with toll lane expansion.

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stuck in slower lanes, while others pay for faster access. This creates a two-tiered system where convenience is reserved for those who can afford it.

VDOT claims the toll lanes will be free for carpools and buses, but even that promise is shaky. The carpool requirement has already changed, from two people to three, which raises questions about whether the priority is truly reducing congestion or just increasing revenue.

And for many of us who don't have viable alternatives to driving, toll lanes don't help at all. I'm especially worried about the impact on Routes 5, 4, and 210, roads I use frequently. These corridors are already congested and underfunded. Route 210, often called the "highway of death," has a long history of serious crashes and fatalities. Forcing more traffic onto these already dangerous roads without addressing their existing problems is irresponsible and puts more lives at risk.

Furthermore, I am concerned that VDOT's community outreach efforts have been biased and disproportionately reflect the interests of Virginia residents. VDOT has not adequately engaged or collected input from the Maryland communities that would be most directly affected by the project. At several outreach sessions held in Maryland, informal polls of the audience revealed that not a single person had received mailed notices or seen advertisements about the Meetings.

Additionally, VDOT's presentation includes a slide titled "Public Opinion Survey: Key Findings (PREVIOUS)", which claims that "more than half of residents support adding express lanes." Yet during an informal "show-of-hands polling" at these sessions, including attendees from both Maryland and Virginia, not one person indicated support for the project. This calls into question the accuracy and inclusiveness of the data VDOT is using to justify this proposal.

If our region truly wants to address traffic congestion and build a sustainable future, we need to invest in public transportation, such as extending Metro service across the Wilson Bridge, as was promised over 20 years ago. These systems move more people, more efficiently, with far less pollution. They're also more affordable and equitable.

We should also expand infrastructure for biking and walking, providing people with safe and sustainable alternatives to driving. A modern transportation system should be inclusive,

equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region.

Thank you for your time and thoughtful consideration.

Tammi Crank
mscrank423@gmail.com
2512 Domingo Court,
Bryans Road, Maryland 20616

From: S R Hartwell <noreply@adv.actionnetwork.org>
Sent: Monday, June 2, 2025 8:12 PM
To: TPBcomment
Subject: I-495 Southside Express Lanes would Harm the Environment and Perpetuate Inequality

Comments Public Comment,

I am a concerned resident and regular commuter in the DMV region, and I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

Toll lanes are not a solution to our traffic problems.. In Northern Virginia, congestion in toll lanes can be just as bad, or worse, than in general-purpose lanes. These lanes create hazardous merge points and bottlenecks that slow everyone down and increase the risk of accidents. Toll lanes also raise serious safety concerns. They do not reliably reduce traffic congestion and can actually make driving more dangerous. Many drivers, unable or unwilling to pay tolls, divert to the general-purpose lanes, leading to increased congestion, aggressive merging, and a higher risk of accidents. This creates unsafe conditions, particularly for working-class commuters who are disproportionately impacted by both the financial burden and the safety risks associated with toll lane expansion.

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These neighborhoods, often home to low-income families and communities of color, are already overburdened by air and noise pollution. Adding toll lanes will only exacerbate those Problems.

Tolling is also inherently unfair. With dynamic pricing, tolls can soar to outrageous amounts, upwards of \$85, one way, as many residents have reported. While wealthier drivers can pay to avoid delays, working-class commuters like me or my neighbors often can't. That leaves us

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VDOT claims the toll lanes will be free for carpools and buses, but even that promise is shaky. The carpool requirement has already changed, from two people to three, which raises questions about whether the priority is truly reducing congestion or just increasing revenue.

And for many of us who don't have viable alternatives to driving, toll lanes don't help at all. I'm especially worried about the impact on Routes 5, 4, and 210, roads I use frequently. These corridors are already congested and underfunded. Route 210, often called the "highway of death," has a long history of serious crashes and fatalities. Forcing more traffic onto these already dangerous roads without addressing their existing problems is irresponsible and puts more lives at risk.

Furthermore, I am concerned that VDOT's community outreach efforts have been biased and disproportionately reflect the interests of Virginia residents. VDOT has not adequately engaged or collected input from the Maryland communities that would be most directly affected by the project. At several outreach sessions held in Maryland, informal polls of the audience revealed that not a single person had received mailed notices or seen advertisements about the Meetings.

Additionally, VDOT's presentation includes a slide titled "Public Opinion Survey: Key Findings (PREVIOUS)", which claims that "more than half of residents support adding express lanes." Yet during an informal "show-of-hands polling" at these sessions, including attendees from both Maryland and Virginia, not one person indicated support for the project. This calls into question the accuracy and inclusiveness of the data VDOT is using to justify this proposal.

If our region truly wants to address traffic congestion and build a sustainable future, we need to invest in public transportation, such as extending Metro service across the Wilson Bridge, as was promised over 20 years ago. These systems move more people, more efficiently, with far less pollution. They're also more affordable and equitable.

We should also expand infrastructure for biking and walking, providing people with safe and sustainable alternatives to driving. A modern transportation system should be inclusive,

equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region.

Thank you for your time and thoughtful consideration.

S R Hartwell

SRHConsulting@gmail.com

145 Fleet Street, 102

National Harbor, Maryland 20745

From: Katrena Moody <noreply@adv.actionnetwork.org>
Sent: Tuesday, June 3, 2025 1:39 AM
To: TPBcomment
Subject: I-495 Southside Express Lanes would Harm the Environment and Perpetuate Inequality

Comments Public Comment,

I am a concerned resident and regular commuter in the DMV region, and I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

Toll lanes are not a solution to our traffic problems.. In Northern Virginia, congestion in toll lanes can be just as bad, or worse, than in general-purpose lanes. These lanes create hazardous merge points and bottlenecks that slow everyone down and increase the risk of accidents. Toll lanes also raise serious safety concerns. They do not reliably reduce traffic congestion and can actually make driving more dangerous. Many drivers, unable or unwilling to pay tolls, divert to the general-purpose lanes, leading to increased congestion, aggressive merging, and a higher risk of accidents. This creates unsafe conditions, particularly for working-class commuters who are disproportionately impacted by both the financial burden and the safety risks associated with toll lane expansion.

I am also deeply concerned about the environmental and equity impacts of expanding highway infrastructure in this way. Adding more lanes means more cars, more emissions, and more pollution, especially in communities that already suffer from the impacts of highway traffic.

These neighborhoods, often home to low-income families and communities of color, are already overburdened by air and noise pollution. Adding toll lanes will only exacerbate those Problems.

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And for many of us who don't have viable alternatives to driving, toll lanes don't help at all. I'm especially worried about the impact on Routes 5, 4, and 210, roads I use frequently. These corridors are already congested and underfunded. Route 210, often called the "highway of death," has a long history of serious crashes and fatalities. Forcing more traffic onto these already dangerous roads without addressing their existing problems is irresponsible and puts more lives at risk.

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We should also expand infrastructure for biking and walking, providing people with safe and sustainable alternatives to driving. A modern transportation system should be inclusive,

equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region.

Thank you for your time and thoughtful consideration.

Katrena Moody

klktogether9@gmail.com

17919 Merino Dr.

Accokeek , Maryland 20607

From: Kimeerly Moody-Fleming <noreply@adv.actionnetwork.org>
Sent: Tuesday, June 3, 2025 1:50 AM
To: TPBcomment
Subject: I-495 Southside Express Lanes would Harm the Environment and Perpetuate Inequality

Comments Public Comment,

I am a concerned resident and regular commuter in the DMV region, and I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

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If our region truly wants to address traffic congestion and build a sustainable future, we need to invest in public transportation, such as extending Metro service across the Wilson Bridge, as was promised over 20 years ago. These systems move more people, more efficiently, with far less pollution. They're also more affordable and equitable.

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equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region.

Thank you for your time and thoughtful consideration.

Kimeerly Moody-Fleming

kimfleming416@gmail.com

15200 LEICESTERSHIRE ST UNIT 232

Woodbridge , Virginia 22191

From: Lizzy Unger <noreply@adv.actionnetwork.org>
Sent: Monday, June 2, 2025 4:19 PM
To: TPBcomment
Subject: I-495 Southside Express Lanes Would Harm the Environment and Perpetuate Inequality

Categories: Form Letter Parent

Comments Public Comment,

I am a concerned resident and regular commuter in the DMV region, and I am writing to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposed I-495 Southside Express Lanes, which would extend across the Woodrow Wilson Bridge into Maryland.

Toll lanes are not a solution to our traffic problems. I've seen them make things worse. In Northern Virginia, congestion in toll lanes can be just as bad, or worse, than in general-purpose lanes. These lanes create hazardous merge points and bottlenecks that slow everyone down and increase the risk of accidents. Toll lanes also raise serious safety concerns. They do not reliably reduce traffic congestion and can actually make driving more dangerous. Many drivers, unable or unwilling to pay tolls, divert to the general-purpose lanes, leading to increased congestion, aggressive merging, and a higher risk of accidents. This creates unsafe conditions, particularly for working-class commuters who are disproportionately impacted by both the financial burden and the safety risks associated with toll lane expansion.

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equitable, and forward-thinking, not built on toll roads that benefit the few at the expense of the many.

I urge the Transportation Planning Board to reject the I-495 Southside Express Lanes project and instead invest in multimodal, sustainable, and equitable transportation options that serve everyone in our region.

Thank you for your time and thoughtful consideration.

Lizzy Unger

lizzyunger1@gmail.com

1732 Shilling lane

Silver Spring, Maryland 20906

From: barrycatterton@everyactioncustom.com on behalf of Barry Catterton
<barrycatterton@everyactioncustom.com>
Sent: Wednesday, June 11, 2025 7:16 AM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Barry Catterton
Linthicum, MD
barrycatterton@aol.com

From: ndesai@everyactioncustom.com on behalf of Nimish Desai
<ndesai@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:46 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

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Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Nimish Desai
Owings Mills, MD
ndesai@dewberry.com

From: desainim@everyactioncustom.com on behalf of Nimish Desai
<desainim@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:47 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Nimish Desai
Ellicott City, MD
desainim@hotmail.com

From: holly@everyactioncustom.com on behalf of Holly Dougherty
<holly@everyactioncustom.com>
Sent: Monday, June 16, 2025 2:18 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

I am writing on behalf of the Mount Vernon Springfield Chamber of Commerce where I serve as president. More than 400 businesses belong to this organization. The Chamber wants to express our strong support for this study to consider adding two Express Lanes to the southside of the Capital Beltway, along with other multi-modal improvements. Due to continued growth, we are experiencing the same bottlenecks we had before improvements to the Woodrow Wilson bridge and need relief from this situation. This is a heavily traveled and congested transportation corridor. Thank you for your attention to our concerns.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Holly Dougherty
Alexandria, VA
holly@mountvernonsspringfield.com

From: r.gestl@everyactioncustom.com on behalf of Russ Gestl
<r.gestl@everyactioncustom.com>
Sent: Monday, June 9, 2025 8:39 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor.

Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare.

We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Russ Gestl
Darnestown, MD
r.gestl@aol.com

From: barry@everyactioncustom.com on behalf of Barry Graham
<barry@everyactioncustom.com>
Sent: Monday, June 9, 2025 11:03 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Barry Graham
Silver Spring, MD
barry@barrygraham.com

From: thoward@everyactioncustom.com on behalf of Tony Howard
<thoward@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:31 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

As the president and CEO of the Loudon County Chamber of Commerce on behalf of our 1,100 member businesses and nonprofit organizations, I wish to express our organization's strong support for this vital multi-modal regional project.

A regional economy requires a regionally connected and modern transportation network that enables workers and commerce to flow freely between our region's major jurisdictions.

Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Tony Howard
Leesburg, VA
thoward@loudounchamber.org

From: Dkennedy@everyactioncustom.com on behalf of Douglas Kennedy
<Dkennedy@everyactioncustom.com>
Sent: Tuesday, June 10, 2025 8:57 AM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Planning for multi modal corridor improvements for long term system resiliency and to keep the region successful for Virginia and Maryland is crucial for the Beltway and the Wilson Bridge. Plan now to enhance and work together for all adjacent to the Potomac.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Douglas Kennedy
Reston, VA
Dkennedy@pennoni.com

From: shankar.natarajan@everyactioncustom.com on behalf of Shankar Natarajan
<shankar.natarajan@everyactioncustom.com>
Sent: Monday, June 9, 2025 4:40 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Shankar Natarajan
Reston, VA
shankar.natarajan@jacobs.com

From: spedowitz@everyactioncustom.com on behalf of Scott Pedowitz
<spedowitz@everyactioncustom.com>
Sent: Tuesday, June 10, 2025 10:12 AM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

On behalf of the Apartment and Office Building Association of Metropolitan Washington (AOBA), we encourage the adoption of the proposed Express Lanes. AOBA is the premier non-profit organization representing owners and managers of more than 435,000 apartment units and approximately 169 million square feet of office space in the District, Maryland, and Virginia. Our members play a critical role in building and operating the commercial and residential buildings that will accommodate the economy and workforce of the future. As such, our member companies consider themselves part of the DMV community and maintain a vested stake in the region's long-term sustainability and well-being.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Scott Pedowitz
Washington, DC
spedowitz@aoba-metro.org

From: tqinton@everyactioncustom.com on behalf of Thomas Quinton
<tqinton@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:29 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Thomas Quinton
Leesburg, VA
tqinton@luckstone.com

From: jfroddy@everyactioncustom.com on behalf of John Roddy
<jfroddy@everyactioncustom.com>
Sent: Monday, June 9, 2025 4:05 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
John Roddy
Chantilly, VA
jfroddy@wahazel.com

From: rizwan.siddiqi@everyactioncustom.com on behalf of Rizwan Siddiqi
<rizwan.siddiqi@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:17 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Rizwan Siddiqi
Laurel, MD
rizwan.siddiqi@ebaengineering.com

From: jason.f.stanford@everyactioncustom.com on behalf of Jason Stanford
<jason.f.stanford@everyactioncustom.com>
Sent: Monday, June 9, 2025 2:49 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Categories: Form Letter Parent

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new express lanes on the southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a nightmare. We cannot wait 25 years for action from our elected leaders while travel times in this area double.

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Jason Stanford
Arlington, VA
jason.f.stanford@gmail.com

From: vegavt@everyactioncustom.com on behalf of Javier Vega
<vegavt@everyactioncustom.com>
Sent: Monday, June 9, 2025 3:33 PM
To: TPBcomment
Subject: Please improve the Capital Beltway!

Dear Chair James Walkinshaw,

I am writing to share my strong support for the DC region's plan to add two new Express Lanes on the Southside of the Capital Beltway while keeping the same number of free lanes and making major transit, bicycling, and pedestrian upgrades. This multimodal transportation improvement will help everyone in this heavily congested corridor including free and toll lane drivers, transit riders, carpoolers, bicyclists, and pedestrians.

Without this project, nothing will happen for the next 25 years except worsening traffic congestion and delays. Crossing the Woodrow Wilson Bridge during rush hour is already a challenge. We cannot wait 25 years for action from our elected leaders while travel times in this area double. If we delay, congestion has the potential to exceed the American Legion Bridge which is currently an "F" level of service. Our region's economy cannot afford multiple, "F" level of service river crossings.

Virginia and Maryland have no money to make other transportation improvements in this corridor. Please expedite processing of any applications looking to relieve congestion in the National Capital Region!!

Therefore, I ask that you work together for the good of our entire region and support this common sense solution for our community.

Thank you,
Javier Vega
Vienna, VA
vegavt@gmail.com

From: ted189@everyactioncustom.com on behalf of Ted Abe
<ted189@everyactioncustom.com>
Sent: Sunday, June 15, 2025 4:12 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Ted Abe
Accokeek, MD
ted189@yahoo.com

From: gcamer157@everyactioncustom.com on behalf of Gwen Cameron
<gcamer157@everyactioncustom.com>
Sent: Sunday, June 15, 2025 4:37 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Gwen Cameron
Woodbridge, VA
gcamer157@gmail.com

From: joshlynm.celestine@everyactioncustom.com on behalf of Joshlyn Celestine <joshlynm.celestine@everyactioncustom.com>
Sent: Monday, June 16, 2025 5:39 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Joshlyn Celestine
Oxon Hill, MD
joshlynm.celestine@gmail.com

From: daniellelesuancole@everyactioncustom.com on behalf of Danielle Cole
<daniellelesuancole@everyactioncustom.com>
Sent: Monday, June 16, 2025 7:00 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Danielle Cole
Washington, DC
daniellelesuancole@gmail.com

From: sachmo182@everyactioncustom.com on behalf of Sachin Desai
<sachmo182@everyactioncustom.com>
Sent: Sunday, June 15, 2025 3:32 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway. We need to invest in transit.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Sachin Desai
Arlington, VA
sachmo182@gmail.com

From: creehg@everyactioncustom.com on behalf of Cree Ganu
<creehg@everyactioncustom.com>
Sent: Monday, June 16, 2025 6:58 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Cree Ganu
Upper Marlboro, MD
creehg@gmail.com

From: tmarbury@everyactioncustom.com on behalf of Tiffany Marbury
<tmarbury@everyactioncustom.com>
Sent: Sunday, June 15, 2025 4:29 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Tiffany Marbury
Bryan's Road, MD
tmarbury@gmail.com

From: terrellmoore55@everyactioncustom.com on behalf of Terrell Moore
<terrellmoore55@everyactioncustom.com>
Sent: Monday, June 16, 2025 6:34 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Terrell Moore
Riverdale, MD
terrellmoore55@gmail.com

From: munizarita@everyactioncustom.com on behalf of Sarita Munoz
<munizarita@everyactioncustom.com>
Sent: Monday, June 16, 2025 6:38 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Sarita Munoz
Landover, MD
munizarita@gmail.com

From: lucymyhome@everyactioncustom.com on behalf of Lucia Vasquez
<lucymyhome@everyactioncustom.com>
Sent: Monday, June 16, 2025 5:06 PM
To: TPBcomment
Subject: southside beltway improvements help transit and the environment

Dear Chair James Walkinshaw,

As someone who cares deeply about how transportation affects our environment, I support the southside beltway improvements and think they should be included in the region's transportation plan.

Across the country, many transit systems are facing difficult financial situations, causing them to cut service and lose riders. Instead of cutting transit service, the southside project would make buses faster and more reliable to better serve the needs of our community. The project would also invest in new transit service so people have other options besides driving. More bus options across the Woodrow Wilson Bridge will help reduce traffic congestion and air pollution along the southern stretch of the beltway.

Please move forward with this project to make needed investments in our community's transit system.

Sincerely,
Lucia Vasquez
Fort Washington, MD
lucymyhome@gmail.com

From: jerball95@everyactioncustom.com on behalf of Jerrin Ball
<jerball95@everyactioncustom.com>
Sent: Sunday, June 15, 2025 4:27 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Jerrin Ball
Severn, MD
jerball95@gmail.com

From: charleswesleybrown022@everyactioncustom.com on behalf of Charles Brown <charleswesleybrown022@everyactioncustom.com>
Sent: Monday, June 16, 2025 5:28 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Charles Brown
Suitland, MD
charleswesleybrown022@gmail.com

From: hsmithhembrey@everyactioncustom.com on behalf of Heather Hembrey
<hsmithhembrey@everyactioncustom.com>
Sent: Sunday, June 15, 2025 3:36 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Categories: Form Letter Parent

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Heather Hembrey
Manassas, VA
hsmithhembrey@gmail.com

From: rhines83@everyactioncustom.com on behalf of Risa Hines
<rhines83@everyactioncustom.com>
Sent: Sunday, June 15, 2025 5:34 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Risa Hines
Fort Washington, MD
rhines83@gmail.com

From: nora_munoz1965@everyactioncustom.com on behalf of Nora Munoz
<nora_munoz1965@everyactioncustom.com>
Sent: Monday, June 16, 2025 6:42 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Nora Munoz
Hyattsville, MD
nora_munoz1965@yahoo.com

From: jonahlynnrivera@everyactioncustom.com on behalf of Jonah Rivera
<jonahlynnrivera@everyactioncustom.com>
Sent: Monday, June 16, 2025 6:30 PM
To: TPBcomment
Subject: Traffic on the beltway is awful. Please fix it!

Dear Chair James Walkinshaw,

Traffic congestion on the southside of the capital beltway is out of control! Every morning and afternoon it becomes a parking lot. And it's only going to get worse if nothing is done. That's why I support support the proposed southside express lanes to add roadway capacity in unused space on the Woodrow Wilson Bridge while also investing in alternatives such as transit and better bike and pedestrian connections.

As our region continues to grow, we need to make smart investments in our transportation system to move more people. Virginia's express lanes have resulted in millions of dollars in transit improvements that go beyond just widening roadways. If this project moves forward, Prince George's County could see similar transit investments to help move people throughout our community.

Doing nothing is not an option. Please fix the beltway now. Thank you!

Sincerely,
Jonah Rivera
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