



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the April 2025 TPB Meeting  
**DATE:** April 15, 2025

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

Between noon Tuesday, March 18, and noon Monday, April 14 the TPB received two letters, one comment in the general comment box, and 47 comments submitted via email.

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

### **PUBLIC COMMENT**

#### **Bill Pugh- Comments via Letter- April 13, 2025**

On behalf of the Coalition for Smarter Growth, Mr. Pugh writes that despite the TPB's direction last June, VDOT has not provided the information or study alternatives for which the member agencies asked. Specifically, there will be no analysis of traffic impacts to connecting roads until after the TPB vote, and no information on the feasibility and future costs to remove HOT lanes for Metrorail. The Coalition for Smarter Growth also states that alternatives to widening and HOT lanes have been screened out by using biased study criteria, resulting in a false choice of expanding with private toll lanes or doing nothing. They assert other alternatives exist and should be studied, including bus/HOV shoulder lanes, expanded incentive programs, and transit-oriented development. The letter includes an addendum that lists the relevant portions of the June 2024 TPB Board resolution R13-2024.

#### **Brian Ditzler- Comments via Letter- April 11, 2025**

Mr. Ditzler writes to register opposition to the I-495 express lanes. He notes public opposition was evident at VDOT's public meetings with public opinion polling revealing tolling the least popular. Also, VDOT hasn't studied the traffic impacts to arterial roads, and VDOT's alternatives don't include alternatives such as transit-oriented development and travel demand management. He included the comments he submitted to VDOT on April 12.

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

One comment was received in the general comment box. Mr. Charles Erwin of Colorado Springs, CO writes to convey a proposed freeway system for the Washington DC area that is part of his Transcontinental Highway System proposal to make highways great again. In it, he maps out proposed routes between states, regional routes and local routes coast to coast. The map is included in the board package.

**Email Campaign- Comments via Email- April 8 to April 14, 2025**

The TPB received 47 emails from Tuesday April 8 until noon Monday from a letter-writing campaign. The email content urges the TPB Board to *reject* the currently proposed I-495 Express Lane project from Visualize 2050. The form letter asserts that VDOT's plans to include HOT lanes would take the right-of-way reserved for Metrorail and add traffic to connecting roads, creating a new bottleneck. The form letter calls on VDOT to analyze traffic impacts to local arterials, estimate the costs of removing the HOT lanes for future rail, and develop additional build alternatives such as shoulder bus/HOV lanes and expanded carpool and transit incentives. The emails were generated from email-writing software, with some capacity to tailor the email contents. Most of the emails contained the exact same content. Three emails contained some variation in content from the forms provided.

## Laura Bachle

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Sunday, April 13, 2025 8:00 AM  
**To:** TPBcomment  
**Cc:** Stewart Schwartz; Sonya Breehey; Cheryl Cort  
**Subject:** Item 1 Comment Opportunity  
**Attachments:** CSG comment letter re 495 Southside Apr 2025 TPB Board mtg.pdf

Dear TPB Chair Walkinshaw and Board members,

VDOT is failing to provide the information you requested in your resolution R13-2024, and therefore you should not approve the inclusion of their proposed 495 Southside toll lanes project in Visualize 2050.

- Attendees at recent project public meetings expressed frustration at the lack of key information, such as traffic impacts to connecting roads like MD 210, U.S. Route 1, and Van Dorn Street.
- VDOT doesn't plan to do this important analysis until AFTER it holds the project public hearing and after TPB's September vote on the project.
- Also, while WMATA has given information to VDOT, VDOT has not shared any analysis on the cost to the region of removing HOT lanes infrastructure from future Metrorail right-of-way, as promised to TPB last year.
- TPB members should ask VDOT, again, to provide these important analyses and study other alternatives to widening before the project is considered for Visualize 2050.
- The Coalition for Smarter Growth's attached comment letter provides more details and relevant provisions of TPB's board resolution.

Thank you,

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

*Livable Communities Award Reception on May 14 -- [Buy your tickets to celebrate with us!](#)*

April 13, 2025

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

**Re: 495 Southside study missing too much key info, not ready for Visualize 2050**

Chair Walkinshaw and TPB board members:

Last June when the TPB board approved putting VDOT's 495 Southside project into the Visualize 2050 air quality conformity analysis, the board's resolution stated that it was for the purpose of:

*...providing time for TPB's other member agencies to be involved and secure a better understanding of the impacts of the proposed project on their jurisdiction's mobility and accessibility goals.*

– TPB adopted resolution R13-2024, June 20, 2024

However, so far VDOT has not provided the information or studied the types of alternatives that member agencies have asked for and that are stated multiple times in TPB's resolution.

**1) No analysis on expected traffic impacts to MD 210, U.S. Route 1 until after TPB vote**

The Coalition for Smarter Growth appreciates VDOT holding recent public meetings. However, attendees expressed frustration at the lack of key information, such as traffic impacts to connecting roads like MD 210, U.S. Route 1, Telegraph Road, and Van Dorn Street. VDOT doesn't plan to do important traffic analysis on impacts to local jurisdictions' arterials until AFTER it holds the project public hearing and after TPB's September vote on the project.

**2) No information on feasibility, future costs to remove HOT lanes from Metrorail ROW**

While WMATA has given information to VDOT since last summer, VDOT has not shared any analysis in the recent presentations on the cost to the region of removing HOT lanes infrastructure from future Metrorail right-of-way, as promised to TPB last year.

**3) Alternatives ignored, screened out by biased study criteria despite local gov and public comments**

VDOT chose to only advance highway widening and HOT lanes Build Alternatives, presenting a false choice to the region: either expand 495 with private toll lanes or do nothing.

***But other worthwhile alternatives exist that should be studied, including:*** near-term bus/HOV shoulder lanes on available right-of-way, expanded incentive programs for carpool/transit/alternate commute hours, transit-oriented development and longer-term Metrorail.



TPB members should ask VDOT, again, to provide these important analyses and study other alternatives to widening before the project is considered for Visualize 2050.

Thank you for your work,

Bill Pugh, AICP CTP  
Senior Policy Fellow

### **Addendum:**

#### **Relevant provisions of June 2024 TPB board resolution R13-2024 (emphasis added)**

*...WHEREAS, the TPB acknowledges that VDOT has been working with other member agencies, including Prince George's County and WMATA, to **review and respond to questions about the potential benefits and impacts of VDOT's proposed SSEL project;** and*

*WHEREAS, Prince George's County notes that the ongoing work with VDOT has been helpful, but believes that more time is needed to secure the results of the traffic impact analysis VDOT is currently conducting as part of its NEPA activities for the SSEL project that would continue to **address the questions and issues that have been raised to date related to congestion at the terminus of the project and cross-jurisdictional transit services and travel demand management programs in the corridor at present and in the future, to help the region decide if the proposed SSEL project best serves the needs in the corridor;** and*

*WHEREAS, the TPB understands that the SSEL project is an important part of VDOT's project development work, specifically the NEPA study, and the TPB wishes to allow having this work to continue so that it can be included in the TPB's regional Air Quality Conformity Analysis and the Visualize 2050 Plan, while also **providing time for TPB's other member agencies to be involved and secure a better understanding of the impacts of the proposed project on their jurisdiction's mobility and accessibility goals;** and*

*WHEREAS, the MWCOG Region Forward, stated climate change goals, and previous COG and TPB analysis showing a disparity between the western and eastern portions of the region that has been articulated as the "Region Divided" and **Visualize 2050 should take advantage of the opportunity to bridge the gap to create a true multi-modal model that enables transit, bicycle and pedestrian safety, including Metrorail across the WWMB, as well as enabling Transit Oriented Development and land use changes** to create a region that is balanced in a way that benefits all.*

**Laura Bachle**

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**From:** Bee Ditzler <bee.ditzler@gmail.com>  
**Sent:** Friday, April 11, 2025 5:18 PM  
**To:** TPBcomment  
**Subject:** Comment opportunity

Dear Chair Walkinshaw and TPB Board Members,

This letter is to register opposition to the proposed toll roads on 495 and the bridge and to encourage you to vote no to the plan. The bridge was built both wider and stronger to accommodate rail and not additional lanes of highway. By adding lanes, one precludes rail because of the ramps and costs of their removal despite what is being said and promised by VDOT at a previous meeting. Metro rail is the preferred alternative with pedestrians, bikes, and commuters accommodated.

Much opposition to the plan has been raised on both sides of the river in Maryland and Virginia as was demonstrated at the four meetings held by VDOT. Impacts of both adjacent roads and feeder roads have not been considered and studied. Will the toll roads only move the bottleneck to Maryland? Will the lives of neighboring constituents be valued?

Clearly, these toll lanes should not be part of the Visualize 2050 long range plan.

Concerned,  
Barbara Ditzler  
1225 Noyes Dr, Silver Spring, Maryland 20910

**From:** B Ditzler <bditzler@gmail.com>  
**Sent:** Saturday, April 12, 2025 10:17 PM  
**To:** TPBcomment  
**Subject:** Item 1 - Comment Opportunity for TPB meeting April 15

Subject: Item 1 Comment Opportunity at TPB Meeting April 15, 2025

Dear Chair Walkinshaw and TPB board members

Attached please find comments I am submitting to VDOT regarding their 495 Southside Express Lanes Study which was presented to the public earlier this month. Here are some of the key points in my comments about the Southside project that are relevant for TPB.

- Public opposition to the 495 Southside Express Lanes project was very evident at VDOT's four public meetings on the project study earlier this month. Also, public opinion survey findings presented in VDOT's study revealed using toll lanes was the least popular change that could lead to traffic improvements on the proposed section of I-495.
- VDOT has not yet studied key issues like traffic impacts to connecting arterial roads in Prince George's and Fairfax Counties and the City of Alexandria. How can VDOT expect to select a preferred alternative for the Southside project without knowledge of project impacts?
- VDOT's alternatives under consideration do not include transit-oriented development and travel demand management, together with rapid transit and bicycle/pedestrian improvements despite TPB studies having found a combination of these transportation options to be more affordable and effective regional strategies than hot lanes because they would result in less regional congestion, less pollution, shorter commutes and more healthy and walkable communities.

Below are the comments I am submitting to VDOT on their 495 Southside Express Lanes Study.

**Comments on VDOT 495 Southside Express Lanes Study – April 12, 2025**

The slide presentation at VDOT's public information meetings this month did not address the basic fact that extending I-495 from Virginia to Prince George's County would move a traffic bottleneck from Springfield, VA, to Oxon Hill, MD, as congestion is always created where toll lanes end and traffic must merge into general purpose lanes.

The additional traffic that would be generated in Prince George's and other counties (which VDOT has not yet studied) would clog connecting arterial roads like MD 210, US Route 1, Telegraph Road and Van Dorn Street. How can VDOT expect to select a preferred alternative, hold a final public hearing on the project this summer, and seek approval of the project in September 2025 without having studied the traffic impacts to connecting arterial roads?

The slides shown at VDOT's April public meetings mention transit and bicycle/pedestrian improvements as part of the build alternatives being studied. Unfortunately, those improvements

together with transit-oriented development and travel demand management have not been studied by VDOT as a separate alternative to hot lanes as they should have been. TPB studies have found that transit-oriented development and travel demand management together with rapid transit and bicycle/pedestrian improvements are much more affordable and effective regional strategies than hot lanes because they would result in reduced regional congestion, less pollution, shorter commutes, and more healthy and walkable communities.

Chart 14 of VDOT's slides showed public opinion survey findings regarding five changes that could lead to traffic improvements on the proposed section of I-495. The findings revealed that using toll lanes was the least popular change (at 34%). Express bus to employment centers was favored by most respondents (at 57%), and local bus feeding Metro stations was favored by 43% of respondents. In short, public opinion does not support the project as now conceived.

Public opposition to the project was very evident at the four public meetings on the project earlier this month. It's worth noting that last summer, the massive number of public comments submitted to TPB regarding VDOT's 495 Southside proposal were two to one against VDOT's Southside proposal.

Chart 15 of VDOT's slides further elaborated on public opinion survey findings and showed a pie chart that addressed use of the "unused" space on the Woodrow Wilson bridge that had been designed to accommodate an extension of Metrorail or a light rail line. However, Metrorail or light rail were not even offered to the public as a possibility for the unused space, which totally invalidates the findings on that slide.

Before I close, let me add my concern that the Southside Express Lanes proposal to build HOT lanes, ramps and facilities in the space intended for rail transit over the Woodrow Wilson Bridge would likely block our region's long-range plans for extending Metrorail across that bridge. Further, building more HOT lanes would continue VDOT's short-sighted practice of fruitlessly widening more highways which can adversely impact connecting arterial roads and solve congestion only temporarily.

In summary, VDOT's Southside Express Lanes Study continues to show the project has many shortcomings that VDOT does not acknowledge. Further, realistic alternatives to the hot lanes approach that would reduce congestion, generate less pollution and better serve Prince George's County residents have inexplicably not been studied by VDOT.

Brian Ditzler

1225 Noyes Drive, Silver Spring, MD 20910

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



## Laura Bachle

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**From:** Sally Snyder  
**Sent:** Monday, April 14, 2025 8:49 AM  
**To:** chuck erwin  
**Cc:** Laura Bachle  
**Subject:** FW: MWCOG: TPB Comment - Transportation Planning  
**Attachments:** DC Area Transcontinental Highway System .pdf; Your comments to the Metropolitan Washington Transportation Planning Board on Proposed Transcontinental highways for Washington DC area and how they tie into the network

Good morning, Mr. Erwin,

I am forwarding the email to Ms. Bachle on your behalf as she is a transportation planner contact for the TPB. Attached is the email she sent to you on Friday, April 11 at 3:00 pm , Washington, DC time.

Have a fantastic day!

Best Regards,  
Receptionist  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Ste #300  
Washington, DC 20002-4290

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**From:** chuck erwin <erwinddd@yahoo.com>  
**Sent:** Monday, April 14, 2025 6:27 AM  
**To:** Sally Snyder <ssnyder@mwkog.org>  
**Subject:** Re: MWCOG: TPB Comment - Transportation Planning

The following PDF highlights proposed freeways for the Washington DC area that are part of my Transcontinental Highway System proposal to make highways great again. In it, I map out proposed routes between states, regional routes and local ones coast to coast. Green lines highlight freeway routes that go state to state. Each state would get two or more routes that go between states. Some routes use part of existing freeways, and are designed to provide congestion relief while minimizing impact to existing structures. In addition, there are regional routes that primarily go from region to region mostly within a single state, but sometimes in multiple states, like the Washington/Baltimore beltway that encircles the entire region. These are the orange lines. Each state would receive one freeway mile per 10,000 in population. In addition there are local routes for those metro areas of 100,000 or greater in population. Each metro area meeting that population threshold would receive one freeway mile per 10,000 in population. These routes are highlighted with grey pencil marks. All routes are designed to provide congestion relief, while at the same time minimizing impacts to existing neighborhoods. This can be accomplished by using routes that minimize removal of existing structures, and reducing ROW in areas where wider widths would require removal of existing structures. Also note there are a few blue lines. These are proposed tunnels under existing neighborhoods where that's necessary to preserve those neighborhoods.

I very much want to discuss these proposed freeways. Is there some time we can set an appointment? I'm normally not in town, but am now on vacation. I don't think I will be here this next Monday. Please contact me at 719-641-8526, or respond to this message. Thank you.

[Yahoo Mail: Search, Organize, Conquer](#)

On Thu, Apr 10, 2025 at 3:04 PM, Sally Snyder  
<[ssnyder@mwkog.org](mailto:ssnyder@mwkog.org)> wrote:

Good afternoon,

Thank you for calling and wanting to speak with someone about your transcontinental highway system. Please click on the website link below. This will give you the opportunity to complete the comment form. I do know that when the comment is sent, it will be received by one of the TPB staff members.

Please note that the Transportation Planning Board meeting will be on Tuesday, April 15, 2025. It is advised to send comments by Monday, April 14 to be added to the meeting discussion.

<https://www.mwkog.org/tpbcomment/>

Thank you very much for contacting us. Have a great day.

Best Regards,  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE, Ste #300  
Washington, DC 20002-4290  
202-962-3200



Legend: **On the road resources**

**Legend:** **On the road resources**  
 • Interstate Highway  
 • U.S. Highway  
 • State Highway  
 • Local Road  
 • Airway  
 • Waterway  
 • Ferry  
 • Cable Car  
 • Trolley  
 • Bus  
 • Subway  
 • Light Rail  
 • Bicyclist  
 • Pedestrian  
 • Horse  
 • Dog  
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 • Bird  
 • Fish  
 • Insect  
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 • Animal  
 • Human  
 • Other

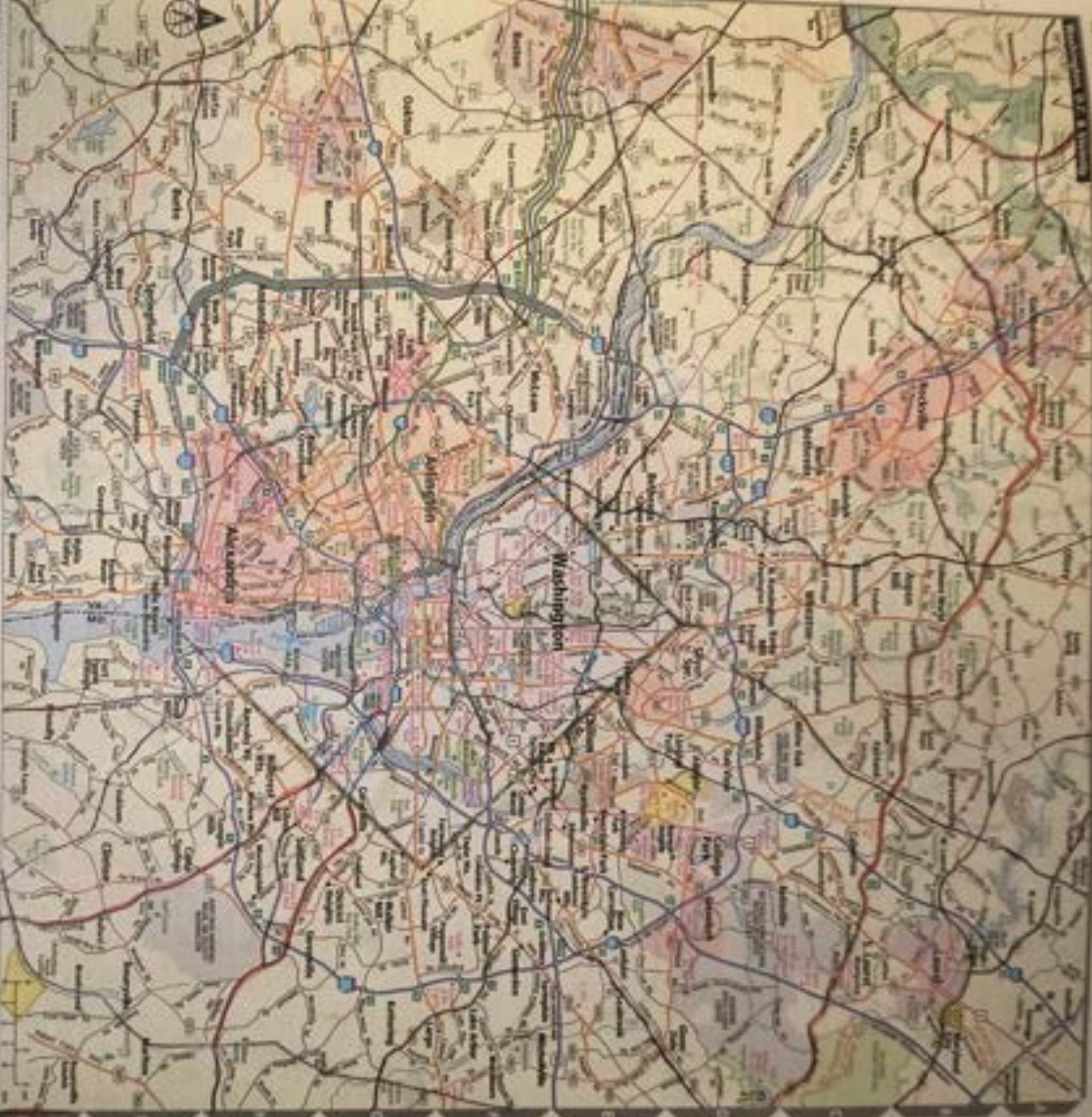
**Scale in miles**

• Interstate Highway  
 • U.S. Highway  
 • State Highway  
 • Local Road  
 • Airway  
 • Waterway  
 • Ferry  
 • Cable Car  
 • Trolley  
 • Bus  
 • Subway  
 • Light Rail  
 • Bicyclist  
 • Pedestrian  
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 • Plant  
 • Animal  
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 • Other

• Interstate Highway  
 • U.S. Highway  
 • State Highway  
 • Local Road  
 • Airway  
 • Waterway  
 • Ferry  
 • Cable Car  
 • Trolley  
 • Bus  
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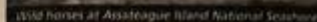
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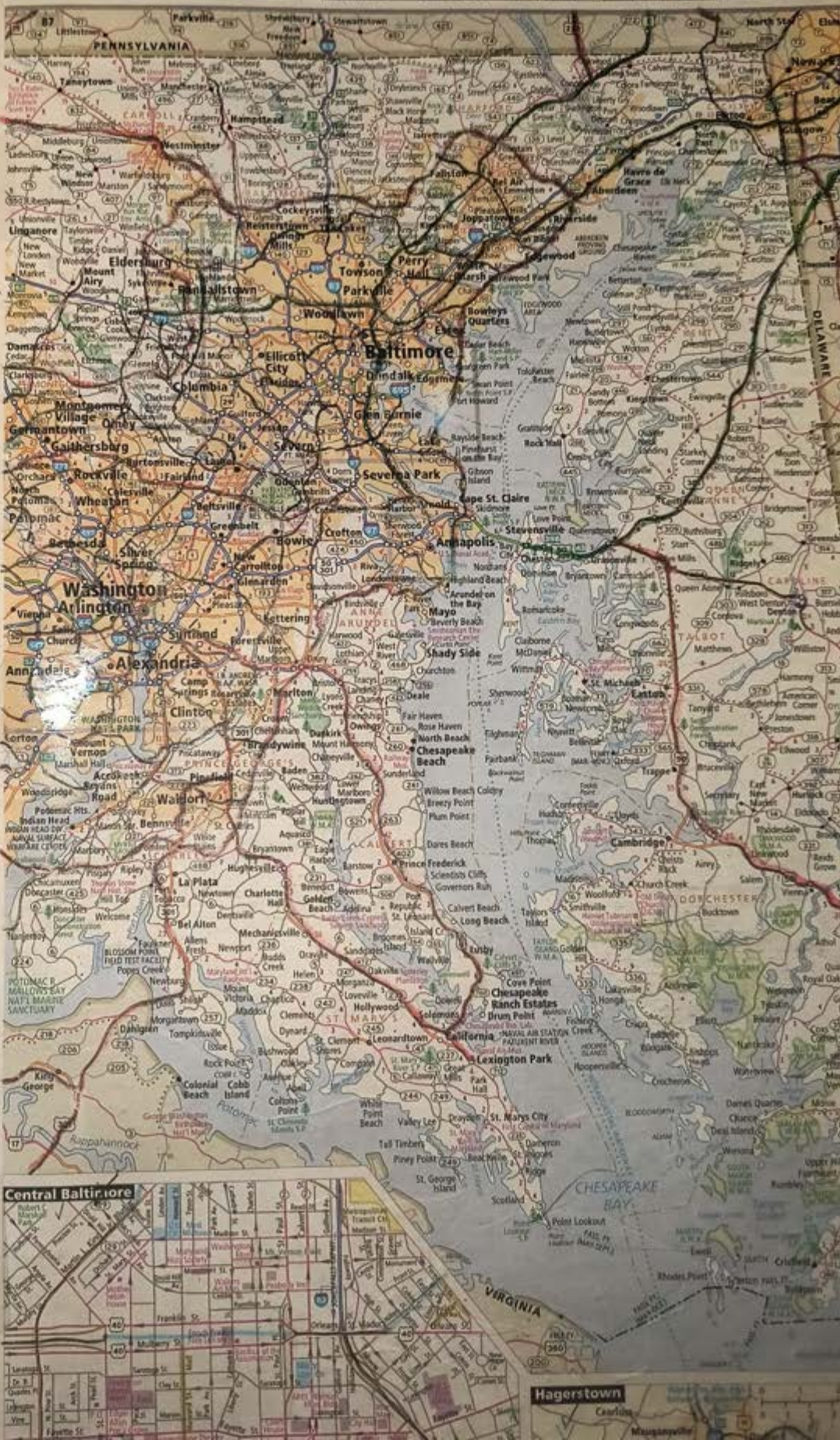
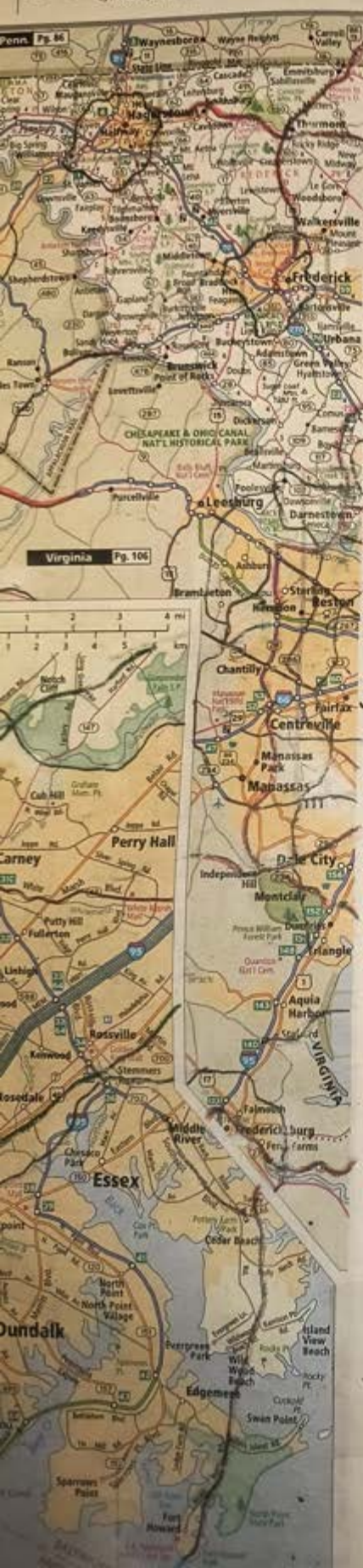


**Highway distances** (lengths of one mile or less, not shown)  
**Cumulative miles** (red): the distance between red arrows  
**Intermediate miles** (black): the distance between interchanges & places

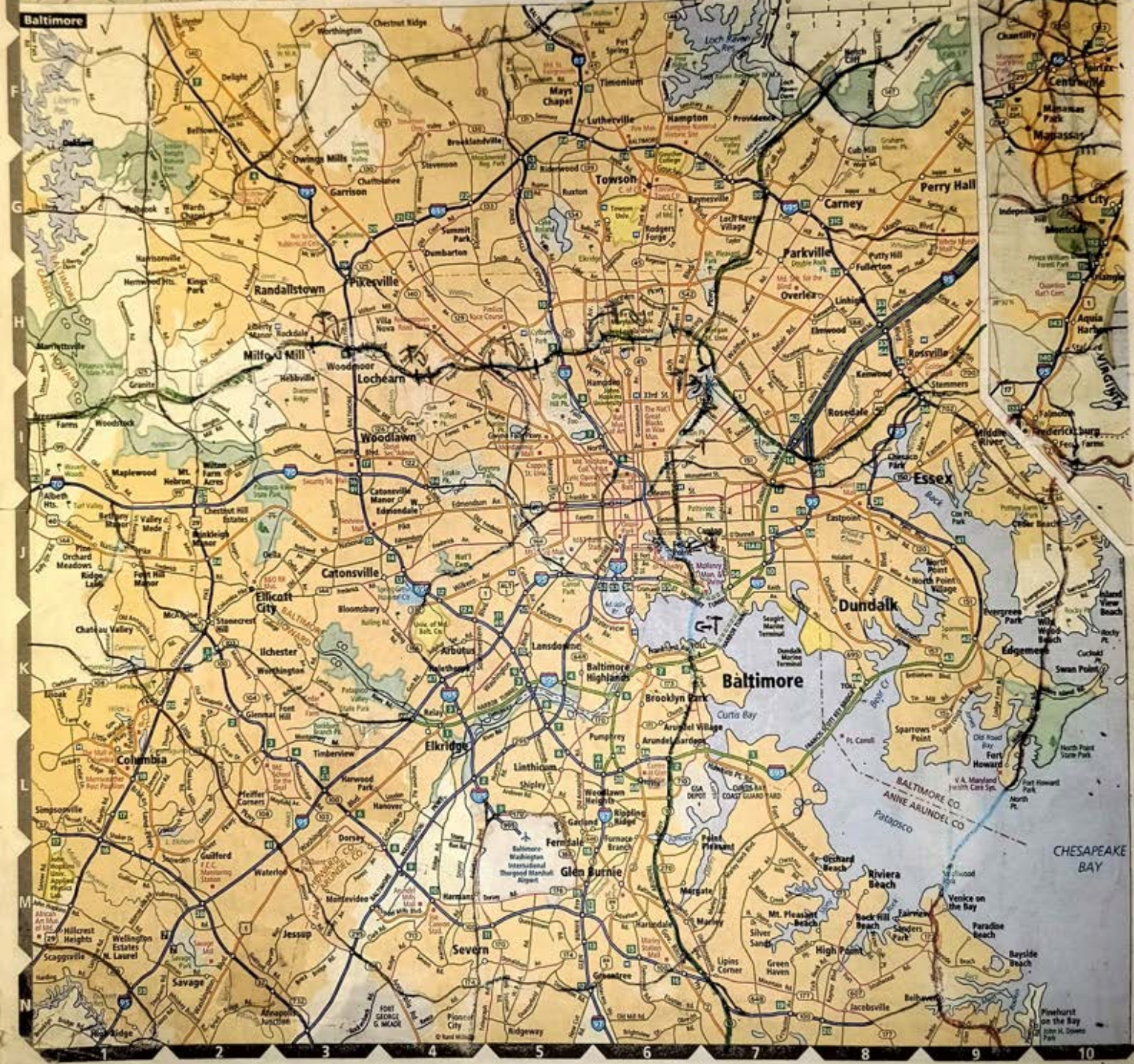
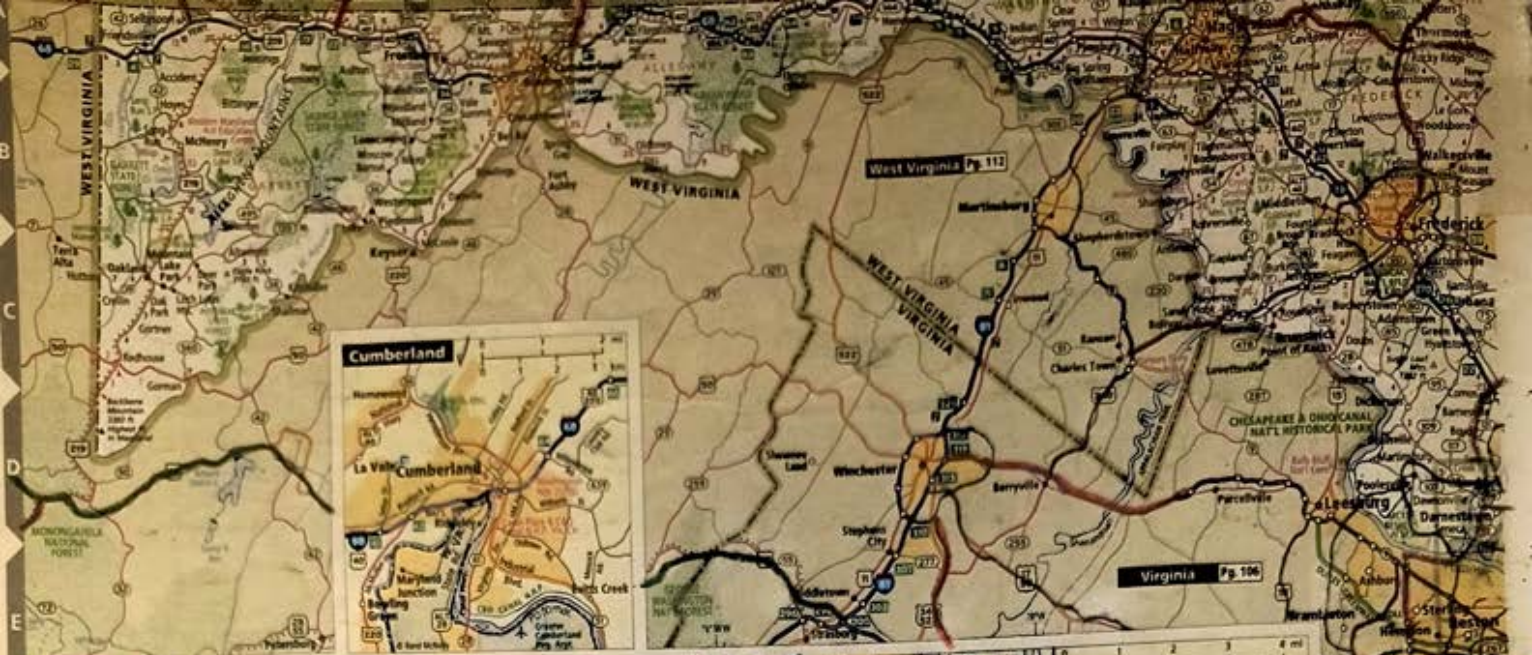
**Interchanges and exit numbers**  
 For most states, the mileage between interchanges may be determined by subtracting one number from the other.



College and university cities	College and university cities													
	Albany	Baltimore	Chapel Hill	Cornell	Emory	Harvard	Lebanon Park	North Carolina	Stanford	University of California	University of Texas	Washington, DC		
Albany	58	31	113	65	175	83	183	122	158	152	74	80	125	70
Annapolis	58	28	57	43	191	68	93	73	108	120	42	81	89	50
Baltimore	31	28	84	71	136	47	72	93	136	146	62	59	115	50
Cornell	175	157	136	212	203	88	87	200	243	275	119	144	244	134
Emory	65	43	71	136	139	47	72	93	136	146	62	59	115	50
Harvard	83	68	93	136	139	47	72	93	136	146	62	59	115	50
Lebanon Park	122	73	93	136	139	47	72	93	136	146	62	59	115	50
North Carolina	158	108	120	200	243	87	87	200	243	275	119	144	244	134
Stanford	152	120	146	275	244	119	144	244	134	119	144	244	134	118
University of California	74	42	59	115	115	50	50	115	115	115	50	50	115	50
University of Texas	80	81	89	144	144	50	50	144	144	144	50	50	144	118
Washington, DC	125	89	115	244	244	134	134	244	244	244	134	134	244	118









**Laura Bachle**

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**From:** alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:29 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr Alek Becker

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

**Laura Bachle**

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**From:** birnbaumva@everyactioncustom.com on behalf of Ira Birnbaum  
<birnbaumva@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 11:06 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Mr. Ira Birnbaum  
3600 Druid Ln Annandale, VA 22003-1340  
birnbaumva@yahoo.com

**Laura Bachle**

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**From:** mboles3@everyactioncustom.com on behalf of Margaret Boles <mboles3@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:58 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Ms. Margaret Boles  
10409 Cleary Ln Bowie, MD 20721-2869  
mboles3@verizon.net

**Laura Bachle**

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**From:** benjaminbray@everyactioncustom.com on behalf of Benjamin Bray  
<benjaminbray@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:09 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr. Benjamin Bray

7229 Stover Ct Alexandria, VA 22306-3513 benjaminbray@gmail.com

**Laura Bachle**

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**From:** jonathan.brinning@everyactioncustom.com on behalf of Jonathan Brinning  
<jonathan.brinning@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:33 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr. Jonathan Brinning

11510 Snowden Pond Rd Laurel, MD 20708-3045 jonathan.brinning@gmail.com

**Laura Bachle**

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**From:** naman.buch93@everyactioncustom.com on behalf of Naman Buch <naman.buch93@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:45 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

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Thank you for your consideration.

Sincerely,

Mr. Naman Buch

13581 Lavender Mist Ln Centreville, VA 20120-2617 naman.buch93@gmail.com



**Laura Bachle**

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**From:** carlt10177@aol.com <noreply@adv.actionnetwork.org>  
**Sent:** Monday, April 7, 2025 8:14 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside Express Lanes from Visualize 2050

Transportation Planning Board ,

Dear TPB Member:

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

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

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

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

carlt10177@aol.com  
2121 JAMIESON AVE, Unit 1211  
ALEXANDRIA, Virginia 22314



**Laura Bachle**

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**From:** sander.cochran@everyactioncustom.com on behalf of Alexander Cochran  
<sander.cochran@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 1:24 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

As someone who drives this section of 495 every day, I understand the need to address traffic and congestion along this route. However, VDOT has not truly considered more sustainable alternatives or the impacts this will have on other local roads that are already congested such as MD-210 and Route 1. Adding additional toll lanes will only worsen existing congestion in the communities surrounding 495. Improving public transit options, both bus and future metrorail, and encouraging carpooling/transit between Northern Virginia and Maryland are the only ways to sustainably manage congestion for years to come.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr Alexander Cochran

505 E Braddock Rd Apt 404 Alexandria, VA 22314-2164 [sander.cochran@gmail.com](mailto:sander.cochran@gmail.com)

**Laura Bachle**

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**From:** chuckcoleman@everyactioncustom.com on behalf of Charles Coleman  
<chuckcoleman@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 11:45 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Dr. Charles Coleman

5811 Governors View Ln Alexandria, VA 22310-2356 chuckcoleman@yahoo.com

**Laura Bachle**

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**From:** conleyp@everyactioncustom.com on behalf of Patrick Conley  
<conleyp@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 8:42 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr. Patrick Conley

601 Jackson St Falls Church, VA 22046-2829 conleyp@gmail.com

**Laura Bachle**

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**From:** jerrycowden@everyactioncustom.com on behalf of Jerry Cowden  
<jerrycowden@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:05 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Jerry Cowden

1501 S Edgewood St Arlington, VA 22204-4980 jerrycowden@gmail.com

**Laura Bachle**

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**From:** pll.lira@everyactioncustom.com on behalf of Patricia Davis  
<pll.lira@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 4:50 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

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Thank you for your consideration.

Sincerely,  
Ms. Patricia Davis  
2652 Chiswell Pl Herndon, VA 20171-2463 pll.lira@outlook.com



**Laura Bachle**

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**From:** aparjd@everyactioncustom.com on behalf of Robert Duffy  
<aparjd@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:34 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

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Thank you for your consideration.

Sincerely,  
Mr. Robert Duffy  
809 Devon Pl Alexandria, VA 22314-1214  
aparjd@comcast.net

**Laura Bachle**

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**From:** french.l.chris@everyactioncustom.com on behalf of Chris French  
<french.l.chris@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 7:56 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Chris French

3172 Stratford Ct Oakton, VA 22124-2734 french.l.chris@gmail.com

**Laura Bachle**

---

**From:** bsglick@everyactioncustom.com on behalf of barbara glick  
<bsglick@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 11:51 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,  
Ms. barbara glick  
44 Ridge Rd Greenbelt, MD 20770-7728  
bsglick@gmail.com

**Laura Bachle**

---

**From:** djaygold@everyactioncustom.com on behalf of Donna Gold  
<djaygold@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 10:27 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Ms. Donna Gold

2908 Richmond Ln Alexandria, VA 22305-1618 djaygold@comcast.net

**Laura Bachle**

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**From:** steven.hartig.jr@everyactioncustom.com on behalf of Steven Hartig  
<steven.hartig.jr@everyactioncustom.com>  
**Sent:** Friday, April 11, 2025 3:33 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

I am writing in opposition to plans by the Virginia Department of Transportation (VDOT) to extend toll lanes across the Woodrow Wilson Bridge. This highway widening project will take space away that is supposed to be dedicated for future Metrorail expansion.

Decades of highway expansion have not fixed traffic congestion in the DMV. VDOT's plan for a widened highway would induce additional traffic and create a major bottleneck in Oxon Hill, MD where the proposed lanes end.

The only way to reduce the number of cars on the road is viable alternatives to driving. VDOT's "conclusions first" study is biased beginning with a project purpose to "extend and provide continuity of the Express Lanes system," which effectively excludes other alternatives. Other solutions are available!

The underlying cause of peak backups on the Beltway is the east-west jobs and housing imbalance. The most effective long-term solution – combined with dedicated lanes for transit and carpooling – is more jobs and housing at transit stations in Prince George's, at future Bus Rapid Transit stations in Fairfax along Richmond Highway, and at Alexandria's Metro and bus stations.

Please work with VDOT to ensure that alternatives to highway expansion across the Woodrow Wilson Bridge are adequately considered.

Thank-you for your consideration.

Sincerely,  
Mr. Steven Hartig  
5320 Riverdale Rd Riverdale Park, MD 20737-2203 steven.hartig.jr@gmail.com

**Laura Bachle**

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**From:** harvey.r.david@everyactioncustom.com on behalf of David Harvey  
<harvey.r.david@everyactioncustom.com>  
**Sent:** Wednesday, April 9, 2025 11:29 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Further, I ask VDOT and Virginia to think bigger than toll lanes to solve every transportation project. Why not extend the metro rail or build a monorail to address Alexandria to National Harbor local traffic? Public transportation will likely be used by locals for short trips across the Potomac as opposed to 495, which has to be used by intercity pass-through traffic.

Thank you for your consideration.

Sincerely,  
Mr. David Harvey  
9525 Canonbury Sq Fairfax, VA 22031-6096 harvey.r.david@gmail.com

**Laura Bachle**

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**From:** isrhuber@everyactioncustom.com on behalf of Ian Huber  
<isrhuber@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:41 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,  
Mr Ian Huber  
2702 Key Blvd Arlington, VA 22201-4004  
isrhuber@gmail.com

**Laura Bachle**

---

**From:** marie.hyder@everyactioncustom.com on behalf of Marie Hyder  
<marie.hyder@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 7:04 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

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Thank you for your consideration.

Sincerely,  
Ms. Marie Hyder  
6553 China Grove Ct Alexandria, VA 22310-2432 marie.hyder@gmail.com



**Laura Bachle**

---

**From:** irazabalzurita@everyactioncustom.com on behalf of Clara Irazabal  
<irazabalzurita@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:28 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Dr. Clara Irazabal

5815 Bryn Mawr Rd College Park, MD 20740-3006 irazabalzurita@gmail.com

**Laura Bachle**

---

**From:** lindsaylirvine@everyactioncustom.com on behalf of Lindsay Irvine  
<lindsaylirvine@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 8:55 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

It is a well established fact that expanding roads merely induces new demand for those roads. The Virginia Department of Transportation (VDOT) plans to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes. Not only would these new lanes encroach on the right of way reserved for Metrorail--which is the only sensible way to move large amount of people into and out of DC--but they would FAIL to actually reduce long-term traffic. Before long, the new lanes will encourage new driving trips, as they always do, which will inevitably result in more calls for more roads.

We can do better. VDOT needs to consider the best way to move people efficiently--which usually means mass transit, bikes, and walking--rather than focusing on how to move more cars. Building more roads that encourage more green-space development (and force more people to commute longer distances and waste more time in cars) is a throw-back to 1940s and 1950s frameworks that simply fail in enabling people to thrive!

I also ask that my local elected officials and the National Capital Region Transportation Planning Board specifically omit the I-495 Southside Express Lanes project in the region's long-range transportation plan.

Thank you for your consideration.

Sincerely,

Ms. Lindsay Irvine

1916 N Rhodes St Arlington, VA 22201-3105 lindsaylirvine@gmail.com

**Laura Bachle**

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**From:** allen.irwin@everyactioncustom.com on behalf of Allen Irwin  
<allen.irwin@everyactioncustom.com>  
**Sent:** Sunday, April 13, 2025 1:02 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr. Allen Irwin

1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com

**Laura Bachle**

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**From:** stephen@everyactioncustom.com on behalf of Stephen Johnson  
<stephen@everyactioncustom.com>  
**Sent:** Monday, April 14, 2025 9:37 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

Cities around the world have been trying for the past 100 years to build a successful, car-based transportation system and every single one has resulted in congestion, fatalities, inequities, and environmental disaster. It's time to stop throwing good money after bad and cut our losses on the automobile nightmare that's been sold to us.

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Mr. Stephen Johnson  
2621 13th St NW Washington, DC 20009-5313 [stephen@tandf.org](mailto:stephen@tandf.org)

**Laura Bachle**

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**From:** robertj1944@everyactioncustom.com on behalf of Robert Jordan <robertj1944@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:36 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

I am unable to attend the public hearings on the proposed i-495 widening because of illness but I want you to know that I strongly oppose The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD. This would expand private High Occupancy Toll (HOT) lanes which would take the right of way reserved for Metrorail. This is unacceptable. It would also simply "kick the can down the road" and create a new bottleneck at the border with Maryland as the disastrous I-495 Next project is currently doing. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing which they did not do so with the I-495 Next project.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Dr. Robert Jordan

1806 Great Falls St Mclean, VA 22101-5414 robertj1944@yahoo.com

**Laura Bachle**

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**From:** kalukin\_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin\_99@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 7:32 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Mr. Andrew Kalukin

1114 N Stafford St Apt E Arlington, VA 22201-4656 kalukin\_99@yahoo.com



**Laura Bachle**

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**From:** meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky  
<meredith.k.815@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:58 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Ms. Meredith Karbowsky

751 Thornton Way Alexandria, VA 22314-4459 meredith.k.815@gmail.com

**Laura Bachle**

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**From:** bradley.c.kennedy@everyactioncustom.com on behalf of Bradley Kennedy  
<bradley.c.kennedy@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:37 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,

Ms. Bradley Kennedy

3810 32nd St Mount Rainier, MD 20712-2015 bradley.c.kennedy@gmail.com

**Laura Bachle**

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**From:** king.sarah.m@everyactioncustom.com on behalf of Sarah King  
<king.sarah.m@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:48 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Mrs. Sarah King  
4058 Hanson Oaks Dr Hyattsville, MD 20784-2315 king.sarah.m@gmail.com

**Laura Bachle**

---

**From:** smille93@everyactioncustom.com on behalf of Sara Latham <smille93@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:42 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

Dear State Senator Surovell, State Delegate Krizek and Mr. McKay,

As a long-time resident of Fairfax County, I have watched over the years the traffic congestion get greater and greater. I have been informed that VDOT wants to widen I495 from Springfield, VA to Oxon Hill, MD and to expand HOT lanes. I am very concerned about this proposal as I do not feel that sufficient research has been done regarding how this will impact residents around these areas.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.  
Sara Latham

Sincerely,  
Ms. Sara Latham  
2214 Marthas Rd Alexandria, VA 22307-1826 smille93@gmail.com

**Laura Bachle**

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**From:** tmarzol@everyactioncustom.com on behalf of Thomas Marzol  
<tmarzol@everyactioncustom.com>  
**Sent:** Saturday, April 12, 2025 11:11 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

I am writing you regarding The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes, which would take the right of way reserved for Metrorail.

I find this proposal totally unacceptable and am shocked and disappointed that this has gotten as far as it has. I urge you to take immediate action to preclude this development from proceeding .

There is no credible reason for the public to believe that this project will contribute anything positive to the area and many credible reasons to fear that this will be nothing more than another highway expansion boondoggle. Furthermore, the public lacks faith that VDOT has fairly evaluated other alternative solutions, particularly expansion of metro and completion of the Blue Line Loop.

I personally ride WMATA every single day and it is the core way I get around the area. WMATA is run excellently and is improving every day. In contrast, the highway system is completely overburdened and I do not foresee future expansion ever fundamentally changing that. In contrast, investments in WMATA/Metro have a second-order benefit to highway congestion by taking drivers off the road.

Please work with your colleagues to take this reckless and silly proposal off the menu for VDOT future work.

Sincerely,

Mr. Thomas Marzol

1530 Key Blvd Apt 520 Arlington, VA 22209-1537 tmarzol@gmail.com

**Laura Bachle**

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**From:** nuryphilanthropy@everyactioncustom.com on behalf of Nury Marquez  
<nuryphilanthropy@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 7:28 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Ms. Nury Marquez  
1523 Inlet Ct Reston, VA 20190-4422  
nuryphilanthropy@gmail.com

**Laura Bachle**

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**From:** mcreary.emily@everyactioncustom.com on behalf of Emily McCreary  
<mcreary.emily@everyactioncustom.com>  
**Sent:** Saturday, April 12, 2025 11:33 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

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Thank you for your consideration.

Sincerely,  
Miss Emily McCreary  
1530 Key Blvd Arlington, VA 22209-1531  
mcreary.emily@gmail.com



**Laura Bachle**

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**From:** Carlt10177@everyactioncustom.com on behalf of Carlton mills <Carlt10177@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 8:22 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Carlton mills

2121 Jamieson Ave Alexandria, VA 22314-5708 Carlt10177@aol.com

**Laura Bachle**

---

**From:** frank.nixon@everyactioncustom.com on behalf of F G Nickerson  
<frank.nixon@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:53 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. F G Nickerson

5903 Mount Eagle Dr Apt 804 Alexandria, VA 22303-2529 frank.nixon@att.net

**Laura Bachle**

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**From:** npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 1:06 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

Thank you for your consideration.

Sincerely,  
Mr. Niels Pemberton  
11538 Links Dr Reston, VA 20190-4821  
npjmu1@gmail.com

**Laura Bachle**

---

**From:** reidaa@everyactioncustom.com on behalf of Alton Reid  
<reidaa@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:21 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

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Thank you for your consideration.

Sincerely,

Mr. Alton Reid

4058 Hanson Oaks Dr Hyattsville, MD 20784-2315 reidaa@vcu.edu

**Laura Bachle**

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**From:** anshu.g.sharma@everyactioncustom.com on behalf of Anshu Sharma  
<anshu.g.sharma@everyactioncustom.com>  
**Sent:** Sunday, April 13, 2025 9:12 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Anshu Sharma

2501 9th Rd S Apt 410 Arlington, VA 22204-9720 anshu.g.sharma@gmail.com

**Laura Bachle**

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**From:** jgsingle@everyactioncustom.com on behalf of Greg Singleton  
<jgsingle@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 6:29 AM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Greg Singleton

7760 Northedge Ct Springfield, VA 22153-4107 jgsingle@yahoo.com

**Laura Bachle**

---

**From:** psnodgrass@everyactioncustom.com on behalf of Paul Snodgrass  
<psnodgrass@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:46 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Paul Snodgrass

4401 4th St S # SS Arlington, VA 22204-1405 psnodgrass@mac.com



**Laura Bachle**

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**From:** tomtaylor0401@everyactioncustom.com on behalf of Tom Taylor <tomtaylor0401@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:42 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

I ask that VDOT analyze the traffic impacts to local arterials, estimate the costs of removing HOT lanes infrastructure to accommodate future Metrorail, and develop and evaluate additional build alternatives such as shoulder bus/HOV lanes combined with expanded carpool/transit incentives, increased transit-oriented development and future Metrorail.

I also ask that my local elected officials and the National Capital Region Transportation Planning Board not include the I-495 Southside Express Lanes project in the region's long-range transportation plan until VDOT has analyzed the true impacts of its widening proposal, fairly studied other alternatives, and presented this information to the public.

VDOT's study has been biased towards widening and HOT lanes from the start. Officials should not be making multi-billion dollar and 50+ year decisions based on incomplete information. Commuters and adjacent communities need better solutions than high tolls, big profits to a private company, and more cars and pollution in our neighborhoods.

As a society, we must do more to prioritize public transportation over automobile travel. I have lived in the DC Metro area for more than 50 years, and it seems to me that highway projects generally provide only temporary traffic relief. Highway projects tend to eventually lead to more development, followed by more automobile traffic, followed by proposing yet another highway expansion project. It seems like a vicious circle that keeps enveloping us. If we can prioritize public transportation, and make more prudent development decisions that recognize limits, we can perhaps find a way out of this vicious circle.

Thank you for your consideration.

Sincerely,

Mr. Tom Taylor

11 Laurel Hill Rd Unit G Greenbelt, MD 20770-7769 tomtaylor0401@gmail.com

**Laura Bachle**

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**From:** rviola61@everyactioncustom.com on behalf of Richard Viola <rviola61@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:37 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Richard Viola

5049 5th St N Apt NONE Arlington, VA 22203-1317 rviola61@gmail.com

**Laura Bachle**

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**From:** steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel  
<steven.j.vogel@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:31 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Steven Vogel

449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

**Laura Bachle**

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**From:** OKAPI@everyactioncustom.com on behalf of Steve Wardell  
<OKAPI@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:01 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr Steve Wardell

601 N Wakefield St Arlington, VA 22203-2023 OKAPI@YAHOO.COM

**Laura Bachle**

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**From:** websterj@everyactioncustom.com on behalf of Jim Webster  
<websterj@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 4:22 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Jim Webster

1101 S Arlington Ridge Rd Apt 313 Arlington, VA 22202-1924 websterj@aol.com

**Laura Bachle**

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**From:** Evan.weiner1@everyactioncustom.com on behalf of EVAN WEINER <Evan.weiner1@everyactioncustom.com>  
**Sent:** Monday, April 7, 2025 5:31 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. EVAN WEINER

11012 Burywood Ln Reston, VA 20194-1408 Evan.weiner1@gmail.com



**Laura Bachle**

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**From:** bmwray0@everyactioncustom.com on behalf of Brendan Wray <bmwray0@everyactioncustom.com>  
**Sent:** Tuesday, April 8, 2025 8:33 PM  
**To:** TPBcomment  
**Subject:** Change course on I-495 Southside widening

Dear Kanathur Srikanth,

The Virginia Department of Transportation (VDOT) plan to widen I-495 from Springfield, VA to Oxon Hill, MD to expand private High Occupancy Toll (HOT) lanes would take the right of way reserved for Metrorail, add traffic to connecting roads, and create a new bottleneck. VDOT needs to provide more information to impacted jurisdictions and fairly evaluate other alternatives before proceeding to select a preferred alternative and hold a public hearing.

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Thank you for your consideration.

Sincerely,

Mr. Brendan Wray

9122 Baltimore Ave Apt 3049 College Park, MD 20740-1375 bmwray0@gmail.com