



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the November 2025 TPB Meeting  
**DATE:** November 19, 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, October 14, and noon, Tuesday, November 18, the TPB received one letter, three comments submitted via the general comment form, and 24 comments submitted via email. The comments are summarized below. All full comments are attached to this memo. **Comments pertaining to the Visualize 2050 Public Comment period will be summarized in a separate memo.**

### IN-PERSON PUBLIC COMMENT SPEAKERS

One person signed up to speak during the Item 1 Public Comment item:

- Bill Pugh, Coalition for Smarter Growth

### PUBLIC COMMENT

#### **Senator C. Anthony Muse, Maryland State Senate-District 26, Comments via Letter- November 5, 2025**

Acting Secretary of Transportation Samantha J. Biddle shared the MDOT response to Senator Muse and his letter expressing his formal opposition to the Southside Express Lanes project. He states the project raises serious equity, environmental and transit planning concerns that would disproportionately impact residents of southern Prince Georges County. He states the project would funnel high-speed traffic directly onto Maryland roadways, which would bear the brunt of the increased congestion and safety risks. He states there has been a lack of community engagement, also that the proposal undermines long-standing regional commitments and excludes transit-first alternatives, He notes that the project has not completed an EIS. He calls on the TPB, VDOT, and MDOT to preserve the transit right-of-way on the Woodrow Wilson Bridge, conduct a comprehensive traffic impact study, and release all memoranda on any cross-jurisdictional agreements related to the project. Acting Secretary Biddle included her response an acknowledgement that the project has been removed from the Visualize 2050 plan in its current form, noting the TPB called on the parties to collaborate on solutions in the corridor. She also addressed his request for any cross-jurisdictional agreements, noting that the only such agreement is the 2001 Woodrow Wilson Bridge operational agreement.

### **General Comment Form Submissions**

Three comments were received via the general comment form. All three consisted of comments in opposition to the Southside Express Lanes project.

### **Emails regarding the Southside Express Lanes**

The TPB received 24 emails from noon, Tuesday, October 14 until Thursday, October 16 that included content urging the TPB Board to *reject* the currently proposed I-495 Express Lane project. Emails state that road expansion just moves congestion elsewhere, creates more inequity and pollution, and increases traffic. They state that the project will increase traffic on local roads, further burdening Maryland with pollution and congestion. They urge detailed evaluation of other alternatives and raise concerns that the future right-of-way for Metrorail can't truly be preserved if the project is approved.

## Laura Bachle

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**From:** David Byrd (SHA) <DByrd6@mdot.maryland.gov>  
**Sent:** Wednesday, November 5, 2025 9:36 AM  
**Cc:** TPBcomment; 495southsideexpresslanes@vdot.virginia.gov; dmorrison5@mdot.maryland.gov; dbrady@cityofbowie.org; neil.harris@gaitersburgmd.gov; stewarta@charlescountymd.gov; kweaver@greenbeltmd.gov; countyexecutive@co.pg.md.us; countyexecutive@frederickcountymd.gov; krussell@cityoffredick.com; tmiller@laurel.md.us; councilmember.balcombe@montgomerycountymd.gov; eolson@co.pg.md.us; oaolugbenle@co.pg.md.us; mashton@rockvillemd.gov; amyw@takomaparkmd.gov; nancy.king@senate.maryland.gov; Selena McKissick; Ray Moravec  
**Subject:** Formal Letter of Opposition to the I-495 Southside Express Lanes Project  
**Attachments:** Senator\_Muse\_Formal\_Opposition\_to\_the\_I-495\_Southside\_Express\_Lanes\_Project.pdf; Senator\_Muse\_Signed\_872189.pdf

Good morning,

Please see the attached response from Maryland Department of Transportation (MDOT) Acting Secretary Samantha J. Biddle to Senator C. Anthony Muse regarding the I-495 Southside Express Lanes Project. You are receiving this because you were copied or blind copied on the incoming or response letter.

Thanks,



[roads.maryland.gov](http://roads.maryland.gov)

**David J. Byrd Jr., M.B.A.**  
*Correspondence Manager*  
Office of Policy and Research

410.545.0310 **office**  
410.274.8299 **mobile**  
[dbyrd6@mdot.maryland.gov](mailto:dbyrd6@mdot.maryland.gov)

**Maryland State Highway Administration**  
707 North Calvert Street, Baltimore, MD 21202-3601



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C. ANTHONY MUSE  
Legislative District 26  
Prince George's County

Committees

Judicial Proceedings

Vice Chair, Executive Nominations

Rules



Miller Senate Office Building  
11 Bladen Street, Room 422  
Annapolis, Maryland 21401  
410-841-3092  
800-492-7122 Ext. 3092  
Anthony.Muse@senate.state.md.us

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

September 23, 2025

**VIA EMAIL: [secretary@mdot.state.md.us](mailto:secretary@mdot.state.md.us)**

**Acting Secretary Samantha J. Biddle**

Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

RE: Formal Opposition to the I-495 Southside Express Lanes Project

Dear Secretary Biddle,

I write to express my strong opposition to the Virginia Department of Transportation's (VDOT) proposal to extend Express Lanes along the I-495 Southside corridor. While the proposal is presented as a mobility enhancement, it raises serious equity, environmental, and transit planning concerns that would disproportionately affect the residents of southern Prince George's County.

As the Senator for District 26, I am committed to ensuring that our residents have a meaningful voice in the decision-making process and that transportation investments do not further harm our communities already burdened by longstanding infrastructure disparities.

The project would funnel high-speed traffic directly onto Maryland roadways, particularly MD-210 (Indian Head Highway), which is already one of the most dangerous corridors in the region. Residents along the Indian Head Highway corridor—tragically known as "The Highway of Death"—will bear the brunt of the increased congestion, bottlenecks, and safety risks. MDOT's own research shows that HOT lanes ending in bottlenecks increase crash rates and congestion. This is precisely the outcome we risk if this proposal moves forward.

There has been a lack in community engagement and the opportunity for input has been insufficient. At the Town Hall I attended hosted by our District 26 Delegate Woods on May 17, 2025; over 200 constituents attended. The public expressed overwhelming opposition and disdain to the prospective toll lanes. Outside of this event the district 26

residents have been effectively denied a fair opportunity to weigh in on a multi-state infrastructure decision that directly affects their daily lives.

The proposal undermines long-standing regional commitments to extend Metrorail across the Woodrow Wilson Bridge. The 2000 Federal Record of Decision specifically preserved lanes for future transit use—not private tolling. Converting these lanes for toll use would require costly redesigns and legal amendments and would lock the region out of future Metrorail or Bus Rapid Transit expansion. This would result in irreversible harm to multimodal connectivity, undermining our ability to meet long-term regional transit needs. The Metrorail is what the residents were promised and what they need.

VDOT's study excludes meaningful transit-first alternatives, such as dedicated Bus Rapid Transit (BRT), HOV-only lanes, Metro Blue Line extension, or travel demand management. By defining the project's purpose as simply "extending the Express Lanes system," the study ensures a predetermined outcome while ignoring broader regional transportation priorities.

The current proposal moves forward without a complete Environmental Impact Statement (EIS) or thorough analysis of climate, noise, and air quality effects. Moreover, it undermines equity goals by shifting costs onto low- and moderate-income commuters, many of whom live in Southern Prince George's and Charles counties. These residents would bear the financial and environmental burdens of a project that offers them nothing in return.

On behalf of the residents of District 26, I urge MDOT, VDOT, the Commonwealth Transportation Board, and the National Capital Region Transportation Planning Board (TPB) to reconsider and reject one-sided infrastructure planning that shifts burdens onto our communities. Specifically, I call on VDOT and MDOT to:

- Preserve the transit right-of-way on the Woodrow Wilson Bridge for Metrorail or Bus Rapid Transit as previously intended. Overall, consider less disruptive alternatives to expanding the transportation infrastructure in the region engaging WMATA in the process.
- Conduct a comprehensive traffic impact study on Maryland routes including MD-210, I-295, and U.S. Route 1.
- Release all memoranda of understanding and cross-jurisdictional agreements related to this project.

The future of regional transportation must be guided by principles of equity, sustainability, and safety—not by projects that displace traffic, endanger lives, and compromise transit expansion. I strongly urge MDOT to protect Maryland's interests, uphold federal commitments, and ensure that the voices of residents are respected in this process.

Thank you for your attention to this matter. I stand ready to work with you and our regional partners to advance transportation solutions that strengthen, rather than sacrifice, the communities of southern Prince George's County.

Respectfully,

*C. Anthony Muse*

**Senator C. Anthony Muse**  
Maryland State Senate – District 26  
Prince George's County

Email c.c.:

Assistant Secretary McAndrew, [jmcandrew@mdot.maryland.gov](mailto:jmcandrew@mdot.maryland.gov)

Policy Advisor, Drew Morrison, [dmorrison5@mdot.maryland.gov](mailto:dmorrison5@mdot.maryland.gov)

Councilmember Dennis Brady, [dbrady@cityofbowie.org](mailto:dbrady@cityofbowie.org)

Councilmember Neil Harris, [neil.harris@gaitthersburgmd.gov](mailto:neil.harris@gaitthersburgmd.gov)

Commissioner Amanda Stewart, [stewart@charlescountymd.gov](mailto:stewart@charlescountymd.gov)

Mayor Pro Tem Kristen Weaver, [kweaver@greenbeltmd.gov](mailto:kweaver@greenbeltmd.gov)

County Executive Aisha Braveboy, [countyexecutive@co.pg.md.us](mailto:countyexecutive@co.pg.md.us)

County Executive Jessica Fitzwater, [countyexecutive@frederickcountymd.gov](mailto:countyexecutive@frederickcountymd.gov)

Councilmember Kelly Russell, [krussell@cityoffredick.com](mailto:krussell@cityoffredick.com)

Tim Miller, Director of Public Works, [tmiller@laurel.md.us](mailto:tmiller@laurel.md.us)

Councilmember Marilyn Balcombe,

[councilmember.balcombe@montgomerycountymd.gov](mailto:councilmember.balcombe@montgomerycountymd.gov)

Councilmember Eric C. Olson, [eolson@co.pg.md.us](mailto:eolson@co.pg.md.us)

Oluseyi A. Olugbenle, Deputy Director, PG DPW&T, [oaolugbenle@co.pg.md.us](mailto:oaolugbenle@co.pg.md.us)

Mayor Monique Ashton, [mashton@rockvillemd.gov](mailto:mashton@rockvillemd.gov)

Councilmember Amy Wesolek, [amyw@takomaparkmd.gov](mailto:amyw@takomaparkmd.gov)

Senator Nancy King, [nancy.king@senate.maryland.gov](mailto:nancy.king@senate.maryland.gov)

Director Shropshire, [495southsideexpresslanes@vdot.virginia.gov](mailto:495southsideexpresslanes@vdot.virginia.gov)

[tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)



Wes Moore  
Governor

Aruna Miller  
Lieutenant Governor

Samantha J. Biddle  
Acting Secretary

Office of the Secretary

November 3, 2025

The Honorable C. Anthony Muse  
Senate of Maryland  
11 Bladen Street, Room 422  
Annapolis MD 21401

Dear Senator Muse:

Thank you for the letter you sent regarding the I-495 Southside Express Lanes (SEL) Planning Study. As Acting Secretary of the Maryland Department of Transportation (MDOT), I am pleased to address your concerns.

I understand that you, and the community members you represent, have several concerns regarding the Virginia Department of Transportation's (VDOT) I-495 SEL Planning Study. The MDOT shares your position that the project must support a multimodal future, must not preclude future Metrorail service, and must minimize impacts to local roadways. The MDOT has been clear about these expectations in regular communication with VDOT about the project for multiple years.

At the October 15, 2025, Transportation Planning Board (TPB) meeting, TPB adopted Resolution R2-2026, which excluded the SEL project from Visualize 2050, the region's long range transportation plan. This vote effectively pauses the SEL project from advancing in its current form. The resolution also recognizes the regional significance of the corridor and "encourages VDOT and MDOT to continue to explore project options and work with local jurisdictions towards securing a consensus for the important regional corridor." Finally, the resolution directs VDOT to provide a report to TPB in 2026 on its work with affected jurisdictions.

The MDOT looks forward to engaging with VDOT, Prince George's County, and other regional stakeholders to collaboratively develop transportation solutions that meet local and regional needs. The MDOT believes that the future of this corridor is multimodal, and any approach must not preclude future rail transit. Additionally, impacts to local roadways must be understood and mitigated as part of any solution.

Lastly, you requested that any cross-jurisdiction agreements for this vicinity be shared. The MDOT only has an agreement for the Woodrow Wilson Bridge, which was executed in 2001 to cover ownership, operation, inspection, maintenance, and rehabilitation responsibilities with Virginia.



The Honorable C. Anthony Muse  
Page Two

Thank you again for contacting me. I appreciate hearing from you. If you have any questions, please contact Raymond L. Moravec, P.E., SHA Deputy Chief Engineer for Planning, Engineering, and Real Estate, at 410-545-4010 or rmoravec@mdot.maryland.gov. Mr. Moravec will be happy to assist you.

Sincerely,

A handwritten signature in black ink, appearing to read 'SJB', with a long horizontal flourish extending to the right.

Samantha J. Biddle  
Acting Secretary

cc: Joe McAndrew, Assistant Secretary, MDOT  
Raymond L. Moravec, P.E., Deputy Chief Engineer for Planning, Engineering and Real  
Estate, SHA  
William Pines, P.E., Administrator, SHA

Dear Members of the National Capital Region Transportation Planning Board:

As a Montgomery County resident, I oppose the Virginia Department of Transportation's proposal in Visualize 2050 to widen the south side of the Beltway and install tolled express from the Springfield Interchange to MD 210 in Oxon Hill, Prince George's County. For four reasons, I urge you to vote against including this proposal in the region's transportation plan.

**First, the proposal would simply move any congestion from Virginia to MD 210 and neighborhood roads.** MD 210 is one of the deadlier roads in Maryland. According to a November 2024 Report issued by the Maryland Department of Transportation's State Highway Administration, MD 210 already has a high number of accidents. The road is notorious for aggressive driving and speeding. Adding more vehicles into this area could increase accidents and congestion on local roads.<sup>1</sup>

**Second, adding express toll lanes is not a sensible solution to congestion. Research has consistently shown that expanding highways does not lead to long term reductions in highway congestion.**<sup>2</sup> When more lanes are added, more drivers are encouraged to use the road so that congestion levels return to or exceed the previous congestion. This is known as "induced demand," a phenomenon that can be modeled using RMI's SHIFT (State Highway Induced Frequency of Travel) calculator.<sup>3</sup>

**Toll lanes do not work to reduce congestion.** All we need to do is look at traffic from Manassas, VA to the American Legion Bridge (ALB). Although congestion and horrible back-ups are notorious on both sides of the ALB, those backs ups exist several times between the I-66 interchange near Manassas and the bridge even though that entire route offers toll lanes. As traffic pours in from various toll lane exits and other major highways, congestion forms. Toll lanes addresses congestion only for those paying for the luxury lanes.

**Sensible strategies to reduce congestion are available.** These include rebalancing highway construction funds so that an increased percentage is used to ensure existing roads are maintained in good repair and to fund transit alternatives. The goal is to reduce congestion by diverting vehicles off highways through investments in buses, rail, transit-oriented development, and safer biking and walking routes. Many of these alternatives can also reduce noise and air pollution. This is the approach Maryland's Department of Transportation is now taking.

**The Southside Expansion project would directly undermine these sensible strategies goals.** Because the termination of toll lanes ends in congestion increased congestion, toll lanes tend to beget more toll lanes. Shifting bottlenecks from the Wilson Bridge to Prince George's County, will virtually ensure further Beltway widening and toll lanes through the entire Maryland side of the Beltway. Recognizing this, MDOT has indicated in will oppose the VDOT proposal.

Moreover, the expansion of express toll lanes on the Wilson Bridge would effectively foreclose the use of that right-of-way, which was initially reserved for commuter rail lines, from being used either for bus

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<sup>1</sup> [https://www.roads.maryland.gov/OPR\\_Research/MD-25-SHAUM6-22\\_MD-210-Before-and-After-Case-Study-for-Speed-Management-Practices\\_Report.pdf](https://www.roads.maryland.gov/OPR_Research/MD-25-SHAUM6-22_MD-210-Before-and-After-Case-Study-for-Speed-Management-Practices_Report.pdf)

<sup>2</sup> <https://www.ucdavis.edu/magazine/does-widening-highways-ease-traffic-congestion;>  
<https://transformca.org/the-illogic-behind-the-drive-to-widen-highways/>

<sup>3</sup> <https://rmi.org/more-lanes-do-not-mean-less-traffic/>

rapid transit onto Virginia's express lane system or for expansion of the METRO Blue Line into areas served by Virginia parts of the Southside Expansion.

**Third, investing in transit options to reduce vehicle congestion on major roads in the Metropolitan Washington region would help improve air quality.** According to the 2025 American Lung Association State of the Air Report for Prince George's County, that county had 4 orange ozone days and 1 red ozone day, earning an F for ground-level ozone. In addition, gasoline powered vehicular traffic emits benzene, a known carcinogen, other hazardous air pollutants such as formaldehyde and naphthalene, small particulate matter, which adversely affects lungs and cardiovascular systems. Out of a population of around 950,000, this left roughly 207,000 children and 148,000 adults over 65 at greater risk for asthma, COPD and cardiovascular disease.<sup>4</sup>

In addition, compared with investments in transit alternatives, the Southside Project will make it harder for the Metropolitan Washington Region to meet its greenhouse gas reduction goals. The greenhouse gas impact of the Southside Expansion has not yet been considered in the VDOT Plan.

**Finally, TPB members will lack additional some critical information when voting on funding.** All environmental impacts should be disclosed before funding decisions are made. VDOT also has not provided information on the project's impact on traffic congestion or secondary roads. Some of this information is expected only in late 2025.

For these reasons, I urge the members of the Transportation Planning Board to vote against including the Southside Toll Lanes in the region's transportation plan.

Thank you,

Sincerely,

Deborah A. Cohn  
6212 Goodview St  
Bethesda, MD 20817

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<sup>4</sup> <https://www.lung.org/research/sota/city-rankings/states/maryland/prince-george-s>;  
<https://www.epa.gov/gasoline-standards/gasoline-mobile-source-air-toxics>

Dear Members of the National Capital Region Transportation Planning Board:

As a Montgomery County resident, I oppose the Virginia Department of Transportation's proposal to include in the regional transportation plan a proposal to widen the south side of the Beltway and install tolled express lanes from the Springfield Interchange to MD 210. For four reasons, I urge you to vote against the Southside Express Toll Lane Expansion proposal

**First, the proposal would move congestion from Virginia to MD 210 and neighborhood roads.**

According to Maryland's State Highway Administration, MD 210 is already one of the deadliest roads in Maryland and is notorious for aggressive driving and speeding.<sup>1</sup> Adding more vehicles into this area could increase accidents and congestion on local roads.

**Second, adding express toll lanes is not a sensible solution to congestion. Research has consistently shown that expanding highways does not lead to long term reductions in highway congestion.<sup>2</sup>**

When more lanes are added, more drivers are encouraged to use the road so that congestion levels return to or exceed the previous congestion. This phenomenon, known as "induced demand," can be modeled using RMI's SHIFT (State Highway Induced Frequency of Travel) calculator.<sup>3</sup>

**Toll lanes do not reduce congestion.** Consider the number of traffic jams between Manassas, VA and the American Legion Bridge (ALB), a route with miles of express toll lanes. Despite toll lanes, congestion and horrible back-ups routinely exist several times between the I-66 interchange and the bridge as traffic enters from toll lane exits and other major highways. **Toll lanes address congestion only for those paying for the luxury lanes.**

**Sensible strategies to reduce congestion are available.** Recognizing the induced demand encouraged by highway widening and extensions, Maryland's Department of Transportation recently changed how it develops its six-year capital improvement program and plans for major highway projects. Taking into account laws requiring reduced greenhouse gas emissions and MDOT's goal to reduce vehicle miles travelled, MDOT is rebalancing funds for highway expansions toward transit alternatives. The goal is to reduce congestion by diverting vehicles off highways through investments in buses, rail, transit-oriented development, and safer biking and walking routes. Many of these alternatives also reduce noise and air pollution.

**The Southside Toll Lane Expansion project would undermine these sensible strategies goals.**

Because congestion increases at toll lane termination points, toll lanes tend to beget more toll lanes to push that congestion further forward without reducing it. Shifting bottlenecks from the Wilson Bridge to Prince George's County will virtually ensure further Beltway widening and toll lanes through the entire Maryland side of the Beltway without improving conditions for most drivers. Recognizing this, MDOT has indicated it will oppose the VDOT proposal.

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<sup>1</sup> [https://www.roads.maryland.gov/OPR\\_Research/MD-25-SHAUM6-22\\_MD-210-Before-and-After-Case-Study-for-Speed-Management-Practices\\_Report.pdf](https://www.roads.maryland.gov/OPR_Research/MD-25-SHAUM6-22_MD-210-Before-and-After-Case-Study-for-Speed-Management-Practices_Report.pdf)

<sup>2</sup> <https://www.ucdavis.edu/magazine/does-widening-highways-ease-traffic-congestion;>  
<https://transformca.org/the-illogic-behind-the-drive-to-widen-highways/>

<sup>3</sup> <https://rmi.org/more-lanes-do-not-mean-less-traffic/>

Moreover, the expansion of express toll lanes on the Wilson Bridge would effectively foreclose the use of that right-of-way, which was initially reserved for commuter rail lines, from being used either for bus rapid transit onto Virginia's express lane system or for expansion of the METRO Blue Line into areas served by the Virginia portion of the Southside Expansion.

**Maryland representatives to the TPB should not support the VDOT proposal. They should stand by MDOT's approach of traffic diversion strategies.**

**Third, investing in transit options to reduce vehicle congestion on major roads in the Metropolitan Washington region would help improve air quality.** According to the 2025 American Lung Association State of the Air Report, Prince George's County had 4 orange ozone days and 1 red ozone day, earning an F for ground-level ozone. In addition, gasoline powered vehicular traffic emits benzene, a known carcinogen, and other hazardous air pollutants such as formaldehyde, naphthalene and small particulate matter, all of which adversely affect lungs and cardiovascular systems.<sup>4</sup>

**Finally, TPB members will lack additional critical information when voting on funding.** All data on the project's impact on traffic congestion, including on secondary roads, air quality and other environmental impacts should be disclosed before funding decisions are made. VDOT has not yet provided this information.

For these reasons, I urge you to vote against including the Southside Toll Lanes in the National Capital Region's transportation plan.

Thank you,

Sincerely,

Walter Cohn  
6212 Goodview St  
Bethesda, MD 20817

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<sup>4</sup> <https://www.lung.org/research/sota/city-rankings/states/maryland/prince-george-s>;  
<https://www.epa.gov/gasoline-standards/gasoline-mobile-source-air-toxics>.

Dear Members of the National Capital Region Transportation Planning Board:

As a Montgomery County resident, I strongly oppose the Virginia Department of Transportation's proposal in Visualize 2050 to widen the south side of the Beltway and install tolled express from the Springfield Interchange to MD 210 in Oxon Hill, Prince George's County. I urge you to vote against including this "Southside Expansion proposal" in the region's transportation plan.

I have the following serious concerns about this proposal:

- Research shows that increasing the number of highway lanes does not reduce congestion over time. Instead, as more lanes are added, more drivers are encouraged to use the road, and congestion levels return to initial levels or exceed them. We can already clearly see that the toll lanes that are now available between the I-66 interchange near Manassas and the American Legion Bridge are not preventing serious congestion.
- Ending the proposed Southside Expansion toll lanes at MD 210 is a major concern because of the high number of accidents already occurring on MD 210, as documented in a November 2024 report by the Maryland Department of Transportation's State Highway Administration. The Southside Expansion would add more vehicles to this area, further increasing the (already high) risk of accidents on the local roads in this area.
- The Southside Expansion would undermine the planning already underway by the Maryland Department of Transportation (MDOT) to reduce congestion. MDOT has been changing how it allocates funds in its six-year capital improvement program, rebalancing funds for highway expansion toward funds for transit alternatives. The goal has been to reduce congestion by diverting vehicles off highways through investments in buses, rail, transit-oriented development, and safer biking and walking routes. These approaches would not only reduce congestion but would also improve air quality and help Maryland meet its greenhouse gas reduction goals.
- The expansion of toll lanes on the Wilson Bridge through the Southside Expansion would effectively foreclose the use of the right-of-way on the bridge from being used for commuter rail lines or for bus rapid transit. The use of this right-of-way was initially reserved for commuter rail lines. The proposed Southside Expansion would effectively prevent the extension of the METRO Blue Line into areas served by the Virginia parts of the Southside Expansion.
- Key information that should be provided before voting on funding is still lacking. In particular, Transportation Planning Board members will not have received information on the environmental impacts of the proposed Southside Expansion. VDOT also has not provided information on the projected impact of the Southside Expansion on traffic congestion and secondary roads. Some of this information is expected only in late 2025.

For these reasons, I urge the members of the Transportation Planning Board to vote against including the Southside Toll Lanes in the region's transportation plan.

Thank you for your consideration,

Sincerely,

Martha Zaslow  
5410 Lambeth Road  
Bethesda, MD 20814

## BTB COALITION COG-TPB — VISUALIZE 2050 & FY 2026-2029 TIP

**Presented to:** Metropolitan Washington Council of Governments

**Event:** Re: Oral Public Comment – TPB Meeting, October 15, 2025

**Location:** 777 N Capitol St Ne Ste 300, Washington, DC 20002

**Date/Time:** October 15, 2025 · 1:00 PM

**Submitting Coalition:** Brandywine TB Southern Region Neighborhood Coalition (BTB Coalition), Executive Community Submitted by: 2Bridge Community Development eXchange (CDX) – Ombudsman Office

**Subject:** Transportation Equity and Accountability for the 20745 Corridor (Floral Park / Brandywine / Accokeek) Citizens Board (ECCB), CDX, and SCEDA EDX

### 1-Minute Oral Comment (Live Delivery)

Good morning, Chair and Members of the Transportation Planning Board.

My name is **Kamita Gray**, Ombudsman for **2Bridge CDx, Board of Transform MD Transportation (TMT)** and President of the **Brandywine/TB Southern Region Neighborhood Coalition**, representing residents along the **20745 corridors** — Brandywine, and Accokeek.

Let's be honest — Maryland dropped the ball. This project didn't sneak up on anyone. Virginia's been building toward these express lanes for a decade, and Maryland brought **no plan**, no transit vision, and no seat at the table.

The **Wilson Bridge was built for transit** — for a future Yellow Line crossing that could've connected our residents to jobs in Virginia. Instead, that promise is being replaced with **toll lanes** that price working families out and push traffic straight into our communities.

Prince George's County deserves better than to inherit Virginia's congestion and call it progress.

TPB — do not rubber-stamp Maryland's absence. **Reject the I-495 Southside Express Lanes** and demand a transit-first plan that honors equity, climate, and the communities you claim to serve.

**The law, the record, and the people demand nothing less.**

Respectfully submitted,

  
On behalf of Brandywine/TB Southern Region Neighborhood Coalition (BTB Coalition),  
Kamita Gray, President

The Directorial Chair, ECCB – Executive Community Citizen's Board Neighborhood Leadership Council (NLC),  
in Solidarity with:

- Brandywine / TB Southern Neighborhood Region Residents
- The Executive Community Citizen's Board (ECCB)
- Concerned Citizens across Prince George's County

## Laura Bachle

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**From:** Matthew Girardi <mgirardi@atu689.org>  
**Sent:** Wednesday, October 15, 2025 11:24 AM  
**To:** TPBcomment  
**Cc:** blynn@atu689.org  
**Subject:** Item 1 Public Comment Opportunity

Good morning,

My name is Matthew Girardi and I have the privilege of serving as Political and Communications Director for ATU Local 689, a Union of more than 15,000 transit workers and retirees across the DMV. I am writing in firm opposition to the proposal before the TPB today to expand HOT lanes over the Wilson Bridge. The Woodrow Wilson Bridge was designed, approved, and built with transit in mind. There is no reason why that should be changed.

In fact, the consequences of expanding traffic across the Wilson Bridge is bound to be even worse than first anticipated. At a time when working people are stuck in traffic and climate change is a greater threat to our shared future than ever before, an expansion of HOT lanes at the expense of transit expansion is nonsensical.

I am obliged also to note that many of our members, who run transit from Loudoun County all the way up to Baltimore County and everywhere in between, live in Prince George's County. Cruelly, it has been a recurring theme that Black and brown communities have had road widening projects repeatedly imposed on them despite loud protests from activists, elected officials, and allies alike. This is the case here as well. In fact, I must note that "no white man's roads through Black man's homes" was originally one of the rallying cries that resulted in Metro in the first place instead of massive freeway projects through the heart of DC.

Finally, I will add that increasing lanes is bound to be a permanent feature, and is unlikely to be reversed, as proponents claim. It is often quite politically unpopular to take away lanes once they have been added. Thus, the same decision makers advocating this proposal would be highly unlikely to reverse their positions even should we have the capital and operations funding necessary for MetroRail expansion in the near future.

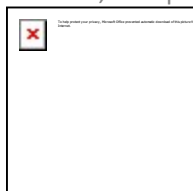
Thank you for your consideration and I urge you to vote against expanding these HOT lanes over the Wilson Bridge at the direct expense of transit.

Sincerely,

--

**Matthew Girardi | Political & Communications Director | ATU LOCAL 689**

2701 Whitney Place | Forestville, MD | 20747 | 240.584.4862 Cell





**Laura Bachle**

---

**From:** Kathleen Bartolomeo <kbartolo30@gmail.com>  
**Sent:** Wednesday, October 15, 2025 9:53 AM  
**To:** TPBcomment  
**Subject:** October 15 TPB meeting regarding Southside Express Lanes

Dear National Capital Region Transportation Planning Board,  
The Greenbelt Climate Action Network wants the Southside Express Lanes that are within the Visualize 2050 plans **to be excluded**. We need to allow space for rail on the Woodrow Wilson Bridge that has been reserved earlier for rail transit. Our future depends on good public transit and the extension of the Blue Line. Expanding the Beltway Lanes would only add more traffic. The environmental review by MDOT revealed it would cause damage to communities and costs

Below are concerns cited by Citizens Against Beltway Expansion:

Toll Lanes Would Not Improve Daily Commutes  
Toll Lanes Would Worsen Air Pollution and Global Warming  
Toll Lanes Would Pollute our Waterways  
Toll Lanes Could Disturb Resting Places of Formerly Enslaved People and their Descendants  
MDOT Failed to Investigate Alternatives transit, telework

The FEIS Shows that the Toll Lanes Won't Reduce Congestion During Peak Hours

"MDOT has failed to evaluate the impact that increased telework would have on peak hour congestion and failed to evaluate whether financial incentives to employers would resolve congestion during peak hours."

Failure to Provide Estimate of Public Costs Environmental Justice Harms "evidence of up to 34 burials in the adjacent Beltway right-of-way"

Transit Funding from Developer is Not Guaranteed

Inadequate Engagement of Environmental Justice Communities "online survey was open for five weeks beginning mid-November 2021" and **only 61!! completed the survey**. The survey obviously does not have enough input.

Sincerely,

Kathy Bartolomeo

Greenbelt Climate Action Network

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# **Citizens Against Beltway** **Expansion**

# **TOLL LANES DON'T WORK**

Adding toll lanes to the Beltway (and I-270) would fail to resolve congestion and impose substantial damage to our communities, our environment and our wallets. We know this from the experience in Virginia and from an [environmental review](#) conducted by the Maryland Dept. of Transportation (MDOT). Nonetheless, policymakers seek to widen the Beltway in Montgomery County and in Prince George's County.

## **Maryland's Plan for Montgomery County**

Governor Moore and MDOT refuse to study [alternatives to toll lanes](#), such as transit, incentives for telework and other options that more effectively address congestion. Instead, they are pursuing federal grants to add toll lanes to I-495 from the American Legion Bridge up to the I-270 West Spur and to the I-270 West Spur. In the future, they plan to add toll lanes to I-270 between the I-270 West Spur and the I-370 interchange in Gaithersburg.

The Maryland Sierra Club, Natural Resources Defense Council and the National Trust for Historic Preservation have a lawsuit challenging the federal government's approval of the I-495/I-270 toll lanes, highlighting that the environmental review for the project failed to meet federal standards. The lawsuit is pending in the federal court of appeals.

## **Virginia's Plan to Move Its Congestion to Prince George's County**

The Virginia Dept. of Transportation (VDOT) is working on a plan to add private toll lanes to the Beltway from Springfield, VA, across the Woodrow Wilson Bridge, up to Oxon Hill, MD. Known as the Southside Express Lanes, these toll lanes would block a future extension of Metrorail's Blue Line over the Woodrow Wilson Bridge, which would provide a more effective transportation option for the region. In addition, the toll lanes would move a traffic bottleneck in Springfield to Oxon Hill. The Transportation Planning Board (TPB) asked the public for feedback on major transportation projects proposed by Maryland, DC and Virginia transportation departments. The voting showed overwhelming opposition to highway-widening projects. A whopping 89% were opposed to adding toll lanes to I-495/I-270 in Montgomery County. The Southside Express Lanes were opposed by 87%. The NEXT toll lanes project in Virginia, extending toll lanes from Old Dominion Drive to the American Legion Bridge, was opposed by 84%. See the [summary of results on pages 236 and 240 of the TPB staff report](#) We do not rely on VDOT plans to change lanes in the future to rail. It would add to costs ....We need the rails as soon as possible.

Expansion of

be irresponsible to allow the Virginia Department of Transportation d for rail transit. While WMATA is prioritizing improvements in its bus service at this time, space on the Bridge must be preserved for a future extension of the Blue Line. There is so much community advancement and opportunity for southern Prince George's County with the extension of the Blue Line. As been stated repeatedly, the expansion of vehicle lanes has proven that it does not work. We need to be focused on making investments in high-capacity transit instead of continuing to throw money at road

expansions.”

We are not confident in VDOT’s assurances that the toll lanes could be converted to rail in the future. Virginia has the power to veto a WMATA rail project across the Bridge, and we expect they will use that veto to preserve their toll lanes.

Unlike expensive toll lanes, rail transit is an efficient, equitable and sustainable transportation solution. The option to extend the Blue Line should not be put at risk. We urge the TPB to exclude the Southside Express Lanes from Visualize 2050.

Sincerely,

Kathy Bartolomeo

Greenbelt Climate Action

**Laura Bachle**

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**From:** berry biles <berrybiles@gmail.com>  
**Sent:** Wednesday, October 15, 2025 8:20 AM  
**To:** TPBcomment  
**Subject:** Do not do the toll expansion across the bridge

This is an awful idea to expand the toll lanes from Springfield to Maryland across the Wilson Bridge. It will only force traffic into Maryland, accomplishing nothing but taking away free travel lanes for everyone to use. Please vote against it.

Sent from Gmail Mobile

## Laura Bachle

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**From:** Mackenzie Brown (crazedhorseloverperson@gmail.com) Sent You a Personal Message <crazedhorseloverperson@p2a.co>  
**Sent:** Wednesday, October 15, 2025 10:46 AM  
**To:** TPBcomment  
**Subject:** Remove the Southside project from the regional long range transportation plan

Dear Transportation Planning Board,

I urge the DC Transportation Planning Board to remove the Southside project from the regional long range transportation plan, Visualize 2050. The history of highway expansion projects across the region and country demonstrate that expansion projects fail to relieve congestion because they encourage more people to drive. Locally, Express Lanes projects have kept most travelers stuck in congestion with weak transit alternatives.

I am concerned that the preferred alternative to expand the Southern Beltway with two toll lanes in both directions will increase air, water, noise, and climate pollution and result in more traffic on local roads, including a bottleneck on 210. Additionally, it is highly unlikely that the right of way can truly be preserved for future Metro given that large expensive toll lane ramps may be built and then need to be removed or reconstructed for Metro extension. At a time where there is high inflation and costs to households, and high tariffs are increasing the cost of car ownership, it is important to give residents of the region access to more affordable clean transportation choices and invest in sustainable development. Expanding access to transit, walking, and biking can also help reduce racial and economic disparities in access to jobs, education, and healthcare.

Sincerely,

Mackenzie Brown  
1226 Euclid St NW  
Washington, DC 20009  
crazedhorseloverperson@gmail.com  
(318) 540-9330

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Paul Butterworth <noreply@adv.actionnetwork.org>  
**Sent:** Sunday, October 19, 2025 11:18 PM  
**To:** TPBcomment  
**Subject:** Please Vote to Block the Southside Toll Lanes

Transportation Planning Board ,

Dear Members of the Transportation Planning Board:

I am writing to urge you to exclude the Southside Toll Lanes from the region's transportation plan. It would be unacceptable to allow Virginia to impose an unwanted major highway project on Prince George's County, Maryland. Last year, Prince George's officials agreed to a delay of this vote at the request of VDOT, with the understanding that VDOT would address the County's concerns. But VDOT has failed to respond to the County's concerns.

The toll lanes would take space on the Wilson Bridge reserved for a future extension of Metrorail. VDOT's claim that the toll lanes could be converted for Metrorail is a hollow promise, given that VDOT has not explained how this would be accomplished and how much it would cost.

It is unacceptable that VDOT has failed to provide a study of the impact of the Southside Toll Lanes on arterial roads before the TPB vote. The impact is especially important on MD Route 210, which is already known as the "Highway of Death."

I urge TPB members to stand with Prince George's County and reject the Southside Toll Lanes.

Sincerely,

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



## Laura Bachle

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**From:** Tim <tchaffey@gmail.com>  
**Sent:** Wednesday, October 15, 2025 9:04 AM  
**To:** TPBcomment  
**Subject:** 495 extension

As a resident of Alexandria that suffers through the traffic on 495, I strongly oppose adding toll lanes. Adding toll lanes will provide revenue while doing nothing to expand the capacity of the road or address the underlying issues at the route 1 interchange with 495.

## Laura Bachle

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**From:** Laura Bachle  
**Sent:** Friday, October 17, 2025 4:57 PM  
**To:** TPBcomment  
**Subject:** FW: Postponed Vote

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**From:** Rachel Beyerle <[rbeyerle@mwkog.org](mailto:rbeyerle@mwkog.org)>  
**Sent:** Friday, October 17, 2025 4:08 PM  
**To:** Laura Bachle <[lbachle@mwkog.org](mailto:lbachle@mwkog.org)>  
**Subject:** FW: Postponed Vote

Laura,  
Forwarding to you. This is all I have for this message. He may have replied to the COG Connections newsletter?  
Rachel

**Rachel Beyerle**  
**Transportation Communications Manager**  
Metropolitan Washington Council of Governments (COG)  
(202) 962-3237 | [rbeyerle@mwkog.org](mailto:rbeyerle@mwkog.org)

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**From:** No Reply <[noreply@mwkog.org](mailto:noreply@mwkog.org)> **On Behalf Of** Chris Farrell  
**Sent:** Friday, October 17, 2025 2:12 PM  
**To:** Rachel Beyerle <[rbeyerle@mwkog.org](mailto:rbeyerle@mwkog.org)>  
**Subject:** Postponed Vote

Message from Chris Farrell (10/17/2025 2:11:29 PM): Action Committee for Transit is mostly focused on Montgomery County but also in WMATA rights to the Woodrow Wilson bridge. Will the TPB insist that VDOT NOT take transit promises away.

On behalf of [mayorofarcola@gmail.com](mailto:mayorofarcola@gmail.com)

## Laura Bachle

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**From:** Charles Ferguson (charlesferguson@yahoo.com) Sent You a Personal Message <charlesferguson@p2a.co>  
**Sent:** Wednesday, October 15, 2025 5:50 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside project from the regional long range transportation plan

Dear Transportation Planning Board,

I urge the DC Transportation Planning Board to remove the Southside project from the regional long range transportation plan, Visualize 2050. The history of highway expansion projects across the region and country demonstrate that expansion projects fail to relieve congestion because they encourage more people to drive. Locally, Express Lanes projects have kept most travelers stuck in congestion with weak transit alternatives.

I am concerned that the preferred alternative to expand the Southern Beltway with two toll lanes in both directions will increase air, water, noise, and climate pollution and result in more traffic on local roads, including a bottleneck on 210. Additionally, it is highly unlikely that the right of way can truly be preserved for future Metro given that large expensive toll lane ramps may be built and then need to be removed or reconstructed for Metro extension. At a time where there is high inflation and costs to households, and high tariffs are increasing the cost of car ownership, it is important to give residents of the region access to more affordable clean transportation choices and invest in sustainable development. Expanding access to transit, walking, and biking can also help reduce racial and economic disparities in access to jobs, education, and healthcare.

Sincerely,

Charles Ferguson  
513 6th Street, NE  
Washington, DC 20002  
charlesferguson@yahoo.com  
(202) 560-3717

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** Catharine Ferguson (catharine.ferguson@gmail.com) Sent You a Personal Message  
<catharine.ferguson@forgrassroots.com>  
**Sent:** Wednesday, October 15, 2025 5:48 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside project from the regional long range transportation plan

Dear Transportation Planning Board,

I urge the DC Transportation Planning Board to remove the Southside project from the regional long range transportation plan, Visualize 2050. The history of highway expansion projects across the region and country demonstrate that expansion projects fail to relieve congestion because they encourage more people to drive. Locally, Express Lanes projects have kept most travelers stuck in congestion with weak transit alternatives.

I am concerned that the preferred alternative to expand the Southern Beltway with two toll lanes in both directions will increase air, water, noise, and climate pollution and result in more traffic on local roads, including a bottleneck on 210. Additionally, it is highly unlikely that the right of way can truly be preserved for future Metro given that large expensive toll lane ramps may be built and then need to be removed or reconstructed for Metro extension. At a time where there is high inflation and costs to households, and high tariffs are increasing the cost of car ownership, it is important to give residents of the region access to more affordable clean transportation choices and invest in sustainable development. Expanding access to transit, walking, and biking can also help reduce racial and economic disparities in access to jobs, education, and healthcare.

Sincerely,

Catharine Ferguson  
513 6th Street, NE  
Washington, DC 20002  
catharine.ferguson@gmail.com  
(202) 560-3717

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

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**From:** BTB ECCB <btb.eccb@gmail.com>  
**Sent:** Wednesday, October 15, 2025 8:58 PM  
**To:** TPBcomment  
**Cc:** BTB ECCB  
**Subject:** Re: "Item 1 Public Comment Opportunity"  
**Attachments:** 15OCT25\_CogTPBOralComments\_02b.pdf

Respectfully

Kamita Gray

President, BTB Coalition

I provided you with my oral testimony for the Record... Here is a clean digital copy minus my notes and lunch...

Warm regards,

Kamita

On Tue, Oct 14, 2025 at 9:37 AM TPBcomment <[tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)> wrote:

Request acknowledged. Please be advised that oral comments may be limited to one minute. Thank you for your written comments.

Thanks and see you Wednesday.

-Laura

Laura Bachle, AICP

Transportation Planner

National Capital Region Transportation Planning Board (TPB)

Metropolitan Washington Council of Governments

[lbachle@mwkog.org](mailto:lbachle@mwkog.org) | Office: (202) 962-3273

**From:** BTB ECCB <[btb.eccb@gmail.com](mailto:btb.eccb@gmail.com)>  
**Sent:** Tuesday, October 14, 2025 8:44 AM  
**To:** TPBcomment <[tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)>  
**Cc:** BTB ECCB <[btb.eccb@gmail.com](mailto:btb.eccb@gmail.com)>  
**Subject:** "Item 1 Public Comment Opportunity"

## **Brandywine/TB, Southern Region** *Neighborhood Coalition*

BTB Coalition.org • 240.681.9702 • ECCB

Great Day,

I would like to speak: Kamita Gray

Transportation Planning Board  
Wednesday, October 15, 2025  
12:00 PM - 2:00 PM

Attached is our written testimony for the record.

Respectfully

Kamita Gray

President, BTB Coalition

BTB Coalition ECCB Directorial Chair





## Laura Bachle

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**From:** kalukin\_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin\_99@everyactioncustom.com>  
**Sent:** Wednesday, October 15, 2025 11:02 AM  
**To:** TPBcomment  
**Subject:** Please reject I-495 Southside beltway expansion, demand better alternatives

Dear Kanathur Srikanth,

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to keep the flawed I-495 Southside Express Lanes project out of the long-range plan Visualize 2050.

The Virginia Department of Transportation (VDOT) has ignored the concerns of local communities like Prince George's County, the City of Alexandria, and impacted neighborhoods in Fairfax County, and likewise ignored regional calls to study alternatives to highway widening. Over a year ago, the TPB board allowed VDOT more time to address these concerns (induced traffic on connecting roads, risks to future Metro, failure to study alternatives) but VDOT has chosen not to do this and simply wants to plow ahead.

For example, the agency's I-495 Southside Express Lanes study failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT has refused to study and report to officials on the likely increase in traffic on connecting roads like MD210, Route 1, Telegraph, and Van Dorn. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject VDOT's preferred alternative, keep it out of Visualize 2050, and ensure that VDOT works with the Maryland DOT to develop alternatives consistent with our region's vision for transit-friendly, sustainable communities.

Thank you for your consideration,

Andrew Kalukin

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



## Laura Bachle

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**From:** Rachel Kelton (ramkelton@gmail.com) Sent You a Personal Message  
<ramkelton@grassrootsmessages.com>  
**Sent:** Tuesday, October 14, 2025 6:18 PM  
**To:** TPBcomment  
**Subject:** Remove the Southside toll lane expansion from the regional long range plan

Dear Transportation Planning Board,

I urge the Transportation Planning Board to remove the Southside toll lane expansion project from the regional long-range transportation plan, Visualize 2050.

VDOT should not advance the Beltway expansion with express lanes and instead should pursue strategies that will effectively address congestion over the long term, including shoulder and bus lanes combined with expanded carpool and transit incentives, transit-oriented development, future Metrorail expansion of the Blue Line, and robust transportation demand management.

I am concerned that the preferred alternative to expand the Southern Beltway with two toll lanes in each direction will increase air, stormwater, noise, and climate pollution and create unsafe road conditions by increasing traffic on local roads, like MD 210, Route 1, and Van Dorn St. The project would move an existing traffic bottleneck from Northern Virginia to Oxon Hill in Prince Georges County where the toll lanes end.

Additionally, it is highly unlikely that the right of way on the Woodrow Wilson Bridge can truly be preserved for future Metro given that large expensive toll lane ramps may be built and then need to be removed or reconstructed for Metro expansion.

At a time of high inflation and costs to households, and with high tariffs increasing the cost of car ownership, it is important to give residents of the region access to more affordable clean transportation choices and invest in sustainable development. Expanding access to transit, walking, and biking can also help reduce racial and economic disparities in access to jobs, education, and healthcare.

Sincerely,

Rachel Kelton  
600 Carroll Ave  
Laurel, MD 20707  
ramkelton@gmail.com  
(202) 681-5955

This message was sent by KnowWho, as a service provider, on behalf of an individual associated with Sierra Club. If you need more information, please contact Member Care at Sierra Club at [member.care@sierraclub.org](mailto:member.care@sierraclub.org) or (415) 977-5673.

## Laura Bachle

---

**From:** Rebecca Kerr <rebeckerr1220@gmail.com>  
**Sent:** Thursday, October 16, 2025 12:50 AM  
**To:** TPBcomment  
**Subject:** Proposed 495 Express Lanes

777 N Capitol St Ne Ste 300,  
Washington, DC 20002

October 15, 2025

Transportation Planning Board:

As a Student of Public Health majoring in Environmental Science at Brigham Young University, Provo, UT, I am concerned about the air quality in my home of Northern Virginia. I am writing to tell you my concerns with the 11 miles of proposed express lanes to be added to Interstate 495 going from Springfield interchange in Fairfax County VA, and ending in Prince George County, Maryland.

While traffic is a large problem in this area, I am concerned about the air quality impacts as well as noise pollution that residents near the Interstate will face from this proposed project. I understand that the decision was deferred until at least 2026 by the National Capital Region Transportation Planning board, I would like to voice my opinion on the matter before it is back on the table.

This project is arguably beneficial only to the wealthy citizens of Virginia and Maryland as they will be the ones able to pay the E-Zpass fees, while everyone else must sit in traffic. This is a disparity in the benefits of the construction of these new express lanes.

It is also important to consider that the construction of the express lanes could create a bottleneck at the intersection of 495 and 210 which will lead to more air quality issues as more cars will be idling.

I am also concerned about how the express lanes could make it more difficult or impossible to construct the metro rail service across the woodrow wilson bridge. The metro rail system would help increase access to public transportation and lessen air pollution as traffic and vehicle emissions would be lessened. I believe it is more worthwhile to invest money into the metro rail system rather than constructing new express lanes.

My final concern is the air and noise pollution that will be created from the construction of the new express lanes which will span 11 miles. This will affect many residential areas as noise from the construction will have a negative health impact, as well as increasing air pollution. Dust and particulates in the air will increase due to construction as well as vehicle emissions from the construction equipment. This will have grave consequences as respiratory health will suffer in addition to other ailments from noise and air pollution.

I am grateful for the efforts of all those who have taken a stand against this project which helped to get the project deferred, and hope you will consider my thoughts when making your decision.

Sincerely,  
Rebecca Kerr  
17370 Sligo Loop,  
Dumfries, VA 22026

(571) 208-8370

## Laura Bachle

---

**From:** Ski DC Lisa <skidclisa@gmail.com>  
**Sent:** Tuesday, October 14, 2025 1:35 PM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Dear Sir or Madam:

I do NOT support tolls or an EZ Pass on 495 between Springfield and the Woodrow Wilson bridge because:

- 1) It will not reduce traffic.
- 2) It will increase noise and congestion, as well as, cut through traffic in my neighborhood and historic Old Town.
- 3) Ambulances, EMT, police, emergency vehicles will be delayed, risking people's safety and lives.
- 4) Drivers should not be penalized to use the SAME roads that their taxes paid for.
- 5) The configuration of the proposed exits and ramps will hurt my neighborhood.
- 6) The state should plan for maintenance of these roads and get funds from the state and not rely on a contractor to do this.
- 7) This contract only rewards the future toll operator and the past performance indicates that tolls are very bad for taxpayers.

No Tolls  
No Ez-Pass

Thank you,  
Lisa Kilday

Lisa

## Laura Bachle

---

**From:** James Lake <jlake2112@gmail.com>  
**Sent:** Wednesday, October 15, 2025 8:54 AM  
**To:** TPBcomment  
**Subject:** 495 Express Lane extension

I wholeheartedly support the extension of the the Express Lanes. They erased traffic and commute times where they've already been added ensuring a smooth flow of traffic and commerce through the area. Now is the time to act before traffic congestion gets any worse.

## Laura Bachle

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**From:** Pat Latta <prlatta@hotmail.com>  
**Sent:** Wednesday, October 15, 2025 9:14 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity - I OPPOSE toll lanes

I OPPOSE toll lanes. I support free express lanes that bypass the local lanes after Van Dorn.

If the purpose is to promote the flow of traffic, tolls – especially tolls that increase during congestion – only add to congestion.

- Note that it is a route frequented by many people passing through who may not have EZ Passes, don't know the route, and will add to the congestion with their uncertainty.
- My understanding is that this is a proposed public / private partnership – over the long term, profit for the private company will surpass the priority of the citizens.
- Feeder roads near the Wilson Bridge (Route 1, Fort Hunt Road, MANY streets in Old Town Alexandria already are disastrously impacted by the interchange near the Bridge – changes that will exacerbate that are dangerous and unacceptable.

## Laura Bachle

---

**From:** annamcd74@everyactioncustom.com on behalf of Anna McDougall <annamcd74@everyactioncustom.com>  
**Sent:** Tuesday, October 14, 2025 2:09 PM  
**To:** TPBcomment  
**Subject:** Please reject I-495 Southside beltway expansion, demand better alternatives

Dear Kanathur Srikanth,

I urge you, through your jurisdiction's representative on the National Capital Region Transportation Planning Board, to vote to keep the flawed I-495 Southside Express Lanes project out of the long-range plan Visualize 2050.

The Virginia Department of Transportation (VDOT) has ignored the concerns of local communities like Prince George's County, the City of Alexandria, and impacted neighborhoods in Fairfax County, and likewise ignored regional calls to study alternatives to highway widening. Over a year ago, the TPB board allowed VDOT more time to address these concerns (induced traffic on connecting roads, risks to future Metro, failure to study alternatives) but VDOT has chosen not to do this and simply wants to plow ahead.

For example, the agency's I-495 Southside Express Lanes study failed to examine a comprehensive alternative combining transit, transit-oriented development, and travel demand management. VDOT is ignoring our region's transit-oriented development and climate change goals. VDOT has refused to study and report to officials on the likely increase in traffic on connecting roads like MD210, Route 1, Telegraph, and Van Dorn. VDOT also has failed to thoroughly examine feasible near-term solutions to use available right-of-way for an express bus and HOV lane.

Please reject VDOT's preferred alternative, keep it out of Visualize 2050, and ensure that VDOT works with the Maryland DOT to develop alternatives consistent with our region's vision for transit-friendly, sustainable communities.

Thank you for your consideration,  
Anna McDougall  
1737 N Queens Ln Arlington, VA 22201-3023 annamcd74@gmail.com

## Laura Bachle

---

**From:** Anne McFadden <aemcf221@gmail.com>  
**Sent:** Wednesday, October 15, 2025 6:29 AM  
**To:** TPBcomment  
**Subject:** Item 1 Public Comment Opportunity

Please, please, please consider expanding Metro *BEFORE* you consider adding a HOT lane. I am a frequent user of the 495 and 66 HOT lanes, but I would be a faithful Metro rider if you only had stops (or buses) going into PGC in Maryland and the Fairfax suburbs.



## Laura Bachle

---

**From:** Liz Murphy <murphyliz879@gmail.com>  
**Sent:** Wednesday, October 15, 2025 12:06 PM  
**To:** TPBcomment  
**Subject:** Item 1 Comment Opportunity

I OPPOSE the current configuration proposed for the HOT Lanes mainly because it unfairly affects the MD residents who live closest to these lanes and suffer traffic backups. In addition, as residents, they should NOT have to pay tolls to traverse quickly out of their own communities.

I live in Springfield, VA on a street parallel with Franconia Road : 6433 Burwell St., and would likely use these lanes if I needed to get to Maryland- I am not a commuter - so I would not want my convenience to adversely impact the quality of life of these Maryland residents.

Please vote NO on this proposal.

Elizabeth Murphy  
703 313 9025

## Laura Bachle

---

**From:** Holly Pollinger (holly@gloverparkvillage.org) Sent You a Personal Message <holly@forgrassroots.com>  
**Sent:** Wednesday, October 15, 2025 11:28 AM  
**To:** TPBcomment  
**Subject:** Southside is bad plan and outdated thinking

Dear Transportation Planning Board,

We don't want more air pollution and cars - we want all money spent on clean energy ie public transportation. No more roads!!

I urge the DC Transportation Planning Board to remove the Southside project from the regional long range transportation plan, Visualize 2050. The history of highway expansion projects across the region and country demonstrate that expansion projects fail to relieve congestion because they encourage more people to drive. Locally, Express Lanes projects have kept most travelers stuck in congestion with weak transit alternatives.

I am concerned that the preferred alternative to expand the Southern Beltway with two toll lanes in both directions will increase air, water, noise, and climate pollution and result in more traffic on local roads, including a bottleneck on 210. Additionally, it is highly unlikely that the right of way can truly be preserved for future Metro given that large expensive toll lane ramps may be built and then need to be removed or reconstructed for Metro extension. At a time where there is high inflation and costs to households, and high tariffs are increasing the cost of car ownership, it is important to give residents of the region access to more affordable clean transportation choices and invest in sustainable development. Expanding access to transit, walking, and biking can also help reduce racial and economic disparities in access to jobs, education, and healthcare.

Sincerely,

Holly Pollinger  
3713 Fulton St,  
Washington, DC 20007  
holly@gloverparkvillage.org  
(202) 997-4468

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**Laura Bachle**

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**From:** Mark Scheufler <scheufler@gmail.com>  
**Sent:** Wednesday, October 22, 2025 12:28 PM  
**To:** 495southsideexpresslanes@vdot.virginia.gov; TPBcomment; meetingcomments@vdot.virginia.gov; Michelle T. Holland; anthony.muse@senate.maryland.gov; veronica.turner@house.maryland.gov; jamila.woods@house.maryland.gov; kris.valderrama@house.maryland.gov; huntermill@fairfaxcounty.gov; mtvernon@fairfaxcounty.gov; DOT Info; neil.harris@gaithersburgmd.gov; canek.aguirre@alexandriava.gov; alyia.gaskins@alexandriava.gov; senatorsurovell@senate.virginia.gov; senatorboysko@senate.virginia.gov; chairman@fairfaxcounty.gov; william.cuttler@vdot.virginia.gov; Franconia@fairfaxcounty.gov  
**Subject:** REVIEW: Interim Low-Cost Alternative to the I-95/I-495 Southside Express Lanes Project

Please consider the low-cost interim pilot project below to mitigate congestion at the Woodrow Wilson Bridge as decisions are made on the I-95/I-495 Southside Express Lanes Project.

1. Add one (1) auxiliary lane and one (1) bus lane to the I-495/I-95 **Thru Lanes** between US1 and MD210/I-295 over the WWB in each direction
2. Add one (1) additional auxiliary lane to the I-495/I-95 **Local Lanes** between US1 and MD210/I-295 over the WWB in each direction
3. Install ramp metering in select locations around the Route 1 Interchange (as needed)



Justification:

- The “Preserving Space For Future Metrorail” slide indicates space for Four (4) travel lanes could be implemented in each section of the Thru and Local Lanes.
- Creates additional space for weaving/merging on the bridge.



- Implements dedicated bus transit infrastructure in the corridor to improve travel times for existing and future service. (Could be upgraded to heavy or light rail in the future)
- Much higher benefit to cost ratio for users in the corridor (Public maintains full control of the corridor)

Thank you for considering this input.  
Mark Scheufler  
DMV Area Resident

## Laura Bachle

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**From:** BILES WALTER (External) <noreply@skype.voicemail.microsoft.com>  
**Sent:** Wednesday, October 15, 2025 8:18 AM  
**To:** TPBcomment  
**Subject:** Voice Mail (52 seconds)  
**Attachments:** audio.mp3

hello my name is walter biles i live in alexandria my phone number is 704-516-3200 completely against the project i used the bridge routinely at least every week the traffic is a disaster but at least there's lanes free for everybody to use doing this toll bridge or toll will only increase traffic on the maryland side less people will be able to use all the lanes available 'cause they aren't free it's an awful idea they won't put money in the pockets of whoever is behind the project don't do it it's an awful idea for people that use the bridge routinely

You received a voice mail from [BILES WALTER](#).

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[Set Up Voice Mail](#)

## Laura Bachle

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**From:** Gayle Williams <gwms.2012@gmail.com>  
**Sent:** Tuesday, October 14, 2025 7:47 PM  
**To:** TPBcomment  
**Cc:** gwms2012@gmail.com  
**Subject:** Public Comment Opportunity

Good Day Metropolitan Planning Board Members,

I frequently drive from Maryland to Virginia on Interstate 495 (Wilson Bridge) and I've seen the excessive tolls and traffic congestion caused by toll lanes that only benefit those who can afford to "pay-to-play"(drive) using the beltway easy pass toll lanes.

My husband and I paid \$40 one way tolls or the equivalent of \$80 per day x 5 days and \$400 per week for for our adult military son to travel between Manassas Park, VA to the National Military Medical Center, Bethesda, MD during his pre-med military studies/training which was almost for a full year and as a Maryland resident I believe any proposal regarding Maryland roads, freeways, bridges, or other vehicle access, etc. should be placed on a ballot for Maryland and DC residents to decide - because these are the residents, routine and regular commuters that will pay the cost in taxes, tolls, pollution/vehicle emissions, health, safety, and/or longer commute times while another state (Virginia) and private corporations receive the benefits and revenue.

Maryland and DC should also have indefinite and equal voting and decision authority; and an equal share in the proceeds generated by tolls.

Please vote NO on I495 Toll (easy pass) lanes on the Woodrow Wilson Bridge and let Virginia and any other outside state, party, or private company/corporation know that they will not take advantage of and "Don't Tread on Maryland and DC... 

Thank you!

R/Gayle L. Williams  
Ft Washington, MD