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RCAPON3@GMAIL.COM

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I'm Ross Capon. I've lived in Montgomery County for 43 years and have been president of Wyngate Citizens Association. Please block VDOT's Southside Express Lanes. They would worsen Beltway congestion in Prince George's County, as bottlenecks develop where toll lanes end.

- / 1. VDOT won't study the impact of toll lanes on connecting arterial roads until after you have voted on whether to let the project proceed. This sequence does not make sense.
2. Southside Toll Lanes would block a future Woodrow Wilson Bridge Metrorail extension. VDOT's promise to let two of the four toll lanes convert to rail is hollow because of the high cost of compensating the concessionaire for loss of decades of toll revenue. Ar. w@l:l.
..Virginia-can veto any WMATA plan that inYOlves 'lirgie-ia.....

//":'10 ♦ VDOT did not study the several obvious alternatives to toll lanes.(fC1"7 > Lf - 7)

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4.1\ Congestion management program wo1kii:g♦Q

5. VDOT's RM3P technology program.
6. Financial incentive to encourage employers to implement more telework, and to encourage greater bus ridership and carpooling.
7. Letting buses and carpools use the shoulder.

Public Comment

The support numbers that were provided for VDOT proposed express lanes on Woodrow Wilson Bridge by Lyn Erickson (I believe I have the name right) and Michelle Shropshire etc:

- A. These numbers are not supported. Just giving a number without pointing out or showing where and how these numbers can be verified is and can be considered problematic because it can lead to unfounded or unwanted consequences.
- B. The meetings held in June and July 2025 I attended all but two of the meetings.
- C. At no time was there a lot of support for VDOT in any of the meetings. Out of the entire group maybe one or two people were supportive. And for the size of the group that cannot be considered as supporting VDOT.
- D. During the meeting July 16, 2025 I believe Michelle indicated 58% was supportive of VDOT's proposed Express lanes. 58 percent of what with proof 100 people, 2 million people or what? Where are there signatures? This differs greatly with the numbers that I have seen during the meetings and with what Majority Leader Scott A. Surovell Virginia State Senate 34th District. Mr. Surovell has written the following: Dated April 25, 2025: As the Transportation Planning Board considers whether VDOT's Southside Express Lanes project will be included in the region's transportation plan, Visualize 2050, I am writing on behalf of my constituents to ask that you vote against expanding toll lanes on I-495. **The half million residents who live between the Mixing Bowl and the Potomac River in Fairfax County and the City of Alexandria oppose this project along with the State of Maryland.** I am not clear why we continue to invest taxpayer dollars in a project that is not supported by the State of Maryland and requires their consent. (Please read the full contents of his email sent to Hon. James Walkinshaw, Chair and Commissioner Stephen C. Brich and a long cc list: including Transportation Planning Board Members dated April 25, 2025.) He speaks of his first-hand experiences, taxpayers' expenses, bottlenecks etc.
- E. Michelle fabricates various things. For instance when she spoke at several meetings, she indicated the money to construct the Express lanes does not come from taxpayers. I differed with her every time. According to Mr. Surovell, a speaker at the July 16, 2025 TPB meeting and several others at various meetings, she is wrong. We pay fuel taxes, property taxes etc. The funds for the highway maintenance, expansion etc. all are a part of revenue that is appropriated through various means a multi-faceted approach involving taxes, such as:
 - 1. State Infrastructure Banks and Credit Assistance.
 - 2. General Funds

3. Bonds

4. Innovative Finance

People make the sacrifices to pay tolls. As much traffic that is on the highway a day, 1800 cars is a drop in the bucket. Not sufficient enough to support more Hov lanes. I have never seen any HOV LANE utilized abundantly. When traffic backs up in the Express lanes because of an issue then you see more cars and the punishment for that is that toll that you thought was \$15 goes up substantially while you sit or travel on the HOV LANES. No disrespect intended Michelle's facial expressions are the facial expressions you would want to have in a poker game. Who is bluffing?

F. The Video that Michelle presented during the July TPB meeting was more detailed than what I recall seeing during the meetings in June and July. Nevertheless, my end opinion is to ask TPB to not support VDOT's WWB Express Lane proposal.

G. I wonder how much does Michelle gain from this? She is always adding more of something to make her side seem more powerful but it is beyond realization.

H. Speaking of the predicted traffic volume in 2050 trying to justify Express lanes. What happens in 2075? How far do they want to or plan to expand Express Lanes? These lanes take away property, homes etc. So, what will we end up with front door service Express lanes or homes being built under the expressways? Mass transit is better suited. You can always add additional rail cars as needed. Rail cars carry a lot more people than a motor vehicle. These places are widely recognized for their successful rail services, Japan, China, France, Germany and Spain. Japan and China are more populated than the United States. So, if this works there it should work here better than express lanes.

I. People spoke about how the Express Lanes have caused more congestion in their neighborhood because people are taking alternate routes. Speaking of how they try to schedule certain things around the heavy traffic hours in their community. The hassle of getting in and out of their driveways and back home.

J. People are struggling now and Express Lanes do nothing to ease that burden. This is another reason to say "NO" to VDOT's Southside Express Lanes project.

K. This is primarily penalizing people who travel through Maryland, Maryland residence, residence on this side of Washington DC and a lot of Virginia residents who choose to utilize Woodrow Wilson Bridge, to 295 and beyond daily. People have lost jobs, grocery everything is more expensive, everyday survival is stressful. This would be an additional unnecessary stress added.

PLEASE SAY NO TO VDOT.

Several attachments included.

Sincerely,

Katrena Moody

7/24/2025