

ITEM 8 – ACTION

December 17, 2025

Approval of the Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP), the Air Quality Conformity Analysis, and the MPO Self Certification Statement

Action 1: Adopt Resolution R3-2026 finding that Visualize 2050 and the FY 2026-2029 TIP conform with the requirements of the Clean Air Act Amendments of 199

Action 2: Adopt Resolution R4-2026 approving the Visualize 2050 and the FY 2026-2029 TIP.

Action 3: Adopt Resolution R5-2026 endorsing the appended Statement of Certification.

Background: Staff will review the outcomes of the public comment period, the updated materials, and recommend the following for Board Approval: draft Visualize 2050 and FY 2026-2029 TIP, draft Air Quality Conformity Analysis and the Self-Certification Statement.

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “concurrent with the submittal of the entire proposed TIP...the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements...” The board will be briefed on the Statement of Certification and asked to approve it.

Attachments

Item 8 - Presentation - Approval of V2050/TIP/AQC/Self-Certification

Item 8 - Memo 1: Public Comments Summary

Item 8 - Memo 2: Changes to Plan and TIP (Attachment of table Errata)

Item 8 - Memo 3: Overview of Resolutions (MDOT/MoCo Transit letters)

Item 8 - Action 1 - R3-2026 Conformity Determination (Resolution and AQC Report)

Item 8 - Action 2 - R4-2026 V50 and TIP Approval (Resolution, Executive Summary, Project List, Plan, and TIP plus appendices)

Item 8 - Action 3 - R5-2026 Self-Certification (Resolution, self-certification statement, PDF of Process docs)



MEMORANDUM

TO: Transportation Planning Board
FROM: Cristina Finch, TPB Transportation Planner
SUBJECT: Summary of comments received during the final 30-day public comment period on the draft Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP), and Air Quality Conformity (AQC) Analysis Report
DATE: December 11, 2025

The TPB held a public comment period this fall on three documents: the draft Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP), and the Air Quality Conformity (AQC) Analysis Report. The comment period started Thursday, October 23 and ended Friday, November 21, 2025. This was the third and final comment period before the anticipated approval of these three documents at the December 17 TPB meeting. The purpose of this memo is to convey a summary of comments received for the board's consideration.

This memorandum includes the following attachments:

- All public comments received during the October 23 - November 21 comment period.

BACKGROUND

In addition to all the traditional means of commenting available for every TPB meeting, including: the tpbcomment@mwco.org email, phone voicemail, in-person speaker requests, and letters, people were also able to comment through an online form, specific to Visualize 2050, which was accessible through a link shared on both the Metropolitan Washington Council of Governments (COG) website and the Visualize2050.org website. Comments received during the 30-day comment period on the draft plan, TIP, and AQC report were gathered for comment summaries shared in this memo. Please note that this memo conveys only the comments received on the draft documents during the formal public comment period. Public comments received after this comment period are summarized as part of "Item 1" of the Board package for the December 17 meeting.

2025 PUBLIC COMMENT PERIOD OUTREACH

TPB staff advertised the public comment period via the TPB's public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB's Technical, Community Advisory, and the Access for All Committees. Members of the public were invited to review the public comment materials available on the visualize2050.org website, and they were invited to submit comments on the draft materials. Interested parties were able to submit a comment through five different platforms noted above.

PROMOTION OF THE FINAL COMMENT PERIOD

The comment period has been promoted through the following methods:

- Washington Post newspaper ads were published on October 23 and November 6. A Washington Hispanic newspaper ad was published in Spanish on October 17, and an AFRO News ad was published on October 24.
- The project website, visualize2050.org, was updated on October 22 to include the following documents: Draft Visualize 2050 National Capital Region Transportation Plan Executive Summary, draft Visualize 2050 plan full document, draft FY 2026-2029 Transportation Improvement Program (TIP), and Air Quality Conformity Analysis Report of Visualize 2050 and the TIP. A map and supplemental resource gallery are provided on the Plan Resources page.
- Links to a Visualize 2050 comment form and instructions on how the public can comment by form, email, phone, or letter were added to the website. A link to the comment form was available on each webpage through a sitewide banner.
- The following public outreach resources were added to the visualize2050.org Get Involved page: Ambassador Toolkit, flyer, Visualize 2050 video, and social media graphics. The social media graphics or video were used in TPB social account posts with hashtag #Visualize2050.
- Social media: Visualize 2050 updates have been posted daily from one or more of the TPB accounts: Bluesky, Facebook, Instagram, and X/Twitter. TPB staff boosted two Facebook posts—one on the comment period with a link to the Visualize 2050 website and the second with a focus on the Visualize 2050 map resources to coincide with GIS week. The boosted posts were targeted to Facebook users within a 30-mile radius of the District of Columbia. The general comment period boosted ad resulted in 305 landing page views, 373 engagements, and 364 link clicks. The map-focused boosted ad resulted in 534 landing page views, 7,188 engagements, and 658 link clicks.
- Visualize 2050 comment form: A tailored Visualize comment form is available at <https://www.mwcog.org/visualize2050form/>. The form included the opportunity to comment on the plan, the TIP, and the Air Quality Conformity Report.
- The Transportation Planning Board, State Technical Working Group, all TPB subcommittees, and the TPB Access for All and Community Advisory Committees received email notice of the comment period and were asked to share news about Visualize 2050. COG committees receiving email notifications include the COG Board of Directors, Housing Directors Advisory Committee, and Planning Directors Technical Advisory Committee.
- News about the comment period was shared in mid-October through the COG Connections, TPB News, and Commuter Connections newsletters, with a total delivery reach of over 26,000 subscribers.

Visualize 2050 Website Traffic Analysis Overview

TPB staff received a Google Analytics overview of visualize2050.org from the website host at the end of the fall 2025 comment period. The following highlights were noted for the October 1 - November 24, 2025, period, which includes the October 23 - November 21 comment period time frame.

- The Visualize 2050 website received 15,951 views during the fall campaign.
- The Plan Resources page saw more than double the page's lifetime views in the campaign window compared to everything before it (1,414 views vs. 583 views).
- The Plan page nearly doubled its total view count over the campaign (1,129 views vs. 684 views).
- Engagement metrics suggest that visitors who reached the core plan documents were reading or scanning them meaningfully based on the average session duration and engagement rates (57% engagement rate for Plan Resources page; 79% engagement rate for The Plan page).
- The greatest number of users were from Virginia (2,734 users/3,529 sessions), the District of Columbia (549 users/1,936 sessions), and Maryland (1,043 users/1,537 sessions).
- Traffic was heavily desktop-oriented (approx. 87% of sessions).
- Sixty-two percent (62%) of sessions were direct, which often includes links in emails and documents, bookmarked or manually typed URLs, and some app-to-browser referrals (link sharing).
- The top sources of website engagement reflect the Visualize2050.org URL being shared across many channels, email blasts, partner websites providing the URL (e.g., COG, OmniRide), media coverage, and social media posts and shares.

TPB Member and Partner Agency Engagement

The following TPB members, partners, and media outlets posted, liked, or shared comment period materials on social media based on TPB posts or released news stories during the October 23-November 21 time frame.

- | | |
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| • City of Alexandria | • Northern Virginia Transportation Commission |
| • City of Frederick | • Northern Virginia Transportation Authority |
| • Fairfax County Times | • Potomac and Rappahannock Transportation Commission |
| • Frederick News-Post | • TPB Community Advisory Committee members |
| • City of Gaithersburg | • Virginia Railway Express |
| • Fairfax County Board of Supervisors members | • Virginia Department of Transportation – NoVA District Office |
| • Fairfax County Office of Environmental and Energy Coordination | • WJLA – ABC 7 |
| • Manassas City Council members | |
| • Metropolitan Washington Council of Governments (COG) | |
| • Montgomery County Department of Transportation | |



National Capital Region
Transportation Planning Board

The platform options and the number of comments received by platform are shown in Table 1.

Table 1 Platforms for Comments and Number of Comments Received

Platforms for Commenting	Number of Comments Received by Platform
<i>Speaking at the November 2025 TPB Meeting</i>	1
<i>Sending an email to tpbcomment@mwkog.org</i>	193
<i>Writing to the TPB Chair</i>	0
<i>Using the form online: mwkog.org/visualize2050</i>	38
<i>Calling the TPB Public Comment Line at 202-962-3774 and leaving a 3-minute voice mail.</i>	0

SUMMARY: COMMENTS THEMES/TOPICS AND PROJECT SPECIFIC COMMENTS

This memorandum provides a summary of the comments by category, Including:

- Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP). Most public comments fell into the following categories:
 - Rail/Bus/Bicycle/Pedestrian Expansion
 - Requests for a more ambitious plan that sets higher goals
 - Opposition to roadway widenings
 - Public health and safety
 - Climate change
 - Technical comments
- Air Quality Conformity Determination
- Specific Projects

The comments are provided in their entirety in Attachment A. These comments are being submitted in their entirety to TPB members and their technical agencies that are responsible for project implementation. Additionally, staff worked directly with technical staff throughout the TPB member jurisdictions and agencies in their review to correct or clarify information. The TPB staff is providing the following comment summary for the convenience of the board.

The comments received included:

- 1 comment from Hon. Kenny Boddye, Prince William County Board of Supervisors
- 1 comment from COG Boards (MWAQC)
- 2 comments from member jurisdictions (Fairfax County, City of Falls Church)

- 5 comments from non-profit advocacy groups (Citizens Against Beltway Expansion, The Climate Mobilization, Southern Environmental Law Center, Coalition for Smarter Growth, Sierra Club)
- 86 comments from email campaigns
- 136 comments from individuals

Excerpts of example comments that demonstrate the themes and topics are provided in italics within the comment summary below.

SUMMARY OF COMMENTS ON THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Request for More Ambitious Plan

Commenters generally support the current draft of Visualize 2050 and the FY 2026-2029 TIP but urge the TPB to set more ambitious transportation goals. Commenters note that a 2-3 percent reduction in car trips, 3 percent reduction in “drive alone” trips, and \$30 billion allocated to roadway expansion projects go against the plan’s vision statement.

With the current draft of the plan, commenters state that it is unclear if any chronic transportation bottlenecks will ever be resolved and urge the TPB to be creative and plan for a world where citizens are not required to own and maintain a car for reliable transportation. Roadway expansions do not solve traffic issues, and the plan needs to account for the impacts associated with induced demand (i.e., widening highways leads to more driving and traffic over time). Residents are not benefiting from the proposed changes.

The plan needs better ideas and specific details on the potential expansion of, and investments in, railways, metro, regional bus services, safe bikeways, and pedestrian walkways. This includes making public transit competitive in terms of cost and time, linking congestion relief to economic development (e.g., improved multi-modal options and targeted congestion relief improves quality of life and allows employers to attract and retain talent), expanding high-capacity transit service to outer jurisdictions, and investing in equitable access to high-capacity transit. Commenters encourage TPB to work in coordination with adjacent regions.

Example Excerpts:

- *We need to inspire the citizens of this area with the vision of a transportation network that's second to none. That will come with a price tag and require a commitment to accelerating the ridiculously long processes that led to a 30 year plus time horizon – from planning to build-out – of the purple line.*
- *The regions continued reliance on traditional automobiles and small trucks contributes significantly to unhealthy air and global warming. To reduce reliance on these vehicles, the region needs to make walking, biking, and use of public transit, including bus, BRT, commuter rail, METRO rail and light rail, more attractive than driving. Only then will people choose transit over driving as their preferred mode of transportation.*

- *Our view is that the Visualize 2050 plan is insufficient to address the climate emergency our region is facing, and different actions need to be taken to help us navigate the challenges.*

TPB Staff Observation:

Visualize 2050 forecasts positive shifts in mode choice given the growth anticipated for the region over the next 25 years. As cleaner fuel vehicles enter the vehicle fleet over time, the TPB expects this transition to provide the greatest impact on emissions reductions. The TPB continues to work with its regional partners to identify new funding sources, particularly in the area of transit resulting from DMVMoves, to support more multimodal transportation investments in the future. As a forum for regional planning, the TPB will continue to guide its regional partners towards achieving shared values and goals for multimodal transportation to be more accessible throughout the region.

Rail, Bus, Bike Lane, and Pedestrian Expansion

Commenters urge the TPB to reallocate funding for highway expansion and toll lane projects in favor of reliable, multi-modal, and multi-jurisdictional transit that provides opportunities for economic growth. This includes expanding the Tourism section in the plan beyond DC to include Virginia and Maryland (e.g., VRE, MARC). Ideas for public transportation improvements supported by commenters include expanding schedules, investing in track improvements and travel times, offering express services, and coordinating local jurisdictions to improve overall experience and quality. This includes making a commitment to open data in the “Emerging Technologies” section so that it is easier for people to plan and purchase trips. Commenters request that the TPB be more ambitious with VPRA and MTA/MARC track expansions. Commenters also support the development of a highspeed rail system and the proposed bike and pedestrian projects detailed in the plan.

Coalition for Smarter Growth and The Climate Mobilization both support commuter connections programs (e.g., carpooling, telecommuting, transit with bus and rail) and encourage the TPB to hold member jurisdictions accountable for their roles in promoting and implementing climate goals.

One commenter requested that the report include ferry service, and one commenter requested to expand bus service further on I-95 south.

Example Excerpts:

- *The wasteful highway expansions in Visualize 2050 will likewise undermine the regions major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.*
- *How many more people would visit Baltimore from DC for dinner or an event if the MARC trip were an express 30-minute ride rather than 60? This is an untapped economic opportunity for Baltimore.*
- *Similarly, it is good the plan recognizes and incorporates bridge rehabilitation explicitly as a core element.*
- *But nobody will be inspired if we limit our imagination. We have lots of examples around the world to draw from. Let's take the best of the best and give the people of this region, and of this country, something to be proud of that truly revolutionizes the way people navigate a greater metropolitan area.*

- *To truly meet our accessibility and climate goals, the plan should prioritize high-frequency bus service, bus-priority infrastructure, and safer walking and biking connections to transit, especially in equity-emphasis areas. And because regional mobility doesn't stop at jurisdictional borders, Visualize 2050 should explicitly support improved VREMARC connectivity and more frequent, all-day passenger rail. These are the investments that deliver real reliability, real regionalism, and real equity for the people who rely on transit every day.*

TPB Staff Observation:

The TPB staff have provided these comments to the members of the TPB and their technical agencies who are responsible for project implementation. Please note that there are multimodal investments that are not outlined in detail as they are non-regionally significant for use in the air quality conformity analysis, and instead are captured in general funding categories in the Visualize 2050 financial plan.

Roadway Widenings

Commenters applaud the TPB for voting to exclude the I-495 Southside Express Lanes project from the plan. Over 160 commenters (including those submitted as part of a letter writing campaign) encourage the TPB to remove any roadway and highway widening or extension projects from this plan (most notably the Moore-Hogan toll lanes). Roadway widening and toll lane expansions only increase the number of vehicles on the road, which in turn increases air pollution, makes communities car-dependent, and only benefits those that can afford to pay the tolls.

Commenters also reject public-private partnerships for toll roads. Commenters state that using a for-profit partner is a short-sited, bad deal for governments and taxpayers that will lead to jeopardized road safety. Commenters urge the TPB to reallocate the funding from highway expansion projects, which will only lead to more congestion and bottlenecks, to multi-modal transportation solutions.

Three commenters support prioritizing vehicle traffic efficiency over “under-utilized bike and bus lanes,” one commenter specifically mentioning Frederick, MD.

Example Excerpt:

- *The toll lanes will not alleviate traffic congestion. Instead they will make travel on these major highways inequitable, only offering routes with less traffic to drivers who can afford to pay high toll prices. And they will create new bottlenecks, just as they have on I-95 and I-495 in Virginia. These toll lanes will not reduce traffic in Maryland. MDOT should instead invest in public transit; that would truly reduce traffic congestion and give Marylanders options other than driving their personal vehicles to their destinations.*

TPB Staff Observation:

The TPB's planning area covers a large area – about 3,500 square miles and includes a large roadway network with more than 17,000 lane miles of different functional classes (Interstates, major and minor arterials, local roads, etc.) The roadway network serves thousands of communities – residential, commercial, mixed use, which generate large number of vehicular trips – about 18M (including transit trips) for work and non-work purposes and logs about 97M vehicle miles in a typical day. Several operating conditions at the community/local levels related to safety, congestion, connectivity, and access merit attention and extending or widening a segment of a roadway are at times what the local transportation agency determines to be the best solution.

HOT lanes, or express lanes, have been one of TPB's priority strategies since the adoption of Visualize 2045 in 2018. Transportation agencies have been working to identify appropriate places within the region to implement this multimodal option to accommodate bus transit and high-occupancy 3+ person vehicles for free and one- or two- person vehicles for a fee.

Public Health and Safety

Commenters encourage TPB to ensure that "safety outcomes carry equal weight to congestion reduction in project selection and funding, as a transportation system that is not safe for all users cannot be considered successful." Commenters request that counties enforce laws on cellphone usage while driving and walking, discuss the quality of public transit in regard to homeless persons living in metro stations, and strive for complete streets everywhere. One commenter states that the plan falls short on incorporating public health throughout all the sections of the plan.

Example Excerpt:

- *Prince William County recently adopted its first Comprehensive Traffic Safety Action Plan, rooted in a Vision Zero approach that prioritizes engineering, enforcement, and education. I commend TPB for elevating safety as a performance measure within Visualize 2050 and for supporting the Regional Roadway Safety Program and the Street Smart Campaign.*

TPB Staff Observation:

TPB staff have noted these technical comments and continue to implement the safety initiatives that stem from TPB's Regional Roadway Safety Summit, some of which are also related to public health.

Climate Change

Visualize 2050 needs to make more progress on climate change. Coalition for Smarter Growth states that "if the current US DOT guidelines suggest TPB can't do [greenhouse gas] reduction work for transportation and provide accountability, then the work should be moved to [the Council of Governments (COG)]." Multiple commenters state that the plan would make it impossible for the region to meet the COG greenhouse gas reduction targets and does nothing to address the impending climate emergency.

Commenters state that the proposed highway expansions will only increase the vehicles on the road, leading to more vehicular pollution, which is already the leading source of carbon pollution in the region. While emissions and vehicle travel miles will slightly decrease under this plan, commenters request that the TPB be more aggressive. Commenters encourage the TPB to embrace their 2030 climate-friendly targets of reducing vehicle carbon emissions by 20 percent and trucks by 50 percent. Commenters also note that more paved surfaces will only lead to more flooding problems.

Example Excerpts:

- *Due to the prioritization of road expansion over demand management, transit-oriented land use, transit and active transportation investments, Visualize 2050 falls short of the emissions reductions needed for COGs climate targets, even with a shift to EVs. The Visualize 2050 plan makes no mention of climate change, and TPB has not yet followed through on work to advance greenhouse gas reduction strategies in its UPWP.*

TPB Staff Observation:

The TPB is required to adhere to federally required work activities in adopting its long-range transportation plans and TIP. TPB is federally required to determine if the emissions of Volatile Organic Compounds and Nitrogen Oxides from the plan conform to the federally approved levels for this region, which is done as part of the air quality conformity determination. At this time, there are no federal requirements for MPOs, like the TPB, to undertake activities focused on climate change and/or greenhouse gases. Climate change and GHG emissions are not discussed in Visualize 2050, consistent with USDOT advice to strictly adhere to federally required work activities.

As presented to the TPB on July 16, 2025, on-road GHG emissions for Visualize 2050 are forecast to be 22 percent below 2005 levels in 2030 and 33 percent below 2005 levels in 2050.¹ Although GHG emissions are projected to be lower in the future than today, the predicted GHG emissions do fall short of meeting the voluntary goals adopted by the TPB through R18-2022 in June 2022, which is not surprising. Visualize 2050 was not expected to meet the TPB's on-road transportation sector GHG reduction goals.

The GHG reduction goals that the TPB adopted could be considered aspirational, since the principal study on the subject, the TPB's Climate Change Mitigation Study (CCMS) of 2021, failed to find a pathway for the region to meet the TPB's 2030 GHG reduction goal. The CCMS studied over 30 GHG reduction scenarios for each analysis year (2030 and 2050), examining combinations of voluntary and mandatory actions affecting travel behavior and mode choice as well as improvements in vehicle fuels and technology. A couple of the studied/modeled scenarios did attain the 2050 goal, but that was mainly driven by the scenarios based on very ambitious vehicle electrification assumptions, some of which also included very aggressive mode shift and travel behavior (or VMT reduction) strategies, many of which would require legislation to be enacted.

The Metropolitan Washington Council of Governments (COG) continues its climate change mitigation work on behalf of the region. COG recently submitted its Comprehensive Climate Action Plan (CCAP) for the region that was developed with funding from EPA's Climate Pollution Reduction Grant (CPRG) Program. The CCAP reflects the climate change mitigation work conducted by the TPB, and includes a scenario with aggressive, but feasible, mitigation strategies to put the region on a pathway to net zero greenhouse gas emissions by 2050.

In early 2026, COG expects to complete a mid-course review of the Metropolitan Washington 2030 Climate and Energy Action Plan along with the 2023 Community-wide Greenhouse Gas Emissions Inventory. The 2020 inventory showed that the region met its greenhouse gas emissions reduction target for milestone year 2020.

Technical Comments

Some commenters provided specific comments on the plan process, framework, and content. This included comments on using maps to show how targets are met in the plan and references to specific tables and figures. One commenter noted TPB's zero-based budgeting checkmark evaluation done for the conformity inputs yielded many contradictory results.

¹ National Capital Region Transportation Planning Board (July 16, 2025). *Finalization of Project Inputs for Air Quality Conformity Analysis: Visualize 2050 & FY 2026-2029 TIP*. <https://www.mwcog.org/events/2025/7/16/transportation-planning-board/> For example, on slide 19, Slide 19: GHG emissions are forecast to go from 23.4M metric tons per year in 2005 to 18.4M metric tons per year in 2030, which implies a 22% drop.

Example Excerpts:

- *I support CMAQ spending for DDOT, VDOT, and MDOT as listed in Table 21 of the draft FY26-29 STIP.*

TPB Staff Observation:

TPB staff have noted these technical comments and have made changes in the plan documents as needed.

SUMMARY OF COMMENTS ON THE AIR QUALITY CONFORMITY DETERMINATION

MWAQC Comment: The Visualize 2050 plan continues to require the use of safety margins to meet the MVEBs and demonstrate conformity for volatile organic compounds (VOC) in 2025 and 2030. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future emissions from that sector remain below the MVEBs without safety margins to fully protect the health of our residents. The draft Design Value data for ozone for the Washington region for the period 2023 through 2025 is 69 ppb parts per billion (ppb). This shows that the region is in compliance with the 2015 ozone NAAQS, however the region needs to continue reducing its emissions to maintain this compliance in the future. The projected year 2025 emissions inventory for the region in the above maintenance plan update submitted to EPA in 2023 shows on-road sources to be a significant contributor (26 percent) of NO_x emission in the region. Therefore, it is essential that the region reduces its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including on-road mobile sources. MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

In addition to MWAQC, the Southern Environmental Law Center states that the Air Quality Conformity analysis shows that the additional lane miles included in the TIP and Long-Range Plans fail to put the region on track to meet the COG commitments to reduce greenhouse gas emissions by 50 percent from 2005 levels by 2030 and 80 percent by 2050.

TPB Staff Observation:

The TPB appreciates MWAQC's concurrence that the Air Quality Conformity analysis of Visualize 2050 Plan and FY 2026-2029 TIP meets all the required emissions tests. The TPB notes that even under the current circumstances, on-road vehicular emissions are well within the levels needed for the region to maintain compliance with the 2008 ozone national Ambient Air Quality Standards (NAAQS). It is also noted that on-road vehicular source emissions have steadily declined over the past couple of decades, and are forecast to continue to decline, both overall, and as a percentage of the whole inventory. The TPB agrees that there should be a greater effort to reduce emissions across all sectors to meet current and future tougher air quality NAAQS. The TPB agrees with MWAQC on the need for greater investment in public transit, ridesharing, pedestrian and bicycle infrastructure, and other programs to reduce emissions.

SUMMARY OF COMMENTS ON SPECIFIC PROJECTS

Commenters provided a variety of project-specific feedback, including requests to ease traffic congestion at known bottlenecks through public transportation investments, opposition to highway expansion projects, and support for safe bike routes, pedestrian walkways, and bridges. Some examples of the areas and projects include, but are not limited to:

- Prince William County (I-95, Exit 160; Route 1; Prince William Parkway; I-66; Rt. 28).
- Pedestrian improvements along New Braddock Road and Braddock Road
- Expansions for MD 355, Georgia Avenue, US 50, Dulles Airport Access Road
- Crystal City DCA Bridge
- New BRT Expansions
- MARC Services, Purple Line
- Orange Line Extension to Fair Oaks
- New Rail Bridge over the Occoquan River
- Bus service in Chevy Chase DC, Barnaby Woods, and Hawthorne

The TPB staff have provided these comments to the technical agencies who are responsible for project implementation.

Example Excerpts:

- *The Chevy Chase DC, Barnaby Woods, Hawthorne neighborhoods of upper NW DC would benefit greatly from enhanced and more frequent bus service. It's an area with a sizable senior population, some of whom find it difficult to drive. Frequent, convenient, and accessible bus service would benefit all residents of this section of DC. It would allow them to shop, visit doctors, and engage in their recreational activities more easily.*
- *Keep OmniRide and VRE in good order. These are gaining popularity.*
- *Give Alexandria its West End Transitway. The city is a veritable anthill of pedestrians and happy folk cruising the river or riding the free bus. It's an economic powerhouse that helps pay for the projects on your list. By all means, give them a Fourth Rail Track.*
- *On no account should Rt 50 be widened. The plan as it stands meets no TPB priority strategies, which is a major clue that it's wrong for us. Use the STARS study to better understand what is needed. Frankly, I have never encountered any traffic flow issue there and I use it all the time.*

ATTACHMENTS

All public comments received during the October 23 - November 21 comment period.



November 12, 2025

The Honorable Walter Alcorn, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Alcorn:

Thank you for providing an opportunity to comment on the draft air quality conformity analysis for the Visualize 2050 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan Update.

However, the Visualize 2050 plan continues to require the use of safety margins to meet the MVEBs and demonstrate conformity for volatile organic compounds (VOC) in 2025 and 2030. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future emissions from that sector remain below the MVEBs without safety margins to fully protect the health of our residents.

The draft Design Value data for ozone for the Washington region for the period 2023 through 2025 is 69 ppb parts per billion (ppb). This shows that the region is in compliance with the 2015 ozone NAAQS, however the region needs to continue reducing its emissions to maintain this compliance in the future. The projected year 2025 emissions inventory for the region in the above maintenance plan update submitted to EPA in 2023 shows onroad sources to be a significant contributor (26%) of NOx emission in the region. Therefore, it is essential that the region reduces its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including onroad mobile sources.

MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Thank you again for the opportunity to comment on the draft conformity analysis for the Visualize 2050 plan.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Dernoga'.

Hon. Thomas Dernoga
Chair, Metropolitan Washington Air Quality Committee

Alan Hew, Vice Chair

A handwritten signature in blue ink, appearing to read 'Alan Hew'.

David Snyder, Vice Chair

A handwritten signature in blue ink, appearing to read 'David Snyder'.

Subject: Re: Comments on the Draft Visualize 2050 National Capital Region Transportation Plan

Commenter Name: Hon. Kenny Boddye

Commenter Type: An Individual

Zip Code: 22192

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

As Occoquan District Supervisor on the Prince William Board of County Supervisors and a member of the PRTC/OmniRide Board and I-395/95 Commuter Choice Advisory Committee I urge TPB to ensure Visualize 2050 expands high-capacity transit access to outer jurisdictions like Prince William. Our regions most congested highway segment, I-95 Exit 160, sits in my district, serving both local commuters and those traveling from Stafford, Fredericksburg, and beyond. Greater investment in multimodal connectivity, corridor safety, and equitable funding for outer-area Equity Emphasis Areas will improve regional mobility, reduce emissions, and strengthen economic competitiveness for all. Attached is my full letter.



PRINCE WILLIAM

– Board of County Supervisors

Office of the Occoquan District Supervisor

Kenny A. Boddye

KENNY BODDYE
OCCOQUAN DISTRICT SUPERVISOR

October 23, 2025

The Honorable Walter Alcorn, Chair
and Members of the National Capital Region Transportation Planning Board (TPB)
c/o Metropolitan Washington Council of Governments
777 North Capitol Street NE
Washington, D.C. 20002

Dear Chair Alcorn and Members of the TPB,

Thank you for the opportunity to provide comments on the draft Visualize 2050 Plan. As Supervisor for the Occoquan District on the Prince William Board of County Supervisors, I appreciate the TPB's work to create a shared regional framework that connects transportation, land use, and equity goals for the next quarter century.

I submit these comments both as an elected representative of one of Northern Virginia's fastest-growing counties and as a regional transit policymaker. I currently serve on the Potomac and Rappahannock Transportation Commission (PRTC)/OmniRide Board of Commissioners, as well as the I-395/95 Commuter Choice Joint Program Advisory Committee, a joint NVTC-PRTC working group. These roles, together with my service on the Prince William Board, have given me a front-row view of how regional mobility decisions directly affect both commuters and local communities. My district also includes Exit 160 along I-95 near the Town of Occoquan — the most congested stretch of highway in Virginia — underscoring why coordinated regional solutions matter.

The plan represents an important evolution in how the region thinks about mobility — one that recognizes the link between accessibility, safety, and economic opportunity. I offer the following observations and recommendations from the perspective of a fast-growing outer-jurisdiction community that serves as both a regional employment base and a gateway for workers traveling from surrounding counties such as Fauquier, Stafford, and Fredericksburg. Strengthening multimodal access in Prince William County strengthens the reliability and resilience of the entire Northern Virginia network.

1. Moving Beyond Auto-Centric Planning

The draft plan rightly identifies the region's continued reliance on personal vehicles and the resulting congestion, air-quality, and equity challenges. However, it also notes that only 16 percent of residents live within a half-mile of high-capacity transit, while 40 percent of jobs do. This spatial mismatch is most pronounced in jurisdictions like Prince William County, which houses a large share of the region's workforce and serves as a major drive-to and drive-through corridor for outer localities.

To achieve the plan's vision, TPB should explicitly commit to expanding high-capacity transit service to outer jurisdictions — through investments in commuter rail, bus rapid transit, and dedicated transit corridors that connect residents to major employment and activity centers. Improved transit access in Prince William not only reduces regional vehicle miles traveled but also improves mobility for residents of neighboring counties who depend on my community's roadways to reach jobs in the core.

2. Embedding Safety as a Measure of Success

Prince William County recently adopted its first Comprehensive Traffic Safety Action Plan, rooted in a Vision Zero approach that prioritizes engineering, enforcement, and education. I commend TPB for elevating safety as a performance measure within Visualize 2050 and for supporting the Regional Roadway Safety Program and the Street Smart Campaign.

Crash reduction and pedestrian safety should remain central metrics of success. I encourage TPB to ensure that safety outcomes carry equal weight to congestion reduction in project selection and funding, as a transportation system that is not safe for all users cannot be considered successful.

3. Equitable Access to High-Capacity Transit

While the plan highlights that a majority of the region's low-income households live near basic bus service, it does not fully address the lack of frequent, reliable, high-capacity transit options in the outer suburbs. Expanding commuter-rail frequency, adding weekend and reverse-peak options, and extending dedicated BRT corridors into Prince William would help ensure that those who live farther from the core can still access regional economic opportunity without relying solely on single-occupancy vehicles.

I urge TPB to consider including outer-jurisdiction high-capacity transit extensions as regionally significant projects in the constrained element of Visualize 2050, ensuring they are eligible for coordinated regional funding and performance evaluation.

4. Linking Congestion Relief to Economic Development

For Prince William — and especially the Occoquan and MidCounty communities I represent — transportation investment is inseparable from economic development. Reducing congestion on I-95, Route 1, Prince William Parkway, I-66, and Route 28 enhances both quality of life and economic competitiveness. These corridors move not only county residents but also tens of thousands of commuters from western and southern Virginia into and through Northern Virginia each day.

Improved multimodal options and targeted congestion relief along these routes will make it easier for employers to attract and retain talent, for residents to reach work more efficiently, and for goods to move reliably across the region. I encourage TPB to quantify

and prioritize the economic-competitiveness benefits of multimodal investments, particularly where improved transit access can unlock redevelopment and job creation in historically underserved corridors.

5. Advancing Equity and Environmental Justice

The plan does well to integrate equity and environmental-health metrics, documenting disparities in transit access and exposure to vehicle emissions. Prince William County has a significant share of its population located within Equity Emphasis Area-designated Census tracts, as recognized by the Metropolitan Washington Council of Governments and the TPB. I share the Board's commitment to closing gaps in access to jobs, education, and healthy environments.

I encourage TPB to pair its equity goals with jurisdiction-level accountability and funding mechanisms, ensuring that projects advancing in Equity Emphasis Areas are prioritized and resourced to deliver measurable outcomes. Doing so would strengthen confidence that equity commitments translate into tangible improvements for vulnerable communities across the region.

Conclusion

Prince William County plays a critical role in the region's transportation ecosystem — as both a hub for its own residents and a conduit for those traveling from beyond Northern Virginia. I appreciate that Visualize 2050 builds on strong multimodal and equity foundations, and I urge TPB to ensure that implementation truly reaches all corners of our metropolitan region, including the communities that anchor the outer ring of its workforce and economy.

Thank you for your consideration and for your continued leadership in shaping a safer, more connected, and economically inclusive transportation future.

Warm regards,

A handwritten signature in cursive script, reading "Kenny Boddy".

Kenny A. Boddy
Supervisor, Occoquan District
Prince William County Board of Supervisors

Subject: Comment Period OPEN - Visualize 2050 National Capital Region Transportation Plan

Commenter Name: Kyle Davis

Commenter Type:

Zip Code:

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source:

Other Comment Text:

Comment Text:

Pierre,

Good afternoon. Our team has reviewed the Visualize 2050 Plan and we do not have any comments. Thank you.

Kyle H. Davis, AICP (he/him/his)

Transportation Planner IV, Transit Services Division

Fairfax County Department of Transportation

4050 Legato Road, Suite 330.10

Fairfax, VA 22033-2895

Phone: (703) 324-2371

Subject: City of Falls Church Comments on Visualize 2050 Plan

Commenter Name: City of Falls Church

Commenter Type: A Governmental Body

Zip Code: 22046

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

See attached document.

City of Falls Church Comments on Visualize 2050

The City of Falls Church appreciates the opportunity to provide comments on the MWCOC Visualize 2050 Plan. The City supports the TPB's vision for a metropolitan Washington region that remains a vibrant world capital, with a transportation system that promotes the region's economy and environmental quality and operates in an attractive and safe setting, and is a system that serves everyone. The City supports the goals of safety, well-maintained infrastructure, travel time reliability, efficient system operations, affordable and convenient mobility options, environmental protection, resilient region, and livable and prosperous communities.

The City's Mobility for all Modes Chapter of the Comprehensive Plan calls for providing the safe movement of people and goods within and through the City via a transportation network that connects to the regional transportation network, offers choices in travel modes, supports economic activity, is sensitive to the environment, and provides equitable access for all City residents, workers, and visitors. The plan calls for meeting additional travel demand through alternative modes of transportation, such as pedestrian, bicycle and transit. The City also recently adopted a resolution related to Vision Zero and Complete Streets, and is committed to eliminating fatalities and serious injuries in the City, while designing streets that enable safe, efficient, and comfortable travel for all users.

The City's recently adopted Affordable Living Policy Update helps support its transportation goals, and includes goals to increase affordable units in new developments and the overall housing stock, preserve existing affordable housing, and provide homeownership and rental assistance programs.

From: Bill Pugh <bill@smartergrowth.net>
Sent: Friday, November 21, 2025 14:50
To: TPBcomment
Subject: Visualize 2050 comments
Attachments: CSG comment on Visualize2050 Nov2025.pdf

Dear TPB staff,

Please find attached comments by the Coalition for Smarter Growth on Visualize 2050.

We appreciate your hard work on the plan and TIP over the past several years.

Bill Pugh, AICP CTP | Transportation & Climate Director
Coalition for Smarter Growth
bill@smartergrowth.net
(202) 675-0016, ext. 7084

November 21, 2025

Hon. Walter Alcorn
Chair, National Capital Region Transportation Planning Board

Re: Comments on draft Visualize 2050 long-range plan

Chair Alcorn and TPB board members:

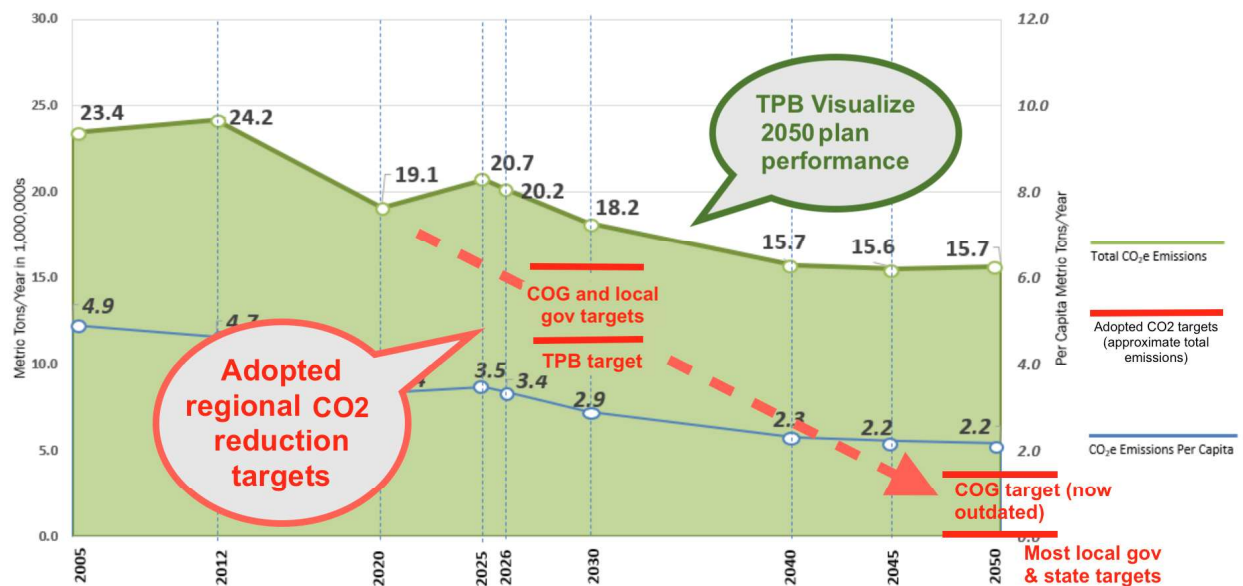
The Coalition for Smarter Growth submits these comments on the draft regional long-range transportation plan Visualize 2050. We appreciate the hard work of TPB, state and local staff.

Summary:

We appreciate the new early public comment period in 2023 and some positive changes, but overall Visualize 2050 does not meet Board resolution R19-2021

- Visualize 2050 failed to meet the intent of the TPB board when it adopted resolution R19-2021, calling for an accountable plan that would make more rapid progress in meeting adopted climate targets and other goals.
- Required project information demonstrating consistency with goals was largely missing.
- CSG appreciates the additional early public comment period, removal of some old road widening projects on the books, and the reader-friendly plan documents and project lists.

Our region would miss COG, TPB and local climate change targets by a lot under Visualize



Source: [TPB July 2025 presentation](#), with red annotations by CSG

- Due to the prioritization of road expansion over demand management, transit-oriented land use, transit and active transportation investments, Visualize 2050 falls short of the emissions reductions needed for COG's climate targets, even with a shift to EVs.

- The Visualize 2050 plan makes no mention of climate change, and TPB has not yet followed through on work to advance greenhouse gas reduction strategies in its UPWP.
- If current USDOT guidelines suggest TPB can't do GHG reduction work for transportation and provide accountability, then this should be moved to COG.

\$20-30 billion in highway and arterial widening (500+ lane miles) and expensive new interchanges ignore induced demand and better solutions

- There are a number of good projects in the plan, but the 500+ new highway and arterial lane miles and \$20-30B in highway/arterial expansion represent a misguided status quo approach. We applaud that some road widenings were removed, but too many remain.
- The plan document should include info to educate the region on induced demand.
- We appreciate that some member jurisdictions are prioritizing better solutions over car dependence, and there is more progress overall. However, as Chapter 7 acknowledges, TPB member agencies must more urgently prioritize addressing our region's safety, affordability, and sustainability problems over counterproductive road expansion.

Public comments have repeatedly called for a change from the Visualize status quo

- 2025, 2024, 2023, 2022, and 2021 comment periods each called for less road expansion and more transit, bike, ped, local complete streets, and climate investments.
- The 2020 Voices of the Region representative survey of the region also showed similar results for what residents want future transportation investments to prioritize.

We thank the board for excluding the I-495 Southside widening and advancing DMVMoves

- We thank TPB for voting unanimously to exclude the 495 Southside highway widening project from Visualize 2050 and asking VDOT and MDOT to explore other options.
- CSG recognizes your good work outside of the Visualize process – the DMVMoves initiative and the Regional Roadway Safety Summit and its follow-up actions.

We respectfully request these actions:

- Advance further development of TPB's regional greenhouse gas reduction strategies without continued delay, moving it under COG if TPB is not able to do the work.
- Ask COG to track progress toward its 2030 housing targets, in particular the location target near transit and walkable centers – critical for transportation, climate, equity.
- Educate stakeholders on induced demand in the Visualize plan document.
- Work with TPB staff to address public comments for clarifications and edits in the report.
- Review at the local and state levels, your projects and programs over the coming years based on the Visualize comments received.

More details on these comments are provided on the following pages.

Thank you for your consideration and work on the long-range plan,

Bill Pugh, AICP CTP
Transportation & Climate Director

DETAILED COMMENTS

1. Visualize 2050 did not meet the TPB board resolution for an accountable plan that makes more rapid progress in meeting adopted climate targets

1A. Visualize 2050 did not meet what the Board intended when it adopted R19-2021

Board resolution R19-2021 envisioned a new, accountable plan that would make urgent progress toward regional climate, safety and equity goals. The TPB news releases in [June 2021](#) and [July 2021](#) when this resolution was adopted included these statements by board members:

- *“The board took a fundamentally critical vote... to set this region on a direction to truly meet effective climate change goals with regard to the transportation sector.”*
- *“There is consensus that the process needs to account for climate change.”*
- *“...requiring the board to undertake a thorough reevaluation of the projects in the plan so that it meets the region’s goals including climate change and to accelerate the schedule for the next update of the long-range transportation plan.”*

There were improvements to the planning process that CSG appreciates – such as a cleaned up project database, old projects removed, and an early public comment period. However, it’s clear that the accountability to regional goals and transportation performance outcomes did not live up to the intention of R19-2021.

1B. Projects lacked required information on addressing regional goals when advertised for public comment and included in the conformity inputs

We appreciated the new public comment period that TPB held *before* agencies submitted projects, local meetings and engagement by Fairfax and Prince William counties, and the project changes considered. But for many projects, there was no evidence of compliance with the Board’s resolution for a Zero-based budgeting process, required consideration of scenario study findings, or required information on how projects support regional goals like greenhouse gas (GHG) reduction.

At the time projects were selected for the conformity analysis:

- Required project information on GHG reduction and TPB priorities was generally missing.
- Nearly half of the highway and arterial widening projects claimed to help the region meet its target to cut GHG emissions of cars and trucks 50% by 2030.
- TPB’s zero-based budgeting checkmark evaluation done for the conformity inputs yielded many contradictory results that CSG [documented](#) last year. For example:

- Widening the already eight-lane Chain Bridge Road through Tysons, while the area tries to become more walkable and transit-friendly, got a perfect 8 out of 8 checkmarks in meeting regional goals.
- In contrast, adding bike lanes, building a missing sidewalk and taming traffic by a middle school on Graham Park Road in Prince William only got 3 checkmarks.
- 23 road widening projects – over a third – got checkmarks from TPB for “Environmental Protection,” despite being inconsistent with TPB’s policy framework for that goal.

2. Despite a number of good projects, the 500+ new highway and arterial lane miles and 20-\$30B in highway expansion represent a largely status quo approach

2A. Some planned road expansion was removed since Visualize 2045, but the region has a significant cumulative increase with recently completed highway expansion projects

CSG appreciates that member agencies (in particular on the Maryland side) removed a couple hundred miles of wasteful and/or destructive road widening projects. The reduction in new lane miles from 897 in Visualize 2045 down to 600 in Visualize 2050 represents progress.¹

It should be noted that part of this decrease in lane miles is due to the completion of widening megaprojects in Visualize 2045, like I-66 Outside the Beltway and various I-95 Virginia segments. Those completed new lane miles will continue to add to induced traffic, maintenance burdens, heat island impacts, loss of green infrastructure, loss of land for housing or other community needs, and loss of tax base over the next century.

2B. The plan document fails to acknowledge induced demand

A synthesis of empirical research on highway expansion and congestion concludes:

“Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).” [*National Center for Sustainable Transportation, UC Davis*](#) (2015)

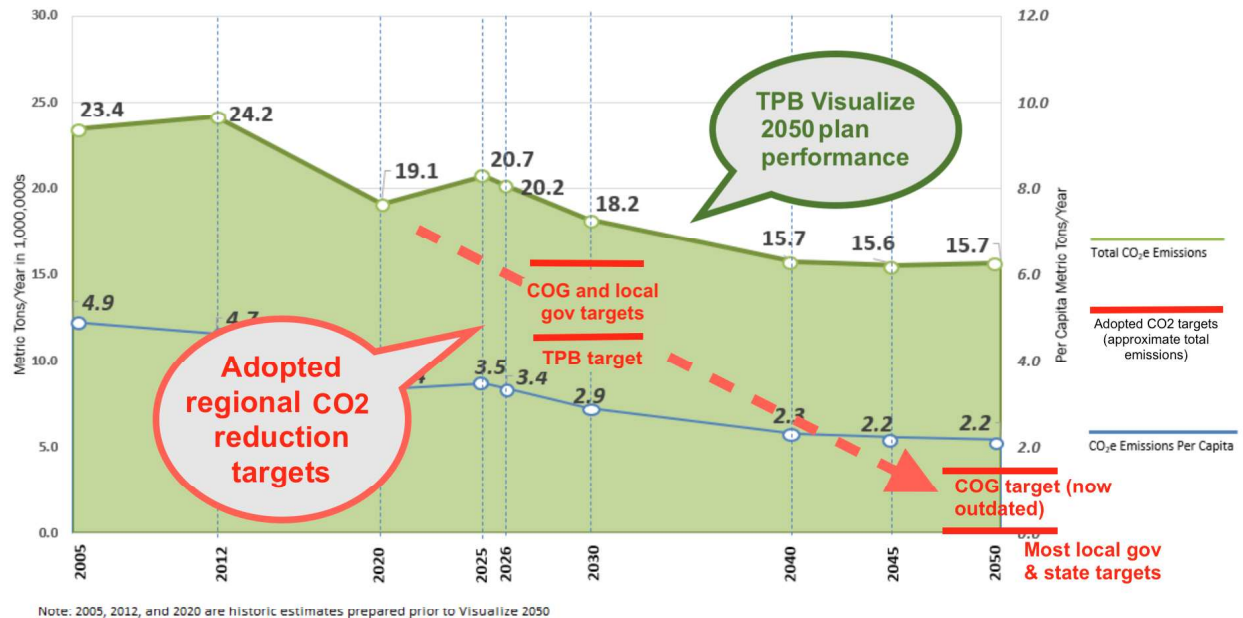
Yet, the Visualize 2050 section on congestion (p. 85) states:

“Nevertheless, the projects in Visualize 2050 are expected to help alleviate congestion and delay compared to not building any roadway improvements.”

CSG asks that the plan document explain induced demand (p. 67-69, 84-85) to educate decisionmakers and stakeholders.

¹ We recognize that some of the 600 miles and \$29.9B are good local street grid projects, in particular near transit stations. However, a number of these projects are oversized, with too many lanes (e.g., Frontier Drive, Town Center Parkway), undermining the local plans for walkable mixed-use placemaking and comfortable pedestrian environments. The excess lanes also drive up project costs.

3. Visualize 2050 fails to achieve the emissions reductions in COG's climate plan, even with a rapid shift to electric vehicles.



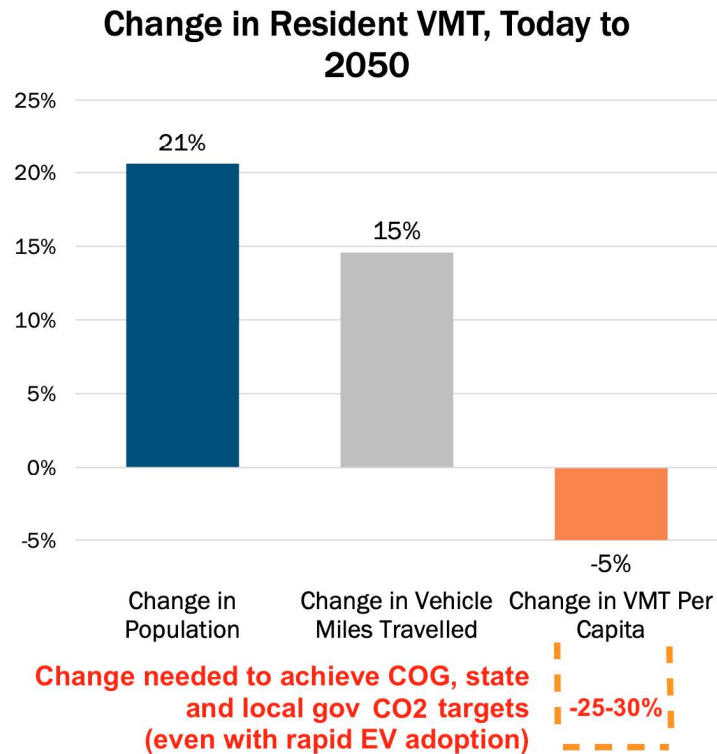
Regional transportation emissions under Visualize 2050

Source: [TPB July 2025 presentation](#), with red annotations by CSG

Carbon dioxide (CO₂) pollution from cars and trucks would hardly drop compared to the scale needed. In the chart above, the green line shows forecast greenhouse gas emissions from our road and rail network under Visualize 2050's mix of projects and adopted fuel efficiency standards. The red line shows the trajectory needed to meet adopted emission reduction targets by MWCOG (shared by most cities and counties in our region) and the TPB's own 2030 target.

Even if the National Capital region achieves COG's goal of EVs totaling 50% of new car sales by 2030, the region still needs to shift trips to meet climate targets. How much people drive to meet daily needs, referred to as resident vehicle miles traveled (VMT), would need to [drop by about 20% by 2030](#) and further by 2050, even if we met COG's EV adoption goal. This is why states like [Maryland](#) have set goals to [reduce per capita VMT by 20%](#) or more.

Here's the relatively small progress in reducing car dependence that Visualize 2050 would achieve versus what's needed:



Source: [TPB July 2025 presentation](#), with red annotations by CSG

5. Localities must step up efforts to prioritize housing production and zoning reform along transit corridors and other accessible parts of the region

5A. Even the relatively *modest* transit-oriented development in official Round 10 cooperative land use forecasts achieves greater job accessibility than the \$20-30B in highway and arterial expansion.

- Figure 6.12 shows the region gains 45,000 *more jobs* accessible by transit in 45 mins. – even without transit expansion – by facilitating new jobs and homes near transit.
- While Figure 6.11 shows that even after spending upwards of \$30 billion on highway and arterial expansion, the region has 50,000 *fewer jobs* accessible by car in 45 minutes.

5B. Region must do more to achieve its adopted location targets for jobs and housing.

CSG recognizes that transportation projects alone won't achieve our goals. More housing opportunities near transit, jobs and accessible walkable activity centers, and curbing sprawl are essential. There is progress but the region needs to do more to focus housing growth in the right locations:

- **Forecasts:** 72% of job growth and 63% of the household growth will be concentrated in Activity Centers
- **Adopted goals:** 75% of job growth and 75% housing growth to occur in Activity Centers and high-capacity transit station areas (Region Forward plan, COG Housing Targets)

Ideally, we need to focus this growth in the Activity Centers that are walkable and transit-friendly.

5C. COG needs to track its housing production with regard to its target that 75% of housing go to transit station areas and activity centers

So far COG has not been tracking its 2019 housing location target. The HAND Housing Indicator Tool tracks the housing production target and the affordability targets, but HAND does not have the resources to track housing permit location. Please ask COG to start tracking this target to provide important data to member jurisdictions.

5D. We appreciate the housing and land use discussions in the document. The sections would benefit by noting the region's adopted goals versus forecasts.

CSG appreciates the good discussions of housing and land use (pp. 38-39, p. 40, transect diagrams). These would benefit by providing context on the adopted COG housing location target and Region Forward jobs location target versus what's forecast under local land use plans (see comment 5B above).

6. Public comments repeatedly call for change from the Visualize status quo

According to TPB staff analysis of Visualize 2050 comments received:

2024 public involvement main concerns (893 comments):

- Express toll lanes effectiveness to reduce congestion
- Roadway widenings encouraging more automobile trips, increasing carbon pollution
- Transit projects, not enough being done, not enough soon
- Bicycle and pedestrian projects not included in this list, not enough being done

2023 public involvement overarching themes (997 comments)

- Strong negative sentiment towards roadway widening and expansion projects
- Strong positive sentiment towards passenger rail expansion and improvements, bus improvements, bicycle and pedestrian infrastructure improvements, and BRT projects
- Support for roadway improvements that include traffic calming features but desires for more bicycle, pedestrian, or bus infrastructure improvements
- Advancement toward climate goals" and "reducing car dependence"

The comment results are similar to those received in [2022](#) and [2021](#) on Visualize 2045.

Likewise, the [2020 Voices of the Region](#), a representative scientific survey of the region's residents, also found that residents are more concerned about climate change than congestion,

support bus lanes and more space for walking and biking, and that future generations will thank us more for clean transportation, transit, walking, and biking investments than for wider roads.

7. Additional comments: minor edits, clarifications recommended

- P. 26 - Safety - we appreciate the plan's overall emphasis on safety. Important context to the reader would be to provide stats on relative safety by mode (e.g., deaths, serious injuries per 1M VMT).
- P. 29 Recommend clarifying the first sentence, which is unclear and could be interpreted to mean the public transit is more dangerous than driving: "Due to the public nature and infrastructure footprint of public transportation, the personal security of transit staff and customers is a more unique challenge when compared to the risks posed in and around a private vehicle."
- P. 35 first paragraph. Recommend revising this sentence that might be read as saying that pedestrian and bike-friendly road designs necessarily inhibit commercial access. "Street designs commonly found in the region's more densely populated areas, such as bike lanes and narrower intersections with tighter turning radii, pose challenges for trucks maneuvering turns and can obstruct access for pedestrians and cyclists during deliveries." A number of communities have successfully created high-quality, safe, walkable, bikeable streets while facilitating commercial access and increasing commercial activity there:
- P. 41 Glad to see the Activity Density discussion. This statement would benefit by being qualified: "Roadways are designed to handle higher traffic volumes" in more urban areas. Oftentimes it's the opposite: Many auto-dependent lower-density suburban areas have oversized roads compared to livable urban areas. Please note that local jurisdictions and state DOTs also make choices whether they want to provide walkable areas or not – it's not strictly correlated with density and proximity to the core.
 - We appreciate the plan's statement on p. 86 that gets to this point: "designing the built environment to mostly prioritize vehicle movement and direct car access to land uses has fostered automobile dependency, driving higher fuel consumption and related emissions."
- P. 50-51 - please replace the inaccurate term Zero-Emission Vehicle. For example, "low-emission" or "cleaner emission" vehicles would be more accurate terms for BEVs. Battery electric and other cleaner fueled electric cars and trucks are critical to climate progress and significantly reduce air pollution compared to ICE cars. However, electric vehicles are still far from zero emission, both in terms of their lifecycle pollution and non-tailpipe pollution.²

² EVs reduce air pollution harms in the range of 50 to 75%, not 100% – for example a recent [comprehensive study](#) of lifecycle emissions and cleaner electric grid scenarios found that "Accounting for the effects of both air pollution and climate change, the economic value of the damages attributable to ICEs over their lifetime is currently 2 to 3.5 times that of BEVs. Cars and trucks (including EVs) emit significant non-tailpipe toxic pollution – This includes [microplastics](#), [particulate matter and other toxic compounds](#) from tires, brakes and other sources. *Extraction of car battery minerals has significant environmental impacts* – for example, see the Washington Post series [Clean Cars, Hidden Impacts](#).

- P. 59 – Thanks for including discussion of WMATA needs. It would be beneficial for the Visualize plan document to clarify what is assumed in the plan for state of good repair and capital expenditures versus the system needs identified in DMVMoves.
- P. 62 Applying TPB's Priority Strategies via the Planned Expenditures.
 - "Per TPB staff analysis on the sponsor agency responses, all projects/programs included in Visualize 2050 align with TPB's goals." – please provide supportive documentation. To my knowledge, this information was not available when the draft list of project conformity inputs were released for public comment and then adopted.
 - The TPB FAQs provide a seemingly different response: "With more than 150 highway and transit projects in the TPB's plan, staff had noted the inability to perform a systemwide impact analysis for every project submitted for inclusion in Visualize 2050." Please clarify.
- P. 68 The proposed expansion of the Medical Center Drive interchange – as currently designed – is not an appropriate example of a project supporting transit-oriented development and improving pedestrian and bicycle connectivity. CSG and local advocates have asked SHA to fix the oversized road design and use a more appropriate approach ([2023 letter](#)).
- P. 69 Express Lanes "By diverting vehicles from the free, general purpose lanes, HOT lanes help facilitate less congested travel on those lanes." Please cite the source. We're not aware of publicly available data on existing Express Lanes facilities in Northern VA that backs up this statement. Public officials have asked VDOT for this data on speeds and traffic volumes in general purpose lanes but VDOT has not provided it to our knowledge.
- P. 70-74 We appreciate the good nuanced discussion of rail and bus transit.

Subject: SELC Comments on Visualize 2050 and related documents

Commenter Name: Southern Environmental Law Center

Commenter Type: A Non-profit Organization

Zip Code:

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source: Email

Other Comment Text:

Comment Text:

See attached.

November 21, 2025

National Capital Region Transportation Planning Board
tpbcomment@mwkog.org

RE: Comments on the Visualize 2050 Transportation Plan, Transportation Improvement Program, and Air Quality Conformity Analysis

The Southern Environmental Law Center welcomes the opportunity to submit further comments on the Visualize 2050 Transportation Plan, as well as the proposed Transportation Improvement Program (“TIP”) and Air Quality Conformity Analysis. These comments build upon the comments SELC submitted on April 16, 2024, as well as Supplemental Comments we submitted on May 14, 2024.

We appreciate the opportunities to comment throughout the plan development process and thank the Transportation Planning Board (“TPB” or “the Board”) for positive changes that have been made thus far—primarily the decision to exclude the I-495 Southside Express Toll Lanes from the proposed Long-Range Plan. We also support the inclusion of critical investments in rail, transit, the regional trail network, and multimodal options.

However, the Plan ultimately fails to meet stated commitments to reduce climate pollution, and we continue to have significant concerns with the slate of proposed highway widening projects in Virginia included in both the TIP and the Long-Range Plan.

I. Failure to Meet GHG Reduction Commitments

We strongly support the Metropolitan Washington Council of Government’s (“COG”) commitments to reduce greenhouse gas (“GHG”) emissions by 50 percent from 2005 levels by 2030 and 80 percent by 2050. In our May 14, 2024 Supplemental Comments, SELC urged the Board to take the following actions in preparing the Plan and associated conformity analysis to achieve these laudable goals:

1. Conduct a third-party evaluation of the travel demand model(s) used to ensure adequate accounting of induced demand.
2. Provide GHG and vehicle miles traveled (“VMT”) analyses for all significant projects evaluated in the conformity analysis.
3. Include reasonable, site-specific alternatives to proposed roadway capacity expansion projects for all corridors with projects evaluated in the conformity analysis.
4. And most importantly, include GHG and VMT mitigation measures to address projected climate impacts if the slate of projects proposed failed to demonstrate a pathway to achieve VMT and GHG reduction commitments.

Notably, the Plan itself does not once mention GHG or carbon emissions.¹ Both the TIP and the regionally-significant highway projects list for the 2050 Plan include significant proposed investments in major highway and arterial roadway capacity expansions, which are widely known to increase VMT and associated GHG emissions. And as expected, the Air Quality Conformity Analysis shows that the 530 additional lane miles² included in the proposed TIP and Long-Range Plan would fail to put the region on track to meet these goals.³

Instead, the Plan projects a 15 percent increase in overall VMT.⁴ Adopting such a plan would be directly contrary to the Board's own 2021 Climate Change Mitigation Study, which found that the region **must achieve at least a 10 percent VMT reduction by 2030 and a 13 percent VMT reduction by 2050** to meet climate targets⁵ As discussed at length in our prior comments, highway capacity expansions are not a path to VMT reduction, and the Board's estimates are likely to underestimate the VMT reductions needed to achieve sufficient GHG reductions in light of recent federal policy changes that are designed to slow the rate of electric vehicle adoption nationwide and in the region⁶

II. Specific Projects of Concern

As noted above, we appreciate the Board's decision to exclude the I-495 Southside Express Toll Lanes from the proposed Plan. We were also pleased to see the VA-28 Manassas Bypass project pulled from the Plan by the local sponsor. However, SELC continues to have concerns with several projects proposed in Virginia that would undercut the region's GHG and VMT reduction goals. In addition, several of these proposed projects would have harmful safety

¹ See TPB, "Frequently Asked Questions: Visualize 2050 Air Quality Conformity and System Performance Assessment," Question 1 (July 10, 2025) <https://visualize2050.org/wp-content/uploads/2025/07/Visualize-2050-Air-Quality-Conformity-and-System-Performance-Analysis-FAQ-7.10.25.pdf> (explaining TPB staff's decision to omit an analysis of climate change from the air quality conformity process).

² See TPB, FINALIZATION OF PROJECT INPUTS FOR AIR QUALITY CONFORMITY ANALYSIS: Visualize 2050 & FY 2026-2029 TIP, Agenda Item 7 (July 16, 2025), slide 7 ("TPB has already approved over 120 highway capacity projects included in the Air Quality Conformity Analysis add [sic] 530 more lane miles (3%)").

³ *Id.*, at slide 19 (showing a reduction in GHG mobile source emissions from 20.7 million metric tons ("MMT") of CO₂ equivalent emissions in 2025 to only 18.2 MMT CO₂ per year by 2030, the vast majority of which is attributable to rising vehicle fleet fuel economy and electrification).

⁴ TPB, *National Capital Region Transportation Plan: Visualize 2050 Draft*, 85 (Oct. 22, 2025) <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-National-Capital-Region-Transportation-Plan.pdf>; see also TPB, *Visualize 2050 Air Quality Conformity Analysis Report Draft*, Table 8 (Oct. 22, 2025) <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-Air-Quality-Conformity-Report.pdf>.

⁵ TPB, *TPB Climate Change Mitigation Study of 2021 Scenario Analysis Findings Final Report*, 38-39 (Jan. 7, 2022), (identified as Mode Shift Scenario 1). More aggressive scenarios that are likely needed to meet transportation climate goals would require even greater VMT reductions: from 14%-20% by 2030 and from 20%-25% by 2050. *Id.*, at 42-23 and 46-47 (describing Mode Shift Scenarios 2 and 3). These projections are discussed in further detail in SELC's April 16, 2024, comment letter.

⁶ See Colin McKerracher et al., *Executive Summary: Electric Vehicle Outlook 2025*, BLOOMBERGNEF, at 3 ("The US passenger EV adoption outlook is now much lower as EV policies and support are being rolled back. Passenger electric car sales in the US rise from 1.6 million in 2025 to 4.1 million in 2030 in this year's outlook, representing 27% of sales. This is significantly less than in our previous outlook and it results in cumulative EV sales between now and 2030 being 14 million units lower.")

and equity impacts and would also have an adverse impact on natural resources such as forested areas and wetlands that are critical carbon sinks, facilitate stormwater infiltration, and reduce urban heat island effects. To avoid locking in these and other damaging projects, the Board should adopt our prior recommendations to include site-specific alternatives for proposed roadway capacity expansion projects in the Plan. Otherwise, the Board will not have the opportunity to evaluate opportunities to meet its climate and VMT reduction goals through better project selection.

We commented on each of these projects in greater detail in our May 14, 2024, letter and include brief summaries here for further consideration.

VA 234 Bypass Extension North (CE 1897) and Pageland Road (VA 704) Widening from Sudley Road (VA 234) to Lee Highway (US 29) (CE 3308)

Based on the information provided, we read both projects as encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C., and fuel sprawling development in some of the few remaining rural areas in northern Virginia. Targeted upgrades to existing north-south corridors in the area and improved transit would be more beneficial, reduce emissions, and cause less damage.

Manassas National Battlefield Park Bypass (CE 3791)

We have long opposed the so-called Manassas National Battlefield Park Bypass, which would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of building four more highway lanes next to the Battlefield, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which was recently expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659.

US 15 Widening between Battlefield Parkway and Montresor Road (CE 3608)

We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. An alternative approach that manages traffic flow on US 15 north of Leesburg, with traffic-calming improvements and roundabouts, would be both effective and protective while inducing less traffic. As a result, we urge you to pursue alternatives to this proposal.

Tall Cedars Parkway Extension (CE 3739)

This proposal to build a new four-lane, median divided highway parallel to Route 50 from Tall Cedars Parkway to the Air and Space Museum Parkway Interchange on Route 28 in Fairfax County raises serious environmental concerns. The route would need to cross Cub Run and its tributaries, traversing an environmentally sensitive area while encouraging more driving.

US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line (CE 2182)

A half billion-dollar urban highway widening is not the solution to the serious safety and operational issues on Route 50. VDOT and Fairfax County recently conducted a Safety and Operational Improvement Study of a major section of this corridor inside the Beltway, and those recommendations should be included as a project-specific alternative to widening. Significant transit improvements are needed along this corridor, and bus rapid transit should be studied as a component of these improvements.

Dulles Airport Access Road Widening (CE 1965)

This outdated \$400 million proposal is unnecessary and would undermine the region's major investment in the Silver Line. Congestion on this route is limited and frequent transit alternatives are readily available.

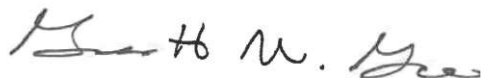
Northstar Boulevard Widening (T 12002)

Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas further to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.

Chain Bridge Road Widening (VA 123) Widening (CE 3376)

Further widening this already expansive, dangerous, highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. It would also cut against other investments in the Plan that seek to right size streets around the Tysons metro stations, such as the Greensboro Drive extension.

Thank you for your consideration. Sincerely,

A handwritten signature in dark ink, appearing to read "Garrett M. Gee". The signature is fluid and cursive, with the first name "Garrett" being more prominent and the last name "Gee" following in a similar style.

Garrett M. Gee
Senior Attorney
Southern Environmental Law Center

From: Lindsey Mendelson Iankova <lindsey.mendelson@mdsierra.org>
Sent: Friday, November 21, 2025 17:53
To: TPBcomment
Subject: Sierra Club Maryland Chapter Public Comment
Attachments: Visualize 2050 Comments (1).pdf

Dear TPB representative,

Attached is the Sierra Club Maryland Chapter comment on Visualize 2050. Can you please confirm you have received this submission?

Much appreciated,

Lindsey

--



Lindsey Mendelson
pronouns: she/her/hers
**Senior Transportation Campaign
Representative
Maryland Sierra Club**

PO Box 278
Riverdale, MD 20738

Direct Line: 240-706-7901 (mobile)
lindsey.mendelson@mdsierra.org

sierraclub.org/maryland/clean-transportation



SIERRA CLUB

MARYLAND CHAPTER

P.O. Box 278
Riverdale, MD 20738

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

November 21, 2025

Re: Visualize 2050 Public Comment

In 2022, the Transportation Planning Board adopted a greenhouse gas emission reduction goal of 50% of 2005 levels by 2030. We applaud this vision and are pleased to see a number of Bus Rapid Transit, MARC, bicycle and pedestrian projects, and completion of the Purple Line included in the Visualize 2050 project summary table. Ultimately, the region needs a much more expansive set of sustainable transportation projects, including full implementation of WMATA's Visionary Bus Network and the MARC Growth and Transformation Plan. To achieve this, as well as meet the objectives identified in DMVMoves, regional leaders need to identify stable, dedicated funding sources for WMATA and our transit expansion needs.

We are concerned that over 500 lane miles of new and expanded highways included would increase the region's greenhouse gas emissions and criteria air pollutants due to the well-documented phenomenon of induced demand. The Transportation Planning Board must also recognize and account for induced demand as a routine aspect of its planning. Currently, page 85 of the plan anticipates only a 5 percent decrease in per capita vehicle miles traveled (VMT) by 2050, despite analysis showing that a 25-30 percent decrease is needed by 2050 to meet the TPB's climate target. Additionally, the plan notes that "pedestrian and bicyclist fatalities are becoming a large portion of all roadway fatalities" and "since 2018, pedestrian fatality numbers have increased and remain elevated compared to previous years." Therefore, the Transportation Planning Board should re-evaluate highway capacity expansion projects that prioritize oversized roads and instead prioritize public transit and active transportation projects that improve safety and mobility for all users.

The Transportation Planning Board took a positive step in this direction by voting in October 2025 to exclude the Southside Express Lanes Project in Visualize 2050. The project as planned would have increased pollution from induced vehicle traffic, put the future of Metrorail expansion over the Woodrow Wilson Bridge at risk, shifted traffic bottlenecks into Prince George's County, and undervalued the region's buildout of public transit. We encourage members of the TPB to work collaboratively on a new study of sustainable transportation needs in the corridor including shoulder bus/HOV lanes combined with expanded carpool/transit incentives in the near term and Metrorail expansion and transit-oriented development in the long term. Additionally, we

strongly encourage TPB to eliminate all the other planned segments that would widen I-495 and I-270 with private toll lanes.

Finally, we continue to urge TPB to categorize projects by highway capacity, highway preservation, transit preservation, and transit capacity. This categorization system is currently used by the Baltimore Regional Transportation Board (BRTB) and will help distinguish between State of Good Repair projects and expansion projects that have an impact on our climate goals.

Thank you for your consideration.

Sincerely,

Lindsey Mendelson
Senior Transportation Campaign Representative
Sierra Club Maryland Chapter

From: nanci wilkinson <nanciwilkinson@gmail.com>
Sent: Monday, November 17, 2025 16:50
To: TPBcomment
Cc: Jeffrey King; sarah.bagley@alexandriava.gov; climate2030;
mwapubliccomment@mwkog.org
Subject: Comments by The Climate Mobilization Montgomery County on Visualize
2050
Attachments: Subject_ Visualize 2050 (1).docx

Please find the comments attached. Thank you. Nanci Wilkinson

To

tpbcomment@mwkog.org

Cc

jking@mwkog.org sarah.bagley@alexandriava.gov
climate2030@mwkog.org MWApbliccomment@mwkog.org

Bcc

bill@smartergrowth.net lindsey.mendelson@mdsierr.org
karlheld213@gmail.com kmwalton@gmail.com
deborahbcohn@gmail.com Bcoufal10@aol.com

Subject

TCM Comments on Visualize 2050

Here are the comments of The Climate Mobilization Comments on
Visualize 2050.

To: National Capital Region Transportation and Planning Board

Date: November 17, 2025

Subject: Visualize 2050

Organization: The Climate Mobilization Montgomery County

Thank you for this opportunity to share comments from The
Climate Mobilization, Montgomery County (TCM) on the National
Capital Region Transportation Planning Board's (TPB) Visualize
2050 plan. Our view is that the Visualize 2050 plan is insufficient
to address the climate emergency our region is facing, and different
actions need to be taken to help us navigate the challenges.

We note that the impact of TPB's work is wide-ranging, affecting all of Maryland, Virginia and the District of Columbia. Thank you for your efforts in planning for better transportation systems throughout the DMV, particularly for your adoption of the Transportation Resilience and Improvement Program which has helped communities prepare for, respond to and recover from changing conditions and disruptions caused by climate emergencies.

The Visualize 2050 Plan Goals are noteworthy:

Safety

Well-maintained infrastructure

Travel time reliability

Efficient system operations

Affordable and convenient mobility options

Environmental protections

Resilient region

Liveable and prosperous communities

TCM strongly supports these goals, as they reflect our view of the DMV's struggle ahead, particularly as it relates to climate emergencies.

We encourage the Board to embrace their 2030 climate friendly targets of reducing vehicle carbon emissions by 20 percent and trucks by 50 percent. Unfortunately, these goals are not possible under the Visualize 2050 plan. Emissions and vehicle travel miles will be decreased only slightly under this plan. Public recognition of the failure of Visualize 2050 in not meeting these required climate goals must be noted for promoting needed changes. Visualize 2050 promotes faulty congestion induced demand solutions such as the \$300 million dollar widening of Norbeck Road, the Chain Bridge Rd (VA 123) widening and other Montgomery and Frederick County sprawl projects. Overly wide roads in the Plan need to be redesigned

as they promote expensive high speed, high volume traffic corridors.

To better meet the Board's climate goals,TCM recommends following the commuter connection programs from the Coalition for Smarter Growth for: carpooling, vanpooling, telecommuting, transit with bus and rail, guaranteed ride home, and bicycling to work. Continued promotion of the use of electric cars throughout the DMV is also critical to successfully address clean air and carbon reduction. TCM supports rail and transit projects, local walkable safe street grid buildouts and trail and ped/bike and rapid bus projects.

Member jurisdictions must be held accountable for their role in promoting and implementing the Board's climate goals.The Council of Governments and TPB must ensure that emission records are continued for jurisdictions to track progress on meeting those goals.

We congratulate the Board in not funding the Southside Expansion of Beltway lanes, which allows for the ability to move forward with more targeted and multi-model transportation plans.

The DMV Moves initiative supported by COG and regional leaders hopefully will inspire state and local officials to secure new dedicated transit funding where needed. COG and the Board need to do widespread marketing of these ideas.

Finally, we appreciate the Board's recognizing the importance of implementing the strongest plan possible for this rapidly growing and moving area. The Board's adoption of a seventy-five percent increased target for new housing and jobs in walkable, transit service activity centers is a significant step in the right direction. TPB members should encourage this goal in their own jurisdictions to ultimately ensure greatly reduced vehicle miles driven.

Sincerely,

Nanci Wilkinson

On behalf of

The Climate Mobilization, Montgomery County

Subject:

Commenter Name: Kai Hall

Commenter Type: A Non-profit Organization

Zip Code: 20003

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:



DC TRANSPORTATION EQUITY NETWORK

National Capital Region Transportation Planning Board
Visualize 2050
November 19, 2025

Dear members of the Transportation Planning Board,

My name is Kai Hall and I'm the coordinator for the [DC Transportation Equity Network \(DC TEN\)](#). The DC TEN is a cross-sector coalition of nonprofit and labor organizations advocating for transportation policies that rectify historic disparities in access to opportunity, health, and leisure, and expand opportunity for those pushed to the margins of a thriving city. Our membership includes 14 organizations: DC Families for Safe Streets, So Others Might Eat (SOME), HIPS, Washington Interfaith Network, the DC Chapter of the Sierra Club, Citizens Climate Lobby DC, Sunrise Movement DC, Disability Rights DC, MedStar Washington Hospital Center, DC Primary Care Association, Amalgamated Transit Union Local 689, the Washington Area Bicyclist Association, and Greater Greater Washington.

We are writing to urge you to do three things:

1. Formally adopt the "[transportation time tax](#)" as a metric for planning and funding decisions.
2. Add and prioritize true, high-quality Bus Rapid Transit (BRT) corridors in the District of Columbia in Chapter 6 of Visualize 2050.
3. Shift resources away from new highway and arterial widenings toward projects that measurably reduce the time tax for non-drivers and cut greenhouse gas emissions.

These policies are necessary to ensure that Visualize 2050 meets its own stated goals of safety, travel time reliability, affordable and convenient mobility options, environmental protection, and a resilient region.

Eliminate the transportation time tax

In 2025, the DC TEN and Greater Greater Washington undertook a [District-wide analysis](#) of what we call the **transportation time tax**: the extra time transit riders must spend compared to drivers making the same trip. The time tax harms drivers, too. When we prioritize driving over all other modes of transportation, driving becomes less reliable as traffic increases.

Some of our key findings about the transportation time tax include:

- On average, transit trips in DC take more than 2.5 times longer than driving.
- The average time tax is over 31 minutes per one-way trip for riders.
- In the worst cases, transit trips take up to eight times longer than driving, with the 90th-percentile multiple at 3.8 times longer than driving.
- The absolute time penalty for riders ranges from two minutes to 93 minutes, with the worst 10% of trips imposing more than 50 extra minutes per ride.

The inequities are starkest east of the Anacostia River:

- Ward 8 residents face the highest average time tax—37 minutes per trip—while also having among the lowest rates of car ownership, with about 46% of households having no vehicle.
- For many Ward 7 and 8 residents, a job or doctor's appointment that takes 20 minutes by car becomes a 60- to 75-minute transit ordeal. That is not just an inconvenience; it is a structural barrier to employment, education, health care, and family life.

Visualize 2050 rightly emphasizes travel time reliability, affordable and convenient mobility options, environmental protection, and livable communities. But nowhere in the plan is there a clear, people-centered metric like the transportation time tax that shows who pays, with their time, for the choices made by the region's leaders.

In DC, we have taken some steps toward prioritizing bus riders, including by installing peak-only bus lanes on 16th Street NW and segments of bus lanes on H Street/Benning Road NE and 14th Street NW. But these are partial measures that never fully center transit riders in the right-of-way over car drivers and, as a result, buses routinely crawl through traffic, barely faster than cycling and only marginally faster than walking over shorter distances. [WMATA supports this](#) with its own data, asserting that for most trips in the region, transit is not time-competitive with driving, with bus trips taking 4.5 times

longer than driving trips. This leads to a cycle of congestion and declining bus performance when we don't dedicate streetspace to separated transit infrastructure.

MWCOG should incorporate the time tax into its metrics for planning and funding. The time tax should be treated as a key indicator with a target date for a certain degree of reduction.

True BRT

At the regional level, recent reporting has highlighted that “[the future of Metro is the bus](#)”, with plans to expand bus lanes and reconfigure service as the Better Bus Network rolls out and new rail projects become harder to fund. The DMVMoves task force has similarly called for major new regional funding and better integration of bus services.

Yet even the District does not have a single corridor that meets widely accepted definitions of true Bus Rapid Transit, such as those outlined by the [Federal Transit Administration](#):

- Dedicated, physically separated bus lanes (often median-running), all-day and in both directions.
- Level, all-door boarding with off-board fare payment to minimize dwell times.
- Widely spaced stations (0.5–1 mile), high frequency, and strong branding.
- Integrated signal priority, real-time information, and high-capacity vehicles.

These elements allow BRT to achieve average operating speeds of 15 to 30 mph, roughly double those of local buses, while still being far cheaper and faster to implement than new rail lines.

Without true BRT, the District will not substantially reduce the transportation time tax for transit riders—especially east of the river—nor will it fully realize the mode shift and emissions reduction potential that TPB's own climate goals require.

Deprioritize roadway widening projects

As the federal government pulls back support for transit and active transportation projects, cities, states, and MPOs like MWCOG will need to step up to adequately fund non-car modes of transportation. In an increasingly constrained budget environment, TPB should deprioritize roadway widening projects, which induce more traffic, and divert those resources to projects that reduce the transportation time tax, including bus rapid

transit. Not only does expanding roads worsen traffic congestion, it also directly contradicts TPB's progress on its air quality and climate goals.

Sincerely,

A handwritten signature in black ink that reads "Kai Hall". The script is fluid and cursive, with the first letters of "Kai" and "Hall" being capitalized and prominent.

Kai Hall

Coordinator, D.C. Transportation Equity Network

D.C. Policy Manager, Greater Greater Washington

khall@ggwash.org

From: bcoufal10@aol.com
Sent: Friday, November 21, 2025 12:34
To: TPBcomment
Subject: Comments on Visualize 2050
Attachments: TPB - Visualize 2050 final comments 2025.docx

Please find attached comments on Visualize 2050 submitted by Citizens Against Beltway Expansion. Thank you for your assistance.

Barbara Coufal

November 21, 2025

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

Dear Members of the Transportation Planning Board:

On behalf of Citizens Against Beltway Expansion, I am writing to comment on Visualize 2050, the draft transportation plan for the region.

The TPB correctly decided to exclude the Southside Express Lanes from Visualize 2050. We commend the members of the Transportation Planning Board for this decision. We urge the Maryland Dept. of Transportation (MDOT), the Virginia Dept. of Transportation (VDOT) and affected local jurisdictions to engage in a collaborative effort to address congestion in the Southside corridor. Near-term and medium-term alternatives could include piloting bus and HOV lanes on the available right-of-way; expanding commuter incentives; and studying alternative managed lane strategies that provide incentives for carpools and buses without widening the highway. Long-term solutions include Metrorail or advanced bus rapid transit with transit-oriented development in communities along the corridor.

We urge the TPB to also exclude from Visualize 2050, MDOT's plan to add toll lanes to I-495 and I-270. Like the Southside toll lanes, the I-495/I-270 project would only move a bottleneck from the American Legion Bridge area to the Beltway at Old Georgetown Road and to I-270. Rather than spend resources on a plan to merely move a bottleneck, resources should be directed to alternatives that would effectively reduce congestion. For the near term, this could include adoption of the Innovation Congestion Management system

on the Beltway, which is successfully reducing congestion on I-270 South. Like the Southside corridor, a study of the impact of providing incentives for carpools and buses without widening I-270 and I-495 could be undertaken. For the long-term, expanding transit including more frequent MARC trains and advanced bus rapid transit should be studied.

In general, Visualize 2050 does not make significant progress to increase travel by transit, walking and bike riding or by carpooling. As a share of all trips, transit trips increase by only 1% from 7% in 2025 to 8% in 2050. Walking and biking increase from 12% to only 14%. Carpooling does not increase as a share of all trips. These numbers make clear that the region must do more to make transit available and to reduce dependence on single occupancy vehicle travel.

Highway expansions, such as the I-495/I-270 plan, are not consistent with the TPB's policy framework and goal of reducing greenhouse gas emissions. In 2021, the TPB adopted a resolution to develop future plans that include analyses of a project's impact on the region's goal to reduce greenhouse gas (GHG) emissions. Yet sponsors of the Southside Express Lanes and I-495/I-270 toll lanes failed to provide analyses of how each of these projects would impact GHG emissions.

Highway expansions are not consistent with TPB's policy requiring consideration of multiple build scenarios. Alternatives to widening highways were not studied for the Southside Express Lanes or the I-495/I-270 projects. The TPB should reject projects where there has been a failure to study alternatives to highway widening.

While TPB resolutions recognize that more must be done to address global warming and to provide better options for moving people to and from work and other destinations, the TPB is not putting these resolutions into effect. As a step toward meeting its goals, we urge that the I-495/I-270 project be removed from Visualize 2050.

Sincerely,

Barbara Coufal, Chair

Citizens Against Beltway Expansion

From: bcoufal10@aol.com
Sent: Sunday, November 16, 2025 15:54
To: TPBcomment
Subject: Item 1 Public Comment Opportunity
Attachments: TPB - comments for November 19 mtg.docx

Please find attached a comment letter on Visualize 2050 for the November 19 meeting of the TPB.

Thank you,

Barbara Coufal

November 16, 2025

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

Dear Members of the Transportation Planning Board:

Last month, you made the correct decision to exclude the Southside Express Lanes from Visualize 2050. We thank the members of the Transportation Planning Board for that decision.

While it is clear that the Virginia Dept. of Transportation's plan to address congestion was harmful and would not have resolved congestion, there are alternatives to explore. We urge the Virginia Dept. of Transportation, the Maryland Dept. of Transportation and affected local governments to work collaboratively to study effective alternatives to reduce congestion in the southern Beltway corridor.

Near-term and medium-term alternatives could include piloting bus and HOV lanes on the available right-of-way; expanding commuter incentives; and studying alternative managed lane strategies that provide incentives for carpools and buses without widening the highway. Long-term solutions include Metrorail or advanced bus rapid transit with transit-oriented development in communities along the corridor.

There are effective alternatives to address congestion. Now is the time to begin collaborative work to explore them.

Sincerely,

Barbara Coufal, Chair

Citizens Against Beltway Expansion

Thank you for the opportunity to comment. I believe we need to be much more ambitious with our vision for building out public transportation options in the region. We need much stronger links between regional activity centers -- for example the Maryland suburbs immediately north of DC and Northern Virginia/Tysons etc -- and fewer expectations that ever-increasing density around the footprint of a metro built for commuter patterns of 50 years ago will solve our problems.

And that should include new rail links, not just Bus Rapid Transit. A few BRT corridors will not solve our traffic issues. We need to *inspire* the citizens of this area with the vision of a transportation network that's second to none. That will come with a price tag, and require a commitment to accelerating the ridiculously long processes that led to a 30 year plus time horizon -- from planning to build-out -- of the purple line.

But nobody will be inspired if we limit our imagination. We have lots of examples around the world to draw from. Let's take the best of the best and give the people of this region, and of this country, something to be proud of that truly revolutionizes the way people navigate a greater metropolitan area.

From: Debbie Cohn <deborahbcohn@gmail.com>
Sent: Sunday, November 16, 2025 20:35
To: TPBcomment
Cc: Jeffrey King; sarah.bagley@alexandriava.gov; climate2030; MWAQCPublic
Comment
Subject: Comments on Visualize 2050 of Deborah A. Cohn
Attachments: Testimony on Vizualize 2050 v10.docx

Dear Members of the Transportation Planning Board,

Thank you for your commitment to improving transportation in the National Capital Region. I have attached my comments on Visualize 2050 to this email.

Deborah Cohn

Transportation Planning Board

tpbcomment@mwkog.org

Comments of Deborah Cohn

Bethesda, MD.

November 16, 2025

Thank you for the opportunity to comment on Visualize 2050.

Visualize 2050 rightly includes significant funding for public transit, transit oriented development, long distance, fully segregated safe walking and biking lanes, and maintaining existing infrastructure in good repair. These investments will reduce accidents, congestion, and environmental burdens and improve air quality and health. Highly expensive investments in widening and extending highways, arterial roads and collector roads, in contrast, will induce rather than diminish congestion, reduce air quality and burden the environment. Increasing investment in public transit and safety improvements and decreasing investment in highway construction will move our multi-modal transportation system toward one worthy of the country's National Capital Region.

The region's continued reliance on traditional automobiles and small trucks contributes significantly to unhealthy air and global warming. To reduce reliance on these vehicles, the region needs to make walking, biking, and use of public transit, including bus, BRT, commuter rail, METRO rail and light rail, more attractive than driving. Only then will people choose transit over driving as their preferred mode of transportation.

To encourage more people to use public transit, two things are necessary:

First, public transit must be cost competitive. Most people will not use public transit unless it is significantly less expensive than driving.

Increasing the relative cost of driving can be achieved through more

effective user fees. These fees have the dual benefit of ensuring that drivers pay equitably for the use of public roads and that adequate funds are available to invest in safe roads and transit. Gasoline taxes long provided a way of taxing vehicle use, but the shift to EVs, hybrids and more efficient internal combustion engines is undermining this source. Some jurisdictions are shifting to systems that impose taxes on the number of miles driven, using, e.g., GPS-based tracking systems. Doing so can raise issues about privacy and about distinguishing between driving in and outside of a specific jurisdiction. Other countries have begun using such systems. TPB and MWCOC should study and learn from what other jurisdictions have done, including some systems that better protect privacy. TPB and MWCOC should then design equitable systems that create dedicated financial resources for transportation which could be used, in part, to ensure that public transit is less expensive and more desirable than driving. The governments in the region can also influence cost comparisons by providing reduced or zero fares for certain transit options, but doing so would, of course, have serious financial implications. Local governments could also tax personal vehicle use, e.g., by increasing the cost and decreasing the availability of parking, imposing congestion fees for driving, say, in certain areas of Washington, D.C., Bethesda, or Arlington, or linking taxes (e.g., registration fees or road fees) to miles driven.

Congestion fees are distinguished from HOT lanes which segregate BRT and vanpools to shorten travel time (a necessary condition for motivating more people to prefer transit), but also siphon off drivers who can afford luxury lane taxes at the expense of reducing general purpose lanes. Reducing those lanes increases congestion for most drivers. Existing experience with HOT lanes in certain parts of the National Capital Region demonstrates that HOT lane induced congestion alone is not sufficient to induce significant numbers of drivers to switch to transit. Just like highway widening does not reduce congestion due to induced demand, designed increases in congestion alone do not induce mode-switching.

Charging minimal fees for use of the general purpose lanes, however, might tip the cost calculus enough to induce meaningful numbers of drivers to prefer transit, while providing additional

resources, along with other user fees, to invest in transit to make it competitive with driving in terms of time.

Second, public transit must be competitive in terms of time. For transit to be competitive in terms of time, (1) users must not be required to wait unduly for the next train or bus, (2) the train or bus must be able to move quickly, e.g., because of special lanes reserved for public transit, and (3) public transit must be reliable.

Making public transit competitive in terms of cost and time, and making walking and biking safe, desirable alternatives to vehicles will generate major benefits as more people use these modes of travel instead of personal vehicles. Increased use of public transit, walking and biking will reduce road congestion and environmental burden, improve highway, arterial and collector road safety, improve air quality and public health, and reduce the need for massive investments in highways and major roads that induce even more people to rely on personal vehicles. Combined, these changes will help create a multi-modal transportation system worthy of the country's National Capital Area.

cc:

Jeffrey King, COG Climate, Energy, and Air Program Director
jking@mwccog.org

Vice Mayor Sarah Bagley, City of Alexandria, chair of the COG
Climate Energy and Environment Policy Committee (CEEPC)
sarah.bagley@alexandriava.gov

climate2030@mwccog.org

Metropolitan Washington Air Quality Committee
MWAQCpubliccomment@mwccog.org

From: Martha Polkey <martha.polkey@icloud.com>
Sent: Monday, November 17, 2025 16:01
To: TPBcomment
Cc: Bill Sellers
Subject: Visualize 2050 comment
Attachments: CE3608 Rt 15 N map issues.pdf

Good afternoon.

I wish to comment on two Loudoun County projects listed in the Visualize 2050 Plan.

CE3726: US 15 Leesburg Bypass / Battlefield Parkway Interchange. The project description states that “the goal of this project is to reduce congestion and vehicle delays.” This intersection is *not* the source of the delays in this section of the corridor.

The source of the delay is 2 miles north—the signalized intersection of Route 15 and White’s Ferry Road. After the signal, p.m. northbound traffic flows freely. At morning peak time, it is again the White’s Ferry Road signal delaying traffic, not the Battlefield Parkway signal.

The Battlefield intersection marks the end of the town’s transportation boundary, with a rural area (and a National Scenic Byway) northward. About 21,000 of the average annual daily trips on this highway are out-of-state commuters; AADT rises to 27,000 at this intersection.

Loudoun’s Department of Transportation and Capital Infrastructure intends to retain this signal, despite a roundabout being not only the safer and higher efficiency intersection control, with greater emissions reductions. Roundabouts were preferred by 78% of citizens surveyed, but DTCl did not address unfounded concerns on the part of some residents in an adjacent housing development about their function.

How does an interchange at this location make sense with a signal two miles north? How can it possibly reduce emissions when the traffic exiting and entering the interchange will, particularly at peak afternoon travel times, still be delayed because of the signal two miles further north? I regularly drive this route—and know, like my fellow 26,999 drivers, that the Whites Ferry signal is the issue.

If you stood at either the Battlefield Parkway or White’s Ferry Road intersections holding a sign saying “honk if you want a roundabout at White’s Ferry Road, the sound would be deafening.

A much better project would be a transit project to encourage out-of-state drivers to use transit.

This project would provide some safer multimodal options, for residents on each side of the Route 15 bypass, but there are much cheaper ways to accomplish that.

CE3608: US 15 North Widening: Battlefield Pkwy. to Montresor Road. The map shown for this project does not align with the project described. (See attached).

There are many concerns with this project.

- Historic, scenic, and environmental assets. It threatens environmental and historic assets along this Journey Through Hallowed Ground National Scenic Byway and National Heritage Area. The answer to the claim that JTHG guidelines would be followed “where possible” is: The county has never found that never to be possible. Its plans call for putting a 140-foot wide road print on a 25-foot wide rural highway in karst geology with numerous streams, large springs, native trout habitat, historic properties and working farmland.

The county initially told JTHG it would conduct a Section 106 process to mitigate impacts to natural, scenic, and historic assets along the corridor, then withdrew that offer. It sought a U.S. Army Corps of Engineers “general permit” for the project to evade such reviews; the Corps eventually ruled those reviews must proceed. Loudoun has removed its application for Corps review the segment from White’s Ferry Road to Montresor Road (where there are several stream crossings and many historic assets, including historic properties listed on the National Register of Historic Places). Corps approval of the project may require modifications to the project.

There have been repeated well-water contamination and new sinkholes with new construction along this corridor (where all residents rely upon wells), and the County has declined to initiate baseline data collection on private or community wells prior to construction.

- Traffic function. The primary cause of congestion in this section of the north-south corridor is the signal at White’s Ferry Road. To the east, the road ends at a river landing for the (now-closed) ferry, and a development of about 50 homes. To the west is a housing development and golf club with about 200 homes. In addition to retaining the signal at a new 4-lane intersection (because some residents of one of the developments don’t understand how roundabouts function and gained the support of the Catocin District’s Supervisor to retain it), this project adds another signal for southbound traffic (the green T intersection).

It *merely pushes congestion north* a few miles, which was the political goal of the Leesburg District Supervisor. The county’s studies themselves show that end result; the corridor is constrained by the 2-lane bridge over the Potomac.

The roundabout at a combined intersection of Montresor and Limestone School roads with Route 15 is welcome; but the county missed an opportunity with the new Limestone School Road section to address a safety issue a half mile east, where a historic 1-lane bridge causes safety and access issues during seasonal events at Temple Hall Farm Park, a NOVA Parks property.

Where is the realistic evaluation of induced traffic and cut-through traffic, which will within a few years result in a return to the initial congested state? TPB planners know this will be the result, following hundreds of millions of public expenditures.

Using an environmental capacity standard instead, with a boost to transit options for commuters, adding shoulders and replacing all signals with roundabouts would be vastly cheaper solution and preserve the vibrant rural agricultural economy that has capitalized on the tourism from the Byway status. This project and its subsequent segments will sacrifice that to prioritizing through traffic.

Better and cheaper solutions that could be built faster are available (and have been successful on two other Loudoun rural arterials, Routes 50 and 9), but the development industry strongly backs this project because it will open up a swath of new farmland for sprawl housing development.

• **VISUALIZE 4045's Seven Transportation Initiatives for a Better Future.**

Bring Jobs and Housing Closer Together

Expand Bus Rapid Transit Regionwide

Move More People on Metrorail

Provide More Telecommuting and Other Options for Commuting

Expand Express Highway Network

Improve Walk and Bike Access to Transit

Complete the National Capital Trail

What ever happened to these?

Martha Polkey, Coordinator

The Catocin Coalition

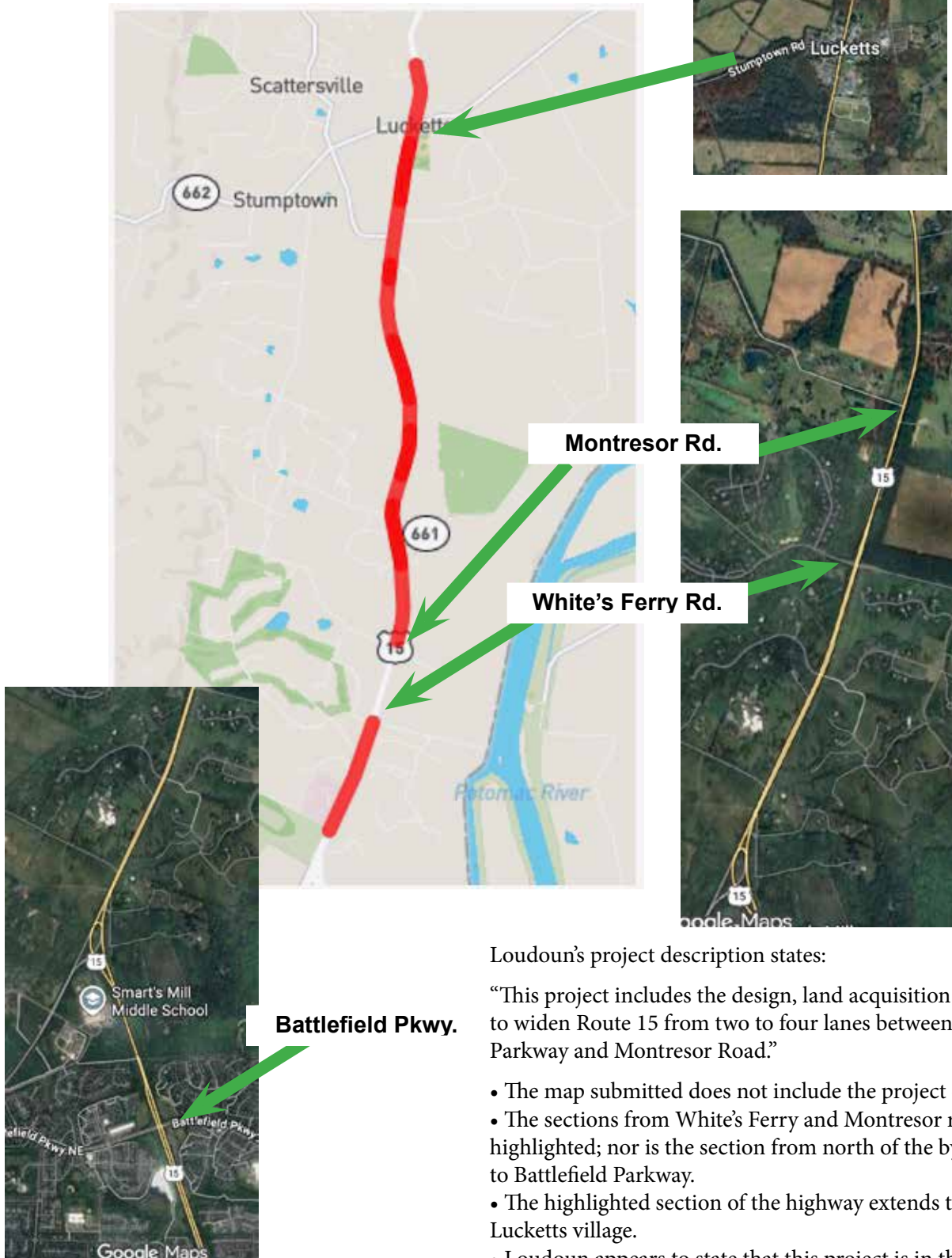
14605 Chapel Lane Leesburg, VA 20176

martha.polkey@icloud.com

QUESTIONS REGARDING

CE3608: US 15 North Widening: Battlefield Pkwy. to Montresor Rd.

Below is the project map Loudoun submitted to TPB. The northern highlighted road section is from north of Lucketts village south to Montresor. The southern highlighted section appears to be from White's Ferry Road to just north of the Route 15 Bypass split.



Loudoun's project description states:

"This project includes the design, land acquisition and construction to widen Route 15 from two to four lanes between Battlefield Parkway and Montresor Road."

- The map submitted does not include the project described.
- The sections from White's Ferry and Montresor roads are not highlighted; nor is the section from north of the bypass split south to Battlefield Parkway.
- The highlighted section of the highway extends to north of Lucketts village.
- Loudoun appears to state that this project is in the 2029 TIP but it doesn't seem to be listed.

Subject:

Commenter Name:

Commenter Type: An Individual

Zip Code: 22201

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: News or Media

Other Comment Text:

Comment Text:

Thank you for the opportunity to comment on Visualize 2050. I strongly support your stated goals of increasing accessibility, mobility, and travel-time reliability. However, to deliver on these goals equitably, I urge the TPB to further prioritize investments in transit and rail over road widening, and to place a stronger emphasis on serving communities that rely most on public transportation.

Specifically:

- Please expand support for more frequent, all-day, bi-directional commuter rail, and better integration between VRE and MARC. This supports equity by making regional rail more useful to more people, not just peak commuters. Because NVTC, GWP, VRE, MARC, and other partners are actively pursuing improved regional rail interoperability and all-day service models, the long-range plan should explicitly support these collaborative efforts to build a seamless, connected passenger rail network for the region. (I can't tell you the number of times myself and friends and family would've utilized all-day bi-directional rail if it were available)
- Increase investment in bus rapid transit and other high-frequency bus options, especially in underserved corridors. Use TSMO strategies (signal priority, dedicated lanes) to make service more reliable.
- Strengthen plans for pedestrian and bicycle infrastructure around transit stations, particularly in equity emphasis areas. Increase curb extensions.
- Develop transparent metrics around transit access, affordability, and service equity, and report on progress regularly.
- Assess and mitigate localized air quality impacts from transportation investments (not just regional emissions), and prioritize clean transit vehicles to address environmental justice. Also, reconsider highway expansions that disproportionately benefit drivers.

Given the goals of DMVMoves and the I-95/I-395 'SJ28' regional congestion management efforts, Visualize 2050 would benefit from stronger integration with multi-jurisdictional strategies that prioritize transit reliability, managed lanes access for buses and carpools, and better cross-border mobility.

These priorities will help ensure that Visualize 2050 delivers a truly multimodal, equitable, and resilient transportation future for the region. Thank you for your work, and for centering public input in this long-range plan.

Subject:

Commenter Name: Kai Hall

Commenter Type: A Non-profit Organization

Zip Code: 20003

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

Subject: Comments on Draft Visualize 2050

Commenter Name: Just Economics LLC

Commenter Type: A Business

Zip Code: 20009

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

see uploaded document



COMMENTS ON VISUALIZE 2050

November 21, 2025

Dear Sir or Madam:

Below are comments on the draft Visualize 2050 report.

Visualize 2050 accurately notes that land use (where development occurs and how intensively it occurs) determines both transportation demand and the mode(s) that are most able to satisfy that demand. Urban sprawl (low density, homogenous and discontinuous development) is characteristic of large geographic areas within the Washington Metropolitan Region. Due to distances between homes, schools, employment, shops and cultural/recreational facilities, almost every activity outside of the home requires an automobile trip. Transit, which requires many people going in the same direction at the same time, does not operate effectively or efficiently in a sprawl environment. Walking, biking and other forms of active transportation can be difficult, inconvenient, unsafe, and impractical. Thus sprawl creates dependency upon automobiles for daily life.

Visualize 2050 also notes that housing affordability is a problem in addition to sprawl.

Unfortunately, Visualize 2050 is very weak in establishing the link between housing affordability, urban sprawl and transportation problems such as congestion and pollution. It also fails to explain the link between transportation investments, a lack of affordable housing and sprawl. I refer to this as the “infrastructure conundrum.”

Infrastructure Conundrum: Transportation infrastructure is often created to facilitate both residential and commercial development. If that infrastructure is well-designed, well-constructed and well-executed, nearby land prices rise. This chases development to cheaper, but more remote sites. Occupants of these remote locations lobby for the extension or expansion of transportation infrastructure to their area. Once this occurs, the cycle repeats as rising land prices choke off development and new development occurs on cheaper sites even farther away. Thus, infrastructure created to facilitate development can chase it away.

The “infrastructure conundrum” helps explain why there is a lack of affordable housing in the Region’s core and in nearby activity centers. It also explains the economic motivation for sprawl (cheaper land in remote locations yields greater profits).

Visualize 2050 notes that low-density zoning is a problem and it notes that regional jurisdictions have adopted “targets” for new housing development and for affordable

housing as well. But the plan fails to note that zoning, by itself, cannot effectively resolve either the sprawl or the affordability problems. Indeed, just as infrastructure intensity in the Region's core and activity centers are partly responsible for high land and housing prices, changing zoning to allow for greater development density/intensity also inflates land prices.

Visualize 2050 must include a discussion of the "Infrastructure Conundrum" to help policy makers understand the causes and solutions for effective, efficient and equitable transportation solutions.

The Visualize 2050 Financial Plan meets federal requirements. However, **the Financial Plan fails to note how transportation funding sources impact transportation demand, travel behavior and land use.** The Financial Plan looks only at how much revenue is raised and how it is spent. But, due to incentives and disincentives embedded in various taxes and fees, **"how"** revenue is raised is equally important as **"how much"** revenue is raised.

The Financial Plan should cover the following additional topics regarding transportation funding sources:

- **Performance-based parking prices.** Free and low-cost parking induces driving and facilitates sprawl. Performance-based parking pricing (dynamic pricing for parking based on supply and demand) can help divert some automobile traffic to various forms of shared transportation that do not require parking. This in turn generates a demand for residential and commercial locations that are served by transit and other forms of shared transportation. Thus, in addition to raising revenue, over the long term, performance-based parking pricing can reduce traffic congestion and sprawl.
- **Roadway Pricing.** The appearance that roadway travel is free results in low-value automobile travel during peak times, exacerbating congestion and its adverse environmental and economic consequences. It encourages many to locate homes and businesses far from the Region's center, exacerbating sprawl and creating auto dependence.
 - **Cordon pricing**, whereby vehicles are charged a fee for crossing an arbitrary boundary, can be effective in reducing traffic in the short term. However, in the long term, such fees could induce residents and businesses to relocate, away from the central cordon, thereby exacerbating sprawl and congestion.
 - **Mileage-based congestion pricing** (similar to that used by Metrorail and also by some of the regional HOT lanes), would also reduce traffic in the short term. However, in the long term, it would encourage residents and businesses to locate closer to their typical daily destinations in order to reduce the fee. This would reduce sprawl, thereby enhancing the convenience and efficiency of non-SOV travel modes. Thus, this approach would be more successful in reducing congestion and pollution over the long-term than the cordon pricing approach.

- **Sales Tax.** Many jurisdictions look to sales taxes to fund transportation facilities and services. Sales taxes do not reflect the benefits that taxpayers receive from the transportation system. Sales taxes do not reflect the burdens that taxpayers impose upon the transportation system. Sales taxes therefore have little or no impact on travel behavior or land use decisions.
- **Property Tax.** The property tax is actually two different taxes. One is a tax on the privately-created value of improvements (primarily buildings) and the other is a tax on the publicly-created value of land.
 - **Tax on Improvement Value.** Like the sales tax, the tax on improvements does not reflect benefits received or costs imposed. However, this tax makes it more expensive to construct, improve and maintain buildings over time. This is contrary to the goals of the region to increase housing supply and enhance its affordability.
 - **Tax on Land Value.** Land value reflects the value of publicly-created goods and services (infrastructure) at particular locations. Therefore, a tax on land value is more like a fee than a tax because the taxpayer is paying in proportion to the benefits received. Essentially, the taxpayer is simply returning to the community value that the community created in the first place.

Furthermore, a “**land value return fee**” reduces the profits from land speculation. Reducing land speculation would **reduce land prices** and this could significantly reduce housing costs for many people.

Additionally, a “land value return fee” induces the development of high-value sites. These tend to be infill sites near existing infrastructure amenities like transit – and these are the very locations where development should occur to maximize the utility of the existing infrastructure systems. By **encouraging infill**, land value return reduces sprawl and provides a solution to the Infrastructure Conundrum. This reduces traffic congestion and pollution. It also saves taxpayers money by avoiding the wasteful duplication of expensive urban infrastructure systems (streets, sidewalks, water, sewer, power, etc) at the urban fringe.

- **Property Tax Shift.** The previous discussion indicates that communities could reduce the tax rate applied to building values while increasing the rate applied to land values. The lower tax on buildings would make them cheaper to construct, improve and maintain over their useful lives. The higher tax on land value would help keep land prices lower. Thus, without any new spending or any loss of revenue, this Tax Shift could make both buildings and land more affordable while reducing sprawl with infill development.

In addition to the recommended addition to the Financial Plan, Visualize 2050 should be revised as follows:

- **Transportation performance targets** must include land use targets to be meaningful.
- The **congestion management process** must include land use reform and pricing to be meaningful. For example, on page 95 of the report, the following congestion management strategies are listed:
 - demand management,
 - traffic operational improvements,
 - public transportation improvements,
 - ITS technologies, and
 - additional system capacity

Neither land use reform nor parking pricing, nor roadway pricing are listed as congestion management strategies.

Typo

2050 Overview Document: Mode Share Bar Chart on Page 28

2050 Drive Alone bar shows 41%. **SHOULD BE 38%**

NOTE: This chart, figure 6.3, is correct in the main report on page 78.

Chart Refinement

2050 Overview Document: Pie Chart on Page 37 “Funding Program By Jurisdiction”

Chart shows 26% of the TIP funded by WMATA.

But WMATA has no independent funding. WMATA gets funds from DC, MD & VA.

Therefore, **the WMATA Pie Slice should be subdivided between DC, MD & VA according to their respective capital funding shares.**

NOTE: I did not see this chart in the main report. However, if it is there, it should be refined in an identical way.

Thank you for considering these comments.

Sincerely,



Rick Rybeck, Director

Subject: Comments on Visualize 2050

Commenter Name:

Commenter Type: An Individual

Zip Code: 20003

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

I like the formatting choice of showing simply how targets were met or not met in the plan.

I have some follow-up questions: Where are the freight bottlenecks in the region? Will maps and interactive layers related to these analyses be released later? The lack of maps embedded in the plan is noticeable.

For comments, I would like to note that DC Streetcar service will end on 3/31/2026 (source link: <https://ddot.dc.gov/release/ddot-announces-dc-streetcar-service-end-march-31-2026>). Please update page 5 to reflect the long-term amount of streetcar miles in the region.

Further, page 29 discusses safety on transit. However, the correlation of security officers and decreased crime to increased ridership is misrepresented by the cited WMATA press release. In the press release, WMATA states that ridership in February 2024 is up 24% year-to-date. This means that they are comparing ridership to January 2024, when WMATA showed an uncharacteristic drop in ridership. February 2024 Metrorail ridership is actually fairly commensurate with 2023 numbers (source link:

<https://www.wmata.com/initiatives/ridership-portal/upload/February-2024-Ridership-Snapshot.pdf>). It's fair to relate increased security presence to decreased crime, but there is no proof of relationship with security presence and ridership.

Also, on page 34, the plan discusses the U Street Performance Parking Zone as “leading to dynamic price changes throughout the day”. The U Street Performance Parking Zone pricing is demand-based, not dynamic, as prices during a time band are not flexible based on real-time behavior.

Finally, page 50 states that DC streetlights are being upgraded for the system to provide public Wi-Fi. This information and the citation are out of date and misrepresents the Smart Street Lighting Project. According to information on <https://streetlights.dc.gov/>, the project aims to mount wireless access to select light poles to extend public Wi-Fi at those select points, not system-wide. The project is more for LED upgrades and remote monitoring of streetlight condition, not necessarily for CAVs. Please link to the updated site as well.

Thank you for your time and effort in making this plan.

Subject:**Commenter Name:** Petra Baldwin**Commenter Type:** An Individual**Zip Code:** 20009**Comment Topic(s):** Draft Visualize 2050: National Capital Region Transportation Plan**Referral Source:** Newsletter**Other Comment Text:****Comment Text:**

As a DC resident, I appreciate the long-term visioning for regional transportation and opportunity to comment. I hope you will work in coordination with adjacent regions, especially Anne Arundel County. I commute to Annapolis from DC and there are no public transportation options, so I must drive. There are multiple commuter busses in the opposite direction, why not even one in the reverse? I see none on the Future Transportation System map. I urge campaigns for behavior change around double-parking (especially in bus priority lanes), parking in bike lanes, reckless driving by scooters, etc. Creating infrastructure is only part of the solution. I encourage more ambitious numbers in Figure 6.3 and 6.4. A 3% shift away from solo driving is not nearly enough. While we need creative solutions, I encourage more cautious adoption of AI, especially in a region overwhelmed by data center development and its associated (and not yet fully known) environmental impacts.

Subject: I oppose

Commenter Name: Brenda Braham

Commenter Type: An Individual

Zip Code: 20874

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source: Social Media

Other Comment Text:

Comment Text:

I adamantly oppose any new roads, especially toll roads which do nothing to alleviate traffic but do enrich the companies building and running them. I adamantly oppose more degradation of the environment that would occur from construction and created more air pollution as a result. This is not a vision for a better future. Its the same old thing.

Subject: HOV to HOT

Commenter Name: Sheryl Brining

Commenter Type: An Individual

Zip Code: 20895

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Newsletter

Other Comment Text:

Comment Text:

(1) It appears that Table 6.1 is not specifically referenced or discussed in the text. HOV capacity decreases and the toll option increases. If this is not a correct interpretation, please clarify in the document. Also, if toll lane capacities are being increased, where is this revenue going? Will it make any difference in funding transit projects? (2) Is there any consideration of the idea that hybrid technologies result in significantly heavier vehicles, which, in turn, is harder on road maintenance. Is this factored into the vision? (3) Given that gasoline tax revenues are likely to continue to decrease as hybrid and EVs increase, it would seem possible to better project this shift, contrary to what is stated at the bottom of p. 56. Stating it is not possible to make such projections, seems short-sighted, at best. The commitment to invest in more EV charging stations should provide data on this point. (4) Fig. 6.3, 6.4 examples: of 3% change goal. Can't we be more bold?

Subject: Frederick Region

Commenter Name: Cardinal View Enterprises

Commenter Type: A Business

Zip Code:

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: News or Media

Other Comment Text:

Comment Text:

The Frederick region has been overlooked for decades in regional transportation planning. Yet it has served as a major crossroads since the revolutionary war. The local county governments has done a reasonable job of providing infrastructure for the areas and roadways under their control but the lack of adequate lanes on I270 and US15 create unnecessary bottlenecks. These roadways should be a high priority in the near future. Individual drivers as well as interstate commerce will be impacted positively.

Subject: Visualize 2050

Commenter Name: Alex Coyette

Commenter Type: An Individual

Zip Code: 22304

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source:

Other Comment Text:

Comment Text:

This plan has some great stuff in it, but overall I'm disappointed by its utter lack of ambition.

It is clear throughout that the region has realized a key fact: car travel cannot scale alongside population growth, and investment in moving people by cars has a rapidly diminishing return on investment.

Despite this, the plan invests about \$30 billion in roadway expansion - about 2x what is invested in transit.

Part of this is path dependence based on our land use choices, and I get that. But further subsidizing sprawl by continuing roadway expansion just digs our transportation hole deeper than it already is, baking in more car travel & traffic delays for the next century.

Transit and walkability should receive far more expansion investment, and the plan should call on all jurisdictions to improve their land use by focusing growth in existing urban areas & around high capacity transit.

Subject: Improved Metro Bus service

Commenter Name: Friends of Bus Transit Chevy Chase DC

Commenter Type: An Individual

Zip Code: 20015

Comment Topic(s): Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)

Referral Source: Newsletter

Other Comment Text:

Comment Text:

Friends of Bus Transit of Chevy Chase DC, FoBus, supports continued investment in enhanced and improved metrobus service for all DC residents, including those who live in upper NW DC. Funds to expand service to offer frequent, reliable, and convenient service for the upper NW neighborhoods would greatly benefit out local community and the District.

Subject: Expansion to Richmond

Commenter Name: Lisa Greene-Meadows

Commenter Type: An Individual

Zip Code: 23231

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

Is there a plan to push commuter buses further south on I95. I currently drive from Richmond to Fredericksburg and then catch the Omnibus to DC. I used to take the VRE which took me @4 hours to commute one way however the Omnibus service has knocked my commute time down to 3 hours one way.

Subject: Transportation Ambition in Visualize 2050

Commenter Name: Karl Nielsen

Commenter Type: An Individual

Zip Code: 20171

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Newsletter

Other Comment Text:

Comment Text:

While Visualize 2050 lays out the groundwork for a thriving region over the next 2-3 decades, the transportation goals lack ambition. A 2-3% reduction in car trips is not real progress especially for a growing area like ours. With the #1 transit agency on the continent, and huge strides in alternate transportation modes, we can and should do better. By advancing significant residential and job growth where transit, walking, and biking is accessible, we can reduce destructive sprawl, lower VMT, and help meet climate goals. To many people don't have a real choice and have to drive everywhere, we can absolutely change that in 25 years.

Subject: Pedestrian Improvements - New Braddock/Braddock Road

Commenter Name: Ronald Kirkpatrick

Commenter Type:

Zip Code: 20121

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source:

Other Comment Text: Not at this time

Comment Text:

The Draft Visualize 2050 Plan includes "Future Pedestrian Improvements" along New Braddock Rd and Braddock Rd from Rte. 28 to Ravensworth Rd. I cannot tell if the improvements are planned on the north or south side of the roads. The proposed improvements should be on the SOUTH side of New Braddock/Braddock Roads since there is an existing asphalt multi-use trail primarily on the SOUTH side already. I also could not determine the scope of the proposed improvements. I would like to know what improvements are being planned. Thank you.

Subject: Fewer cars. Better Bike Lanes. More Buses.

Commenter Name: William Nichols

Commenter Type: An Individual

Zip Code: 22301

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan; Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality Conformity Analysis

Referral Source: News or Media

Other Comment Text:

Comment Text:

As I read thru the draft, I see a projected change of just 3% of "drive alone" from 41% to 38%. And driving with 2 or more people to go 40% to 40% This goes against the vision statement, where rail is listed first. I suggest we strive for that trips by go, instead of 80%+, to be less than 10% in the next 25 years. Instead of inefficient single-person cars, I challenge the master planners to look for ways to encourage biking, walking, and bussing. Thank you. Have a good day.

Subject: Improved Metrobus service for Rock Creek West

Commenter Name: Michaela Platzer

Commenter Type: An Individual

Zip Code: 20015

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Newsletter

Other Comment Text:

Comment Text:

The Chevy Chase DC, Barnaby Woods, Hawthorne neighborhoods of upper NW DC would benefit greatly from enhanced and more frequent bus service. Its an area with a sizable senior population, some of whom find it difficult to drive. Frequent, convenient, and accessible bus service would benefit all residents of this section of DC. It would allow them to shop, visit doctors, and engage in their recreational activities more easily.

Subject: Cutting down on accidents

Commenter Name:

Commenter Type: An Individual

Zip Code: 22205

Comment Topic(s): Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)

Referral Source: Email

Other Comment Text:

Comment Text:

Not sure this fits category, but county needs to enforce laws on cellphone usage. Drivers still use them, & people crossing streets don't even look up from phones, & sometimes step off curb without looking for vehicles - & guess who is at fault if someone is hit! Also bikers & scooters often don't stick to their lanes, plus should wear helmets, & at night, reflective clothing. You sometimes can't even see them.

Subject: Draft Visualize 2050: National Capital Region Transportation Plan

Commenter Name:

Commenter Type: An Individual

Zip Code: 22025

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

This plan does not include any framework for developing the transportation network capable to address the current and future challenges in this area. As a result, it is unclear whether any chronic transportation bottlenecks that significantly delay travel time (while polluting the air with exhaust fumes) will ever be resolved. And, at the same time, the owners of hybrid and electrical vehicles pay exorbitant registration fees to their states as a penalty for the states' transportation budget shortfall. Finally, there are no specifics/details regarding potential expansion of and coordination between Metro and regional bus services so that there is an option to take Metro when a freeway between DC and suburbs becomes overly congested due to an accident or capacity.

Subject:

Commenter Name:

Commenter Type: An Individual

Zip Code: 22207

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source: Newsletter

Other Comment Text:

Comment Text:

The only things I feel would make a noticeable difference, or affect my life, are to increase service frequency and areas. I want more bus stops and Metro stations being served by more buses and trains, with shorter headways, for more hours. Anything else is tertiary at best.

Subject: Prioritize vehicles

Commenter Name:

Commenter Type: An Individual

Zip Code: 20906

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source: Email

Other Comment Text:

Comment Text:

Please prioritize vehicle traffic efficiency over underutilized bike lanes and bus-only lanes.
Please invest in better timed traffic lights to optimize the flow of traffic. Please stop
reducing speed limits.

Subject: Cars are not the future

Commenter Name:

Commenter Type: An Individual

Zip Code: 22301

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan; Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality Conformity Analysis

Referral Source: Newsletter

Other Comment Text:

Comment Text:

We need to be planning for a world where our citizens are not required to own and maintain a car to get around. This will help with getting the aging population around as well as adding freedom for those younger than driving age, and it will increase safety for everyone in the city. We need to increase bus use by decreasing wait times. I regularly see one hour headwinds on the dedicated bus lane on rt 1. I would love to use the bus more but end up walking 45 minutes each way to my destinations. These long headwinds are pushing my family towards acquiring ebikes. Please do not let the status quo hold us back from a real progressive future, ala Amsterdam. We keep voting for a more pedestrian friendly city because that is what is needed! Please don't hold us back from our potential.

Subject: Shift Funding from Highways to Transit & Active Transportation

Commenter Name:

Commenter Type: An Individual

Zip Code: 22043

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan; Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality Conformity Analysis

Referral Source: Social Media

Other Comment Text:

Comment Text:

The Visualize 2050 plan admits car-centric infrastructure cannot scale with growth yet dedicates nearly \$30 billion to roadway expansions, worsening congestion by 2050. Meanwhile, transit and active transportation receive far less investment, despite their proven efficiency and higher mode-share potential. We must reallocate funding from highway widening to high-capacity transit, bus rapid transit, walking, and cycling infrastructure. Prioritize completing the National Capital Trail Network, expanding Purple Line-style rail, and supporting transit-oriented communities. Legalize dense housing near transit to reduce sprawl and VMT. Stop subsidizing car dependency. Invest in what works: transit, walkability, and biking for a sustainable, equitable, and connected region.

Subject: Homeless

Commenter Name:

Commenter Type: An Individual

Zip Code: 20814

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

Please provide a discussion of the quality of public transit in regard to homeless persons living at Metro stations, and related problems this can cause for commuters.

Subject: Safety for vulnerable road users

Commenter Name:

Commenter Type: An Individual

Zip Code:

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan;
Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP); Draft Air Quality
Conformity Analysis

Referral Source: Email

Other Comment Text:

Comment Text:

As much as possible, we should strive for complete streets everywhere. This gives a safe place for bicyclists, pedestrians, and people with disabilities, so we (they) can get where they're going without harm from crashes.

Subject: Support the CMAQ STIP

Commenter Name:

Commenter Type: An Individual

Zip Code: 20002

Comment Topic(s): Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)

Referral Source: Other

Other Comment Text:

Comment Text:

I support CMAQ spending for DDOT, VDOT, and MDOT as listed in Table 21 of the draft FY26-29 STIP.

Subject: No P3 Contracts

Commenter Name:

Commenter Type: An Individual

Zip Code: 20905

Comment Topic(s):

Referral Source: Email

Other Comment Text:

Comment Text:

Please build this project with the same type of contract structures as the ICC and I-95. Not like the PPP in Virginia and Purple Line only the operators win and not us residents/commuters. But if I was a contractor I love the opportunity to bid on this contract just like the first contracts on PLTC Purple Line. Please have MDTA and or Maryland Department of Transportation design and manage these contracts. KEEP THE MONEY IN MARYLAND

Subject: 2050 Plan

Commenter Name:

Commenter Type: An Individual

Zip Code: 22025

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

It looks like this plan does not successfully address the Greater DC area's transportation bottlenecks, congestion, traffic and significant delays, e.g., south of DC, along the I-95 corridor. Shouldn't the Metro extension from Franconia-Springfield be considered???

Subject: National Capital Region Transportation Plan Feedback

Commenter Name:

Commenter Type: An Individual

Zip Code: 22209

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: News or Media

Other Comment Text:

Comment Text:

It is great to see that a section on public health was included in the document but unfortunate that much of the rest of the plan just completely ignores those issues. There needs to be plans for road diets and other alterations for neighborhoods adversely affected by proximity to major roadways. We also have a worsening crisis when it comes to roadway injuries and fatalities especially among vulnerable users and this plan largely continues the status quo. Leaders need to commit to increasing safety and improving public health through incentivizing housing near jobs, increasing transit access, and making significant investment in high-quality multimodal infrastructure. Without changes in funding priorities, this region's transportation network will not become magically safer nor will we see significant mode shift from the population.

Subject: Comment on Roadway Expansion Plans

Commenter Name:

Commenter Type: An Individual

Zip Code: 22046

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source: Email

Other Comment Text:

Comment Text:

The current Visualize 2050 plan states an intention to provide practical multimodal options, while simultaneously containing plans to widen 600 lane miles of road. In 2025, it is known without a doubt that the widening of lanes and the expansion of highways simultaneously do not improve roadway congestion, while making alternative forms of transportation less practical through induced demand. The revised plan must not include this mass widening of roads, and instead focus on conversions into bus lanes/HOV lanes, completing the Purple Line, BRT expansion, making pedestrians safer through the narrowing, not widening of roads, and have an overall heavier focus on walkability and public transit, instead of automobile-oriented planning.

Subject: Lack of Rail/Transit in southern PG County and Charles County

Commenter Name:

Commenter Type: An Individual

Zip Code: 20607

Comment Topic(s): Draft Visualize 2050: National Capital Region Transportation Plan

Referral Source:

Other Comment Text:

Comment Text:

SMRT and additional rail and high capacity transit needs to be included in southern Prince George's County and Charles County to address additional transportation options for commuting from the South to other parts of the region.

From: Stephen Ahearn <stephen@ahearn.me>
Sent: Wednesday, November 12, 2025 16:53
To: TPBcomment
Subject: Visualize 2050 comments

TPB,

I thank the TPB for the work it has done to encourage local and state agencies to improve road safety and to make street designs safer for pedestrians and bicyclists.

Visualize 2025 adds too many miles to our roadways (nearly 600 lane miles). Adding lanes does not reduce congestion in the long run. Rather it induces new demand for roads, increases pollution, and makes our communities even more dependent on cars.

[According to Greater Greater Washington](#), Visualize 2025 fails to meet the region's climate goals. We cannot accept this. We must act on reducing our greenhouse gas emissions now. We cannot leave it to the next generation as it will be too late.

I ask that the TPB and TPB jurisdictions prioritize projects that improve pedestrians & bicyclists safety rather than vehicle speed. Please focus on projects that makes our streets safer and make commuting by bike, public transportation, and walking more practical and safe.

Thank you,
Stephen Ahearn

From: Lucy Alexander <lcylxndr@yahoo.com>
Sent: Tuesday, November 18, 2025 13:46
To: TPBcomment
Subject: Opposition to MD toll roads in Visualize 2050

Hello

I am writing as a resident of Montgomery Country, MD and a lifelong resident of VA, MD and DC to voice my opposition to the toll roads currently under consideration for I-270 and I-495 in MD. Because:

- Where toll roads currently exist in VA, they have proven ineffective at any of their stated objective of relieving congestion. In the most egregious example, during the "snowmageddon" of 2010, when thousands of people were literally stopped and stranded in their cars in the regular lanes for 24+ hours, the toll lanes were completely empty.
- There is a clear problem with the pricing model, which I have brought up to the civil engineers several times. The toll lanes would be much more effective, and likely revenue-producing, if the rates of the toll lanes were lowered to encourage more usage in the toll lanes. Right now the prices are clearly set too high, as you see very few cars in the toll lanes and still deal with congestion in the regular lanes. This would also make them more of a public service vs. now, where it appears the state is taking all taxpayers' money to create less congested roadways that will only cater to rich people.
- Community and environmental impact assessments have not been completed as required.
- Safety is clearly a concern as they create confusing signage, on-ramps and off-ramps, and driving speeds are much higher (are these even policed?).

I understand there is thinking that, "...MDOT opposes any effort to remove this segment from the long-range plan as it would be inconsistent with the NEPA Record of Decision approved by the Federal Highway Administration." We are not beholden to the FHA. They rejected this project for funding multiple times, so clearly they don't really care about it. And given what is happening with the current federal administration, we certainly don't owe them anything.

I sincerely hope you will take these objections into account and remove the toll lanes from the plan.

Regards,
Lucy Alexander
Potomac, MD

From: apitfiend <apitfiend@gmail.com>
Sent: Thursday, November 20, 2025 11:05
To: TPBcomment
Subject: I oppose for-profit toll lanes in Maryland

I strongly oppose adding for-profit or privatized toll lanes to I-270 (or anywhere else, for that matter).

Public infrastructure should be just that--public. We should not be encouraging corporate greed to feed st the public's expense. Reject the Moore-Hogan proposal!

Shelby Qualls

Sent from my Verizon, Samsung Galaxy smartphone

From: Michael Auger <arty4ever@gmail.com>
Sent: Tuesday, November 18, 2025 19:34
To: TPBcomment
Subject: Reject Moore-Hogan Toll Lanes

Importance: High

We would like to voice strong opposition to the Moore-Hogan toll lanes construction project. "Maryland, Leave No One Behind" is a slogan and policy vision for Governor Wes Moore's administration. However, creating toll-lanes would leave behind the vast majority of Maryland citizens.

If toll lanes are added, traffic congestion would get even worse and safety would worsen as cars, trucks, and 18-wheelers are crowded together. Toll lanes cause profound harm to the environment, public health, public infrastructure, and much more. Learn from Northern Virginia's mistakes! Keep Maryland highways safe and toll-free and honor your campaign promises!

Sincerely,
Michael and Sabina Auger
Rockville, MD

From: Yefim Bargman <ybargman@yahoo.com>
Sent: Friday, November 21, 2025 11:04
To: TPBcomment
Subject: Please stop "toll lane construction project"

Hello,

The first question:
Will it reduce traffic congestion?
and the answer (when the project finished) is NO for most of us!

The second question:
What to expect during construction?
Endless (10-30 years) construction traffic congestion, like a miserable nightmare for all drivers,
and noise and air pollution mainly for those who lives East of 270 (due to prevalent winds).

it's the reason why I AM AGAINST of this project!

Sincerely,
Yefim Bargman
420 Winding Rose Dr.
Rockville, MD 20850.

From: Jacob Barker <jacobbarker@me.com>
Sent: Monday, November 3, 2025 18:18
To: TPBcomment
Subject: Visualize 2050 Comments

Hi,

Please remove any roadway and highway widening or extension projects from this plan. We already have too much induced demand for single occupancy vehicles. Instead, for these projects please instead stay recommending BRT infrastructure along these highways and roadways, and where possible LRT or Heavy Rail lines to more efficiently and ecologically address transportation needs in an area of growth that is slowly experience more impacts from climate change.

Spread the music,

Jacob Barker, M.Ed.
Woodlin Elementary General Music/Chorus
Our Lady of Lourdes Staff Singer
National Children's Chorus Course Instructor

605 Hudson Ave
Apt 322
Takoma Park, MD 20912
515-710-6810

From: Gary Barone <garymbarone@gmail.com>
Sent: Thursday, November 20, 2025 11:09
To: TPBcomment
Subject: Hogan Moore Toll road

I don't see a need for a toll road on the north side of the beltway. We already have Route 200.

From: REBECCA Batt <beckybatt@comcast.net>
Sent: Thursday, November 20, 2025 13:33
To: TPBcomment
Subject: Widening 270 and adding toll lanes

Dear Transportation Planning Board,

I am writing because former governor Hogan's disastrous plan to widen I-270 and add toll lanes still exists. I strongly urge you NOT to adopt his plan for Visualize 2050. My husband and I live quite close to 270 in Rockville. The highway is 14 lanes wide near our home. Traffic moves. Widening the highway more would adversely affect the environment and would be a terrible mistake. Adding toll lanes would be idiotic. No one would pay exorbitant tolls. I don't know anyone in Rockville who wants 270 to be widened and/or toll lanes added.

Please DO NOT adopt Hogan's foolhardy plan. For the future of MD, we must work on improving public transit not paving over more precious and vulnerable land.

Thank you.

Rebecca Batt
Rockville, MD

From: beabhaird@aol.com
Sent: Thursday, November 20, 2025 11:10
To: TPBcomment
Subject: Vote no on the Toll Lanes

There is no demonstrated need for toll lanes on I270. As past experience has demonstrated, creating new lanes doesn't alleviate congestion. I live alongside I270 and I drive I270 every day.

If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.

The vast majority of the public could not afford to pay the sky-high tolls.

Northern VA's bottleneck would be relocated to MD.

Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.

Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.

Safety would worsen as cars, trucks, and 18-wheelers are crowded together.

The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Be responsible to the citizens of Maryland and remove the toll lanes from the transportation plan.

Sincerely
Beth Ward

Rockville, Md.

From: Marcia Bond <marciadbond@gmail.com>
Sent: Thursday, November 20, 2025 11:08
To: TPBcomment
Subject: Do not widen toll lanes in Maryland

The vast majority of the public could not afford to pay the sky-high tolls.

Northern VA's bottleneck would be relocated to MD.

Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.

Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.

Safety would worsen as cars, trucks, and 18-wheelers are crowded together.

The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Marcia Bond
502 King Farm Blvd, Rockville, MD 20850

"Do we settle for the world as it is, or do we work for the world as it should be?"

From: Braca <braca.djordjevic@gmail.com>
Sent: Tuesday, November 18, 2025 16:04
To: TPBcomment
Subject: Opposition to Moore-Hogan toll lanes

Good afternoon,

I am writing to express my family's strong opposition to Moore- Hogan toll lane construction project for American legion Bridge/I-495/I-270.


This will have severely negative impact for many communities along these roads. New bottlenecks, unaffordable sky-high tolls, worse congestion in remaining general lanes, worse safety and above all profound harm to the environment, public health, public infrastructure and much much more.

The widening of lower I-270 segment is especially damaging, knowing that we already have 12 lanes in both directions in this area, 2 local plus 4 express, including one HOV in each direction. Those 12 lanes become 8 after exit 12 (local lanes end) and then just 4, after exit 18. Widening the segment that already has 12 lanes makes zero sense, unless your goal is to create more congestion, so private investor could charge more for it's toll lanes, and eventually continue to build toll lanes at the expense of MD taxpayers. It seems that that was the plan of former Governor Hogan, and current Governor Moore hasn't really distanced himself from that plan, even though it was significantly slowed down.

Please keep in mind that people who live around these areas are overwhelmingly against this waste of taxpayers money and abuse of resources that could be better used to improve public transportation including the Purple line.

Thank you for your attention to this matter,

--

Bratislav Djordjevic
792 Azalea Dr
Rockville, MD 20850
 (202) 250-1955

From: Wayne Breslyn <wbreslyn@yahoo.com>
Sent: Thursday, November 20, 2025 07:46
To: TPBcomment
Subject: Please remove the toll lanes from Visualize 2050

Dear TPB members,

I'm writing to say I do *not* support the Moore–Hogan toll lane project being included in Visualize 2050. This just isn't the direction we should keep going. These toll lanes don't fix anything — they just make driving more expensive for most of us and give better service only to people who can pay more.

I also just have to say: I'm honestly disappointed that we're still pushing projects like this. It reminds me a lot of the ICC here in Montgomery County — which, in my opinion, has been a huge waste of tax dollars (over 2 billion dollars). Every time I drive past it I think about how that money could've gone to our schools, or improving parks, or just fixing the basic infrastructure we already have instead of building more highway lanes we didn't really need.

And it will be the same for the proposed toll lanes - even worse. The toll lanes will just move bottlenecks around, make general traffic worse, and lock Maryland into a private deal for decades. And the environmental and safety impacts are not worth it. The state keeps saying the plan might get "reduced," but if it's still in Visualize 2050, then it's still on the table, and that's a problem.

Please don't advance this project. We deserve transportation solutions that help *everyone* — not just the people who can afford a high toll fee.

Thanks for listening,

Wayne Breslyn

301 230-2545
1916 Stanley Avenue
Rockville, MD 20851

From: Dorothy Broadman <dbroadman@gmail.com>
Sent: Tuesday, November 18, 2025 14:33
To: TPBcomment
Subject: Opposed: Visualize 2050 Adding Toll Lanes

Dear Transportation Planning Board,

Please oppose adding Toll Lanes to 270 and 495. Doing that is misguided for multiple reasons.

When will we become realistic and face the fact that unabated, global warming will continue to worsen until we are gone. To reverse, or at least stabilize it, lifestyle changes are critical, including driving less, not more.

Toll lanes only provide traffic relief for those who can afford the tolls, meaning we are embracing a two class system for driving. Even though I can afford the price, I realize it is unjust for me to have that advantage. Further, where toll lanes end, bottlenecks are created when a smoother, more consistent low speed would be better. One only need look at the weekday traffic from 3:30 p.m. - 6:30 p.m. where the VA toll lane ends just before the American Legion Bridge.

Thank-you for considering my concerns,

Dorothy Broadman
Bethesda, MD 20817

From: p brown <pbrown_dos@yahoo.com>
Sent: Thursday, November 6, 2025 02:00
To: TPBcomment
Subject: Comment on the Visualize 2050 Draft

Hello,

I am a resident (renter) in Aspen Hill, Maryland and am writing to provide comments on the Visualize 2050 Plan. My comments are both in general and specifically focused on Maryland.

- Overall, the Visualize 2050 draft includes a welcome and commendable number of transit priorities. Expanding transit -- both in terms of services and (especially) service frequency -- is absolutely essential.

-- Also welcome are the number of bike and pedestrian walkway improvements and enhancements. Continual expansion of bikeways will provide alternatives for users.

-- Similarly, it is good the plan recognizes and incorporates bridge rehabilitation explicitly as a core element.

-- I welcome the inclusion of the *MD 355 New BRT Expansion from East-West Highway (MD 410) to Clarksburg Road* project.

-- I also welcome the Plan's incorporation of *MARC Service Improvements for Penn Line*.

-- The Plan misses an opportunity to incorporate the construction of additional infill stations along the MARC Camden and Brunswick lines. For example, I would urge consideration be given to additional stations in Mt Ranier / Brentwood, Hyattsville, Beltsville along the Camden line. Infill stations can attract new riders and maximize existing investments in MARC. It would also encourage additional transit-oriented development near these new stations.

-- I question the inclusion of a capacity expansion project for *Georgia Avenue (MD 97) Reconstruction: 16th Street (MD 390) to Forest Glen Road (MD 192) Road - Add Capacity/Widening*. Georgia Avenue is already quite wide from 16th Street to Forest Glen Rd. I realize that this stretch is particularly congested northbound with traffic proceeding to enter the Beltway, but any improvements should be limited to lane conversion to bus only lanes. Adding capacity will simply induce more demand.

-- Similarly, I question the use of funds for *Georgia Avenue (MD 97) at Norbeck Road (MD 28) Interchange Improvements Road - Interchange improvements*. While there are issues with this intersection, there are better uses of funds than for this project.

-- The Plan incorporates an estimated \$7 billion for *HOV lanes I-495/I-270Y (West Spur)/I-270 Express Toll Lanes Widening: I-370 to George Washington Memorial Parkway*. There is no doubt that traffic on I-495W would benefit from toll lanes in Maryland connecting to the Virginia part of I-495W. But if pursued, this project should only be done by a private build and operate entity, rather than funded by public resources. Public funding would be better dedicated to expanding BRT network in suburban Maryland. .

- While addressing traffic congestion does in places require additional road expansion, in general Visualize 2050 places too much priority on highway and arterial road expansions – some 600 lane miles. The plan does not appear to acknowledge induced demand.

- As TPB's draft plan notes in the conclusion – the progress needs to be quicker to address critical safety, sustainability, and livability needs for our region's prosperity. Yet adding more roadway capacity. If the current U.S. DOT leadership won't let TPB report on climate change in Visualize 2050, then COG needs to take over TPB's greenhouse gas mitigation work to ensure our region makes more urgent progress in reducing its #1 source of carbon pollution.

-- Bravo for TPB for pushing localities and state agencies to do more on road safety, including safer street designs for pedestrians and bicyclists, more automated enforcement on unsafe roads in VA and MD, and reciprocal enforcement of traffic fines in DC, MD, and VA.

Thank you for all your hard work and for the opportunity to comment.

Yours Respectively,

Paul Brown
4019 Postgate Ter
Aspen Hill, MD 20906

From: Matthew Buffington <microstilba@gmail.com>
Sent: Tuesday, November 18, 2025 10:48
To: TPBcomment
Subject: I oppose the MD toll lane project

To whom it may concern,

I spend a lot of time on the 495. I have watched the traffic patterns in MD and VA. I have seen the toll lanes in VA go unused and traffic worsen as a result.

I ask myself "Why do we pay highway taxes if we have to pay toll roads anyway? Why does the tolling money leave the state? Who *is* making all the money anyway?"

Toll lanes will not fix the traffic issues; improves public transit, and smarter intersections will. I do think the 270-495 spur, in particular, is a joke and needs comprehensive re-thinking. Dumping toll lanes there will not solve it.

thanks,

A very concerned citizen

From: Pam Burke <pjburke737@gmail.com>
Sent: Thursday, November 20, 2025 10:06
To: TPBcomment
Subject: Visualize 2050 and MD toll lanes

Dear TPB Member,

I strongly opposed the Moore-Hogan toll lanes for the following reasons -

1. This burdens the least able to afford paying tolls at a time of extreme income inequality.
2. This directs focus and funds away from public transportation and multi-modal transportation infrastructure.
3. It is not a long term solution to our traffic congestion problems.
4. It adds to noise and other pollution, especially in communities adjacent to the additional lanes.
5. It is an unsustainable response to a problem directly caused by a car-centric focus.

Please do not move forward with this plan. It is long past time for the TPB to recognize the need to improve our transportation systems in ways that are fair, equitable, sustainable and provide long term solutions. Other countries have set great examples, we only need to chose those that work best for us and make the course corrections that will lead us out of this morass.

Sincerely,

Pamela Burke
Union Bridge MD

From: Judy Cline <wgstprez@gmail.com>
Sent: Tuesday, November 18, 2025 07:56
To: TPBcomment
Subject: Toll lanes on I270

I understand MDOT is moving forward to add toll lanes to I270 even though, while campaigning, the Moore administration indicated it would rethink this unpopular and bad idea. What happened to the more sensible ideas of upgrading Marc Rail, adding dedicated north/south commuter lanes that are already existing on 270, and adding bus lanes? Forward thinking is needed, not just same old same old solution of adding more tarmac.

Toll lanes are expensive, **only benefit the builders**, and are unnecessary for this already behemoth of a highway.

I live a stones throw from 270 and can attest that the inclusion of traffic slowing lights onto the access ramps are working. Given the current financial strains on Maryland's budget, and the loss of jobs to its citizens, is this solution actually viable?

Rethink your 2050 plan please.

Thank you for your time.

Sincerely,
Judith Cline
23 Hawthorn Court
Rockville, MD
3012130870

Sent from my iPhone

From: Cameron Cole <cameronc2@comcast.net>
Sent: Tuesday, November 18, 2025 09:06
To: TPBcomment
Subject: No To Toll Lanes

I am writing against the installation of new toll lanes. These toll lanes only serve to benefit a small amount of people at the expense of most and are not worth the time and money.

Thank you.

From: Cameron Cole <cameronc2@comcast.net>
Sent: Friday, November 21, 2025 10:39
To: TPBcomment
Subject: No Toll Lanes

Please do not advance the installation of toll lanes. Most people do not want these to be installed; they benefit so few for years of inconvenience. It is not worth the investment

From: Gary Cole <garymcole2@comcast.net>
Sent: Friday, November 21, 2025 23:19
To: TPBcomment
Subject: Firmly against Moore-Hogan Toll Lanes

You must please reject the Moore-Hogan toll lanes. As a 60 year resident of Rockville and Montgomery County, I am extremely against this plan. This would have a horrible impact to my adult kids for many years to come and may even encourage them to move out of the area completely. Please be smart in this instance and not be influenced or corrupted to make a decision that will harm so many people. Please do not model anything off of Virginia's traffic planning which is the absolute worst (trust me, I know from many years of commuting).

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Thank you for your consideration in this matter.

Sincerely,

Gary Cole

From: Kathleen Cole <colekathleen20@gmail.com>
Sent: Friday, November 21, 2025 12:35
To: TPBcomment
Subject: Toll Lanes

Good afternoon,

Please reject the Moore-Hogan Toll Lane proposal. This for-profit solution would be horrible for our communities and would only move the problem to a different area. Only the wealthiest people would be able to afford the use of the toll lanes while the rest of us would still be in horrible traffic. Virginia traffic continues to be horrible with empty toll lanes.

Please pressure Governor Moore and MDOT to stop this proposal from continuing to be an option.

Thank you,
Kathleen Cole

From: Shannan Cole <sktcole@comcast.net>
Sent: Friday, November 21, 2025 08:35
To: TPBcomment
Subject: Toll Road

Good morning,

I am writing to voice my opinion of the proposed toll roads in Maryland. Please stop this issue from continuing to be an option.

Wes Moore campaigned on getting rid of Hogan's horrible idea of copying Virginia's toll road model. The inequity of toll roads is so blatant I am ashamed of him for continuing to talk about this as an option. No solution to the traffic problem should be a for profit or private solution. No one should profit by charging hard working, barely getting by families to get to work. And traffic in Virginia is still horrible with empty (ridiculously expensive) toll lanes.

I agree upgrades in infrastructure need to happen, but toll lanes are not the solution. It's just moving the bottleneck somewhere else.

Please, once and for all stop having the toll lanes come up as a solution for our traffic problems.

Thank you for your time,

Shannan Turner-Cole

Montgomery County, Maryland

Sent from my iPhone

From: comit89@aol.com
Sent: Monday, November 17, 2025 20:50
To: TPBcomment
Subject: No toll lanes!

Please don't move forward on toll lanes/widening 495 or 270. We need to use more public transportation, work from home, car pool....car emissions add to climate change....and time is of the essence to deal with the coming disasters. The proposed plan would be so disruptive to our neighborhoods. Stop it!

Joyce Stocker
Silver Spring

From: coveyj@earthlink.net
Sent: Friday, November 21, 2025 21:22
To: TPBcomment
Subject: Don't Widen 270`

We fought Hogan and the toll-lanes project on I-270. Now, the plan seems to have arisen from the dead (Visualize 2050). Once a bad Idea, always a bad idea. Luxury lanes for the wealthy. A risk to MD taxpayers if a P3 is chosen again. Unforeseen environmental impacts. To the Transportation Planning Board: hear the voice of MD residents and Remove the toll lanes from the Visualize 2050 plan.

Joe Covey
831 Azalea Drive (in sight of 270)
Rockville, MD 20850

From: MM D <darlingmm02@gmail.com>
Sent: Thursday, November 20, 2025 16:55
To: TPBcomment
Subject: Reject Moore-Hogan Toll Lanes

To Whom It May Concern:

I am writing to implore you to reject the proposed Moore-Hogan Toll lane plans. I currently live very close to the western sound wall of 270 between exits 5 and 6 and if 270 was expanded it would put the highway basically right next to my home. Also the years of construction with the sound walls down would be intolerable. A P3 arrangement would result in tolls that would be not affordable for the majority of people and would damage MD taxpayers and transportation policy for many years to come. Congestion would not improve significantly as a lane would be taken from the "free" lanes and the data from their own studies did not show a significant time savings for commutes. It would only worsen the bottlenecks that currently exist.

Thank you for listening to my concerns and again I request that you reject the proposed toll lane plans.

Sincerely,
Dr. Miki Darling

From: dane.lauritzen <dane.lauritzen@protonmail.com>
Sent: Tuesday, November 18, 2025 10:09
To: TPBcomment
Subject: Visualize 2050 Comments

Dear Transportation Planning Board,

The Visualize 2050 draft plan has a number of good projects, but it needs to do more to re-think our approach to transportation in the next two decades. In particular, I thank TPB member agencies for unanimously voting to exclude the 495 Southside highway widening project and directing VDOT and MDOT to pursue better options.

I ask the TPB to do more on safety, sustainability, and affordable transportation options going forward. The Visualize 2050 draft plan still contains too many highway and arterial road expansions that will increase driving, pollution, and sprawl. The plan needs to acknowledge induced demand – the proven phenomenon that widening highways does not reduce congestion and instead makes our communities even more car-dependent - and use this information to configure our roads in proactive ways to reduce congestion and improve safety. In particular, I strongly object to the inclusion of any further widening of I-95. Further widening of I-95 near Opitz to add more lanes will result in more sprawl, traffic and construction delays.

I strongly support the VRE and BRT improvements, as well as the proposed bicycle and pedestrian projects, which will all provide alternative modes of transportation within the region. I would urge the TPB to look at those areas it is proposing arterial widening, and instead consider bicycle, BRT, and VRE transportation that might help alleviate congestion and improve transportation.

Thank you for your hard work and commitment to transit shown in the DMVMoves initiative. I ask both local and state leaders to support the recommendations by establishing dedicated funding to address the identified rail and bus transit needs. By changing our overall approach, we can build a safer, greener, and more beautiful transportation system for future generations.

Thank you for your time.

Respectfully,
Dane Lauritzen

Sent with [Proton Mail](#) secure email.

From: Ralph DiGaetano <rdg5633@gmail.com>
Sent: Wednesday, November 19, 2025 09:40
To: TPBcomment
Subject: Concerns with aspects of the Visualize 2050 plan

Hi,

I am writing to express concerns with the toll lanes (sometimes referred to as the Moore-Hogan toll lanes) being considered for the plan Visualize 2050, soon to be voted on by the Transportation Planning Board. These toll lanes will serve to expedite travel for those who can pay for them while increasing the congestion for the vast majority of drivers who cannot do so. As a Rockville resident who lives near the 270 corridor and daily, my family experiences the sound, noise, and safety issues associated with the current state of 270, and it is clear that a further concentration of vehicles in the non-toll lanes is no solution to the current and future traffic problems. Moreover, it can be expected that the roads leading to the toll lanes, such as Gude Drive, that currently do not provide exits and entrances onto 270 will become more congested with the advent of toll lane users appearing on them. Meanwhile, as toll lane users will only represent a small percentage of all drivers, the reduction on the non-toll lane user traffic can be expected to be basically negligible on the current exits and entrances to 270.

Another consideration is the current configuration of traffic patterns given the drastic changes that have been made to the federal government and local businesses and organizations that support it. For instance, Westat, a survey research organization which has been in Rockville for over 50 years, is closing its doors there this week and moving to downtown Bethesda by the end of November. Workers' time in the office will be reduced as they work from home and they will have more direct access to public transit to get to the new Bethesda office via Metro trains and buses. The congestion of traffic in downtown Bethesda will also serve as an incentive to use public transit to get to the office. It is truly short-sighted to consider huge investments in toll lanes with "for-profit" partners when alternatives that provide better environmental, health, and safety consequences are available.

I am urging you to oppose the inclusion of the Moore-Hogan toll lanes in the Visualize 2050 plan. Thank you.

Ralph DiGaetano

From: elafala@aol.com
Sent: Thursday, November 20, 2025 11:55
To: TPBcomment
Subject: No toll lanes on I-270!

To whom it may concern,

I strongly oppose toll lanes (and the widening of) on I -270!

I will not be able to afford to use these proposed toll lanes, nor would my daughter, or anyone in the services industries. We are struggling as it is, and this would just add insult.

Toll lanes would DECREASE safety along this road as cars, trucks and 18-wheelers all cram together while the people with money use the toll lanes.

The toll lanes would cause damage to the environment and public health, and I urge you to consider repairing, not widening I270.

Thank you,
Alison Beman
Gaithersburg, Maryland

From: Comcast Email <andrexes@comcast.net>
Sent: Tuesday, November 18, 2025 05:58
To: TPBcomment
Subject: Do not widen 270

I have lived in Montgomery County and now Frederick County most of my life. However, I have also lived overseas and seen first hand the respect and care some advanced countries have used to solve transportation issues while respecting the environment. I am now 73. I do not want 270 widened. I believe all the points below are valid.

Why don't you experts do something creative and innovative like they have done in Japan? Make a double decker roads. And put in wildlife bypasses. Most people do not want this widened toll lane approach. We do not want to be another northern Virginia nightmare.

-

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.

- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

From Ann Andrex

From: Judith Falloon <judith.falloon@gmail.com>
Sent: Thursday, November 20, 2025 09:17
To: TPBcomment
Subject: opposition to toll lane project

The poorly considered project for toll lanes in Maryland should not progress as planned. Times are now even worse for it--we Marylanders have an impending \$1.5 billion budget deficit; travel needs are in flux as federal government (and other) jobs are lost; and climate change demands more creative solutions than expansion of roads, the least imaginative of all traffic options. The world is changing so rapidly--who envisioned, in 2010, when Uber went commercial, how it would affect transportation? Advances in technology will soon affect how current roads are used.

Who will pay for the toll road and who will benefit? I've yet to learn how successful tolls have been for Virginia, where commuter costs keep rising. Maryland's attempts at public-private partnership for toll roads have been a mess. I think it likely that the cost burden will fall to Maryland taxpayers even as a private, for-profit entity makes money primarily off our lower-income residents.

I emphatically do NOT visualize an ever-increasing network of toll roads in the year 2050, especially roads that enrich a private company at a cost to taxpayers, thus limiting more important uses of our money. Initial success in diminishing transit times is likely to stimulate housing growth further out, resulting again in increased travel times and more road-building.

The previous NEPA decision should not affect our ability to re-address the plan--its environmental, fiscal, financial, climate and human costs. Consideration of sunk costs or time does not make for good decision-making. Take time to find a better solution to the problem of too many cars on existing roads.

Judith Falloon (raised in and living in Montgomery County)

From: Susan Grodsky <sjgrodsky@yahoo.com>
Sent: Monday, November 17, 2025 22:36
To: TPBcomment
Subject: NO toll lanes in Visualize 2050

Billions to support a known non-solution. We have known for decades that more highways just means more cars.

News flash:

We don't like commuting.

We don't like paying tolls.

We don't like the environmental and public health damage caused by highway construction.

Envision a 2050 with less commuting and NO new highways.

That's what we want. It is your job to get us there.

TIA,

--Susan Grodsky

"People will forget what you said. People will forget what you did. But people will never forget how you made them feel." Maya Angelou.

From: Tony Hausner <thausner@gmail.com>
Sent: Tuesday, November 18, 2025 16:50
To: TPBcomment
Cc: Barbara Coufal; Josh Tulkin; Lindsey Mendelson;
contact@dontwiden270.org
Subject: Beltway Toll Lanes

I oppose the addition of toll lanes to 495. I particularly oppose these lanes as they increase air pollution. Our air is already at too high a pollution level and places our society at risk. Further, this will necessitate adding additional lanes to highways and roads that feed the beltway.

A better solution is to expand Light rail systems and Bus Rapid Transit systems which are much better for the environment. The Purple Line can in the future become a complete circle (or ellipse) around the Metro region.

--

Tony Hausner, Ph.D.
Independent Health Policy Consultant
Former Senior Analyst, US CMS
<http://tinyurl.com/thcmtyprofaccompl>
Cell: 301-641-0497

From: Rebecca Henry <rebecca.rose.henry@gmail.com>
Sent: Tuesday, November 18, 2025 16:49
To: TPBcomment
Subject: NO bottle necks, no toll lanes

Dear Federal Highway administration.

I reject the Moore-Hogan toll lanes. Everyone needs free access to roads and infrastructure. Very destructive social policy in my opinion.

Rebecca Henry

From: GARY HODGE <garyvhodge@aol.com>
Sent: Tuesday, November 18, 2025 00:06
To: TPBcomment
Subject: Comments on the Visualize 2050 Long-Range Transportation Plan

Virginia's Proposed Southside Extension of Toll Lanes on I-495 into Maryland, and the Proposed American Legion Bridge/I-495/I-270 Managed Lanes Project, should be permanently removed from the Visualize 2050 Long-Range Transportation Plan

Maryland commuters don't want to be exploited by toll-road profiteers, or held hostage and manipulated into paying high tolls on highways that fail to deliver on the promise of congestion relief.

Pouring rivers of concrete to create a magic carpet for rich people isn't a solution to the mobility crisis in the fast-growing metropolitan Washington area. We can't pave our way out of this mess by adding more lanes of traffic on the Beltway that will soon be just as crowded as they are now.

If Maryland gives in to Virginia's pressure to outsource our state highway network to unaccountable privateers and their shareholders, with their hegemonic ambition to harvest tolls across the entire DMV and beyond, our citizens and their elected representatives will lose their ability to make transportation policy and protect the public interest.

This is just the latest chapter in the misbegotten scheme cooked up in 2017 to widen the Beltway with toll lanes and plunder Maryland's commuters. If we've learned anything fighting this proposal for the past eight years, concession agreements to build, operate and manage toll lanes will be bound up in secret interstate accords, P3 deals with foreign investors, and contracts with expensive compensation clauses and penalties that kick in whenever a future transit project that's outside the strict control of the toll regime threatens to actually improve commutes.

The solution to the region's mobility crisis isn't to make congestion and gridlock worse by adding new traffic backups and bottlenecks on local roads wherever the toll lanes begin and end.

The solution is a seamless, interconnected network of fast, safe, and accessible rapid rail transit service, including expanded MARC service, completion of the Purple Line, and the Southern Maryland Rapid Transit (SMRT) project that's being planned in the gridlocked MD5-US301 corridor from the Branch Avenue Metrorail station to Waldorf and White Plains.

Until the National Capital Region gets serious about the hard work of developing a long-term strategy for financing rapid rail transit, learning from the successes of other cities, regions, and states across America, and the exceptional light rail and tram systems around the world, we will not be ready to seize the moment when our federal partners return in the post-Trump era.

When I was a young planner at the Metroolitan Washington Council of Governments in the early 1970's, and the construction of METRO was the biggest infrastructure project in America, we dreamed of a region where the automobile would not be the central organizing principle of our daily lives. A half-century later, instead of shifting our emphasis from highway investment to transit, we view this retrograde proposal to widen the Beltway as a retreat from the region's vision of a sustainable future with mobility and economic opportunity for all.

Virginia's proposed extension of I-495 Southside Express Lanes into Maryland, and its precursor, the proposed American Legion Bridge/I-495/I-270 Managed Lanes Project, should be rejected by the National Capital Region Transportation Planning Board and removed from the Visualize 2050 Long Range Transportation Plan.

The writer is President of Regional Policy Advisors, a former elected Charles County (MD) Commissioner, Executive Director and Chairman of the Tri-County Council for Southern Maryland, and Vice Chair of the Maryland Transit Opportunities Coalition.

A summary of this statement was presented at the National Capital Region Transportation Planning Board meeting on July 16, 2025.

GARY V. HODGE

President, Regional Policy Advisors
1490 7th Street, NW
Washington, D.C. 20001
301-873-3150

From: David Hyde <davidlhyde@gmail.com>
Sent: Wednesday, November 19, 2025 12:23
To: TPBcomment
Subject: Comment

I wish there was a way to go from Front Royal or Warren County to Silver Line. Like they have from Manassas Balls Ford Commuter Lot to Tysons Corner / Silver Line.

Thank you

David L. Hyde
Sent from my iPhone

From: Italiansoul <italiansoul2003@yahoo.com>
Sent: Thursday, November 20, 2025 08:37
To: TPBcomment
Subject: Do not widen 270

Please do not add more lanes to 270. You can see how extra lanes have ruined Virginia's landscape. Maryland wants to remain green and people need to find other solutions to the budgeting traffic problem.

[Sent from Yahoo Mail for iPhone](#)

From: Russophile J <russophilej@gmail.com>
Sent: Tuesday, November 18, 2025 13:46
To: TPBcomment
Subject: Reject toll lanes ...

Reject the Hogan Moore toll lanes !!!
Consider an outer Beltway !!!

From: Russophile J <russophilej@gmail.com>
Sent: Thursday, November 20, 2025 15:10
To: TPBcomment
Subject: Toll lanes ...

Do vote against ... Endorse an outer Beltway ... Proposed in 1967 !!!
Be well ... long lived resident ... 63 years ... 74 years of age ... Sunset with Toll lane construction ... I
hope not ... Do empathize ... Be well ...
Joel Finkleman ... <russophilej@gmail.com> ...

From: Cathy Johnson <edandcathyjohnson@gmail.com>
Sent: Tuesday, November 18, 2025 09:53
To: TPBcomment
Subject: Toll Lanes in Montgomery County

My neighbor hood would lose homes, green space and park land if the proposed toll lanes were build. I'd much rather have public transit solutions to the traffic issues, as well as tax incentives to live near work places and work from home options. Cathy bryan Johnson, Silver Spring

From: Sherman Johnson <shermanajohnson@gmail.com>
Sent: Monday, November 17, 2025 22:25
To: TPBcomment
Subject: Toll lanes

Hello,

We're all familiar with the numerous solid reasons why expansion of toll lanes onto the beltway in Maryland should never happen. I'll just mention one:

The vast majority of the public would find the private, for-profit, toll lanes unaffordable.

Toll lanes are grossly unfair, un-American. They are the equivalent of allowing a for-profit corporation to build additions onto libraries and schools -- on public land -- and then charge exorbitant entrance fees and tuition.

Our PUBLIC roads have always been paid for with the Motor Fuel Tax. There is no reason that cannot continue to be the case. It only needs to be adjusted for inflation (it was last increased in 1993). A \$0.50/gallon increase is only 2 cents per mile with a 25 mpg vehicle. EV owners can pay an equivalent "per kWh" tax.

Toll lanes and particularly HOT/Lexus lanes are obscene. They only benefit the corporations that operate them and the small percentage of citizens who can afford to pay the tolls.

Their expansion must be stopped.

Sherman Johnson

Middletown, MD

From: David Kosterlitz <david.s.kosterlitz@gmail.com>
Sent: Monday, November 17, 2025 21:04
To: TPBcomment
Subject: I oppose the Moore-Hogan toll lanes in Visualize 2050

Dear Transportation Planning Board members:

Private for-profit toll lanes should not be approved for many reasons:

- inequitable as most people would not be able to afford the tolls
- widening I-495 and I-270 would damage the environment with more impervious pavement runoff harming wetlands, construction dust polluting the air for years for those nearby (like me - I live one long block from I-495 and not far from I-270), noise from construction and eventual increase in vehicles, and other harms.
- toll lanes do not reduce congestion, they only monetize it
- using a P3 with private toll lane companies like Transurban is a bad deal for governments and taxpayers due to the way the contracts are structured, including the long terms of the contracts
- road safety would be jeopardized due to crowding of big trucks and passenger cars

There are many other reasons. So please do not approve the Moore-Hogan toll lanes.

Thank you for your consideration.

--

David S. Kosterlitz
6209 Hollins Dr
Bethesda, MD 20817

(301) 928-1818

From: Christina Kowl <christinakowl5@gmail.com>
Sent: Tuesday, November 18, 2025 22:12
To: TPBcomment
Subject: No toll roads

I am a current resident of Rockville MD 20850 and I do not support the toll lanes. This could negatively affect us by raising the costs for residents and businesses, and creating safety issues due to lane compaction and last-minute weaving. Not only do we already pay rockville taxes but to drive on these highways and have to pay for additional fees, the inequity of pricing out low- and moderate-income drivers is not fair. Please do not support this cause.

Sincerely,
Christina Kowl

From: Eileen Kraus-Jakobsberg <ejakobsberg@gmail.com>
Sent: Tuesday, November 18, 2025 19:16
To: TPBcomment
Subject: Still a bad idea- Widening 270

Please think about the future of Maryland; the environmental impacts, the cost to taxpayers, and the inequities of who would be able to afford to use the lanes. Maryland needs to be a leader in alternative transportations- not cars. Build up the infrastructure for public transport and build for bicycles!

Sincerely,

Eileen Kraus-Jakobsberg
Silver Spring, MD

From: Karen Lechter <klechter@yahoo.com>
Sent: Thursday, November 20, 2025 08:34
To: TPBcomment
Subject: I urge you to reject the construction of toll lanes in the DMV area

We cannot continue to add lanes to our heavily-used roads. We must find other options that will not have the severe negative consequences that new lanes and tolls will have on residents. Many commuters will not be able to pay the tolls on a regular basis, making toll lanes available primarily to people with higher incomes. Further, the new lanes will have an adverse effect on the environment, affecting the health and quality of life in the area.

I object to the use of for-profit partners in constructing local infrastructure. We should not hand over decision-making and revenue power to businesses whose main purpose is to charge enough for them to make a profit. Public roads should be funded by the public through bond issues and other means that will not add to the costs and dilute the decision-making power of the public.

I understand that many possible options have not been considered that might reduce the traffic load on the roads. All possible solutions to the congestion problem must be thoroughly explored before any decisions about road construction are made. Otherwise, it is very likely that your decision will have a serious permanent adverse effect on commuters and the environment, both of which could have been avoided.

Thank you for considering my concerns.

Karen Lechter
Rockville, Maryland

From: Nina Liakos <nina.liakos@gmail.com>
Sent: Tuesday, November 18, 2025 09:22
To: TPBcomment
Subject: MD toll lanes

It seems obvious to me that the private side of a P3 has no incentive to end congestion for ordinary people, because if the regular lanes are moving well, drivers have no incentive to pay the toll. Am I missing something here?

Nina Liakos
811 Jonker Ct, Gaithersburg, MD 20878

From: Sharon Livengood <shenandoahchatterbox@gmail.com>
Sent: Thursday, November 13, 2025 11:17
To: TPBcomment
Cc: ry_a@hotmail.com
Subject: Comments on the plan

Thank you for working so hard to improve regional transportation. I hope you will consider this input from someone who lives here and uses these roads, paths and transit. Please build the Crystal City DCA bridge. It's exactly what I and others look for when travelling: direct, safe route to hotel, restaurants and metro.

Keep OmniRide and VRE in good order. These are gaining popularity.

Give Alexandria its West End Transitway. The city is a veritable anthill of pedestrians and happy folk cruising the river or riding the free bus. It's an economic powerhouse that helps pay for the projects on your list. By all means, give them a Fourth Rail Track.

On no account should Rt 50 be widened. The plan as it stands meets no TPB priority strategies, which is a major clue that it's wrong for us. Use the STARS study to better understand what is needed. Frankly, I have never encountered any traffic flow issue there and I use it all the time.

Widening Manassas Battlefield Park Bypass damages the actual battlefield. If you do this 'improvement' rename it Bypass Where There Used To Be A Battlefield.

Do not widen Loudoun Rt 15. It's like using a shotgun to kill a fly. It's nice to feel big and important, but the flyswatter, a few cheaper and less destructive traffic flow improvements, would be the right option.

Gladden the hearts of DC residents with bike and pedestrian infrastructure on Alabama, Bladensburg, Eastern, Capitol, Pennsylvania and MLK.

7 Corners in Arlington is already a nightmare, and the scheme as you have drawn it makes it worse. Above all, do not widen it.

Do not widen Dulles Access Rd. See your data from Silver Line that has already resolved the issue. No need to pour taxdollars down the drain.

Chainbridge Rd should not be wider.

Now, about Maryland, which I love and visit often. The people who live there do not think the best thing about Prince George's is how fast you can get out of it. They want it to be less dangerous to bike and walk and, you know, generally enjoy the place. So no, do not widen highways at the expense of everything else.

Do not widen 495/270 Toll Lanes. Give us transit.

Do not widen US 301/MD 5. A billion dollars poorly spent. We will use bus and carpool lanes, we promise, just add them.

Congress has no intention of funding Maglev. Save 17 million by nixing the study.

Do not extend Observation Drive or Little Seneca. What nonsense, trashing the place, especially from a hydrological point of view. Connect a few local streets et voila.

Sprawl is so yesterday. No to widening US 15 and I 70 in Montgomery and Frederick. This isn't California. Hey, did we accidentally hire someone from California to draw up this plan?

MARC is great. Could we make improvements at Penn, Camden and Brunswick? Money well spent, moving more and more people.

Do not widen I95 Turkeycock Run to Optiz Blvd. Give us Rt 7 BRT instead.

Last, I hope you will look again at I-495 Medical Center. Prioritize foot and cycle traffic for optimal use of the Blue Line. WMATA is a huge advantage that the plan as it stands ignores.

With these few tweaks, we will have a bang-up super plan.

Sincerely, Sharon Hawthorne

Arlington VA

From: Laura Loessner <lloessner@gmail.com>
Sent: Monday, November 17, 2025 22:07
To: TPBcomment
Subject: NO Moore-Hogan Toll Lanes

Please reject adding toll lanes to 495 and doing anything to make traffic and congestion worse on 495 and 270. The negative impact of these ideas in Visualize 2050 is profound.

- Do not turn to a for-profit partner to fund the toll lanes.
- most people won't be able to afford expense tolls
- it will make the traffic worse by adding a bottleneck to MD as there is in VA and compound the problem by leading to more toll lanes
- congestion will worsen everywhere as people seek to avoid tolls and cut through residential neighborhoods
- the noise, exhaust and other factors will have a direct impact on the environment, health, safety and more

495 and 270 are bad enough - why make it worse?! Please reject the toll lanes initiative. Find better, more creative solutions to raise revenue and not make people's lives worse.

Laura Loessner
Thornhill Road, Silver Spring

From: Lauren Lord <linnenpotter@gmail.com>
Sent: Tuesday, November 18, 2025 10:21
To: TPBcomment
Subject: Opposition of toll lane construction project (American Legion Bridge/I-495/I-270)

Hello,

I am writing to put on record that I am against the continued pushing of the toll lane construction project which is the private partnership for paid lanes.

The public has consistently voiced that we are against this project and do not feel that it is in the best interest of the public for multiple reasons.

There is enough to do in our community already, and simply put, to have additional human lives impacted and additional budget strain on our stretched resources already is unthinkable. While Moore asserts this is covered by private funds, the reality is that the revenue will not cover the costs at a time when we do not need to gamble with budget shortfalls. In addition, our community continues to be strained due to macro-forces in the country, so looking to uproot additional human lives and families for additional roads is barbaric.

Our community and budget needs to focus on other more pressing issues - not putting more money into private transportation, having to remove families, and closing businesses.

Thank you for your consideration,
Lauren Lord
Resident of Woodley Gardens / College Gardens neighbourhood

From: Jessica Lux <jesslux@gmail.com>
Sent: Monday, November 17, 2025 21:42
To: TPBcomment
Subject: DO NOT BUILD TOLL LANES!!!!

I live in Northhills in Silver Spring just inside the 495 beltway. Do NOT build toll lanes on 495 as it is not a solution and only gives money to the rich and takes away neighborhoods. The county needs to find better ways to transport people rather than building more roads- increase buses, make them more frequent and convenient and provide incentives for folks to use mass transit (better yet, make it free). VA has toll lanes and it is a disaster- traffic isn't better and only those who can afford it use the toll lanes. Don't build the lanes!

Jessica Lux
Thornhill Rd Silver Spring, MD
Sent from my iPhone

From: Lynn Marble <lynnkmarble@aol.com>
Sent: Tuesday, November 18, 2025 11:42
To: TPBcomment
Subject: Opposition to I-270 Toll Lanes

I **strongly** oppose inclusion of the Moore-Hogan I-270 toll lane proposal in the Visualize 2050 long-range plan, coming up for a vote by the Transportation Planning Board.

I've been a vocal opponent of the ill-conceived toll lane proposal since Mr. Hogan introduced it years ago. I hoped we had seen the end of it when Governor Moore took office, but that hasn't been the case. As a resident of a Rockville neighborhood bordering I-270, I've become acutely aware of the myriad reasons for opposing the proposal. But my opposition goes way beyond self-interest. The toll-lane proposal makes no sense in terms of the environment, transportation equity, congestion relief, or good government.

Even if you approve the current version of Visualize 2050 this year, please consider modifying it in future years (preferably 2026). I assure the Board that you will continue to hear from the many longstanding opponents of the toll lane proposal until it is removed from the long-range plan.

Respectfully,
Lynn Marble
844 Azalea Drive
Rockville MD 20850

From: Josh Markowitz <j.markowitz97@gmail.com>
Sent: Tuesday, November 18, 2025 06:51
To: TPBcomment
Subject: Please no tolls!!

Please do not add any toll lanes to 270! This is bad for everyone except the private companies who get paid to build it and profit off it! There are better solutions to traffic congestion and this is not it! Please save us.

Josh Markowitz

From: Lindsay Renick Mayer <renickmayer@gmail.com>
Sent: Friday, November 21, 2025 09:04
To: TPBcomment
Subject: I-270 and I-495 expansion

Dear Members of the Metropolitan Washington Council of Governments,

I am a resident of Silver Spring, and I am writing to express my strong opposition to the proposed expansion of I-270 and I-495.

Our community is already deeply affected by traffic noise, air pollution, and cut-through traffic from the Beltway. Widening these highways would only intensify these problems. The proposed expansion threatens the character of our neighborhood—its walkability, its tree canopy, and the sense of safety and calm that make Silver Spring such a wonderful place to live.

Adding more lanes simply invites more cars. It does not solve congestion. What our region genuinely needs is expanded, reliable public transportation that gives people real alternatives to driving: improved MARC service, expanded Metro frequency, dedicated bus lanes, and stronger regional connections. These investments would reduce traffic in the long term far more effectively than widening highways.

The environmental impacts of this project are also alarming. The expansion would remove mature trees, degrade local waterways, and increase greenhouse gas emissions at a time when our region should be leading on climate action. It would undermine years of work to protect our local ecosystems and improve air quality.

Additionally, the project risks harming property values for the many families who live close to the Beltway. Increased noise, pollution, and visual intrusion from a wider highway make our homes—and our community—less desirable. The long-term economic harm to residents has not been adequately addressed.

I strongly urge the Council to reject the I-270/I-495 expansion and instead prioritize investments in public transit, smart growth, and transportation solutions that align with our region's climate goals and quality of life.

Thank you for your consideration, and for your commitment to the well-being of our communities.

Sincerely,

Lindsay Renick Mayer

From: Anna McDougall <annalmcdougall@gmail.com>
Sent: Wednesday, November 5, 2025 11:31
To: TPBcomment
Subject: Comment on the Visualize 2050 transportation plan

Dear Transportation Planning Board,

I am writing to comment on the Visualize 2050 transportation plan as an Arlington, VA, resident.

I want to begin by thanking the Board for taking the time to take comments from the public and for their time spent working on this plan. I believe everyone agrees that, as the region sees floods, extreme heat and humidity, and various air pollutants, a plan like this is necessary.

Please see the following bullet points for my comments:

- I strongly disagree with the proposed highway and arterial road expansions, as this will only increase the number of vehicles on the road, leading to more pollution and contributing to the urban heat sink phenomenon. Additionally, adding lanes has never fixed congestion issues, but instead makes communities more car dependent ([induced demand](#)). Houston, TX, has one of the widest roads in the world and yet is still one of the most congested cities in the US.
- Urban highway removal has been a rising trend in the United States, and [has been proven to have economic benefits](#).
- While there are a number of good projects, too many suburbs and state agencies are prioritizing funds on oversized roads and not enough on making streets safer, improving transit, and completing local street grids.
- If the current U.S. DOT leadership won't let TPB report on climate change in Visualize 2050, then COG needs to take over TPB's greenhouse gas mitigation work to ensure our region makes more urgent progress in reducing its #1 source of carbon pollution.
- I want to emphasize that creating more paved surfaces will only add to the region's flooding problems, and that purposefully creating or saving non-paved, natural environments will allow rain to naturally sink into the ground rather than rush into storm drains. Natural buffers are proven to mitigate extreme weather effects.
- The plan summary states that "Most person-trips today are by driving, and this is predicted to still be the case in 2050." This statement seems to disregard the purpose of the Visualize 2050 plan. If no alternative methods of transportation are implemented by the regions' leaders (namely bus or metro), then of course people will still be driving.
- This plan should be emphasizing adding additional metro rail miles and stations beyond just the Purple Line. As [many cities in Europe have proven](#), large and well

run metro systems reduce traffic congestion and are a key component of sustainable development.

I am happy to expand on any of these points. Thank you for your time.

Sincerely,
Anna McDougall

From: Dale Melanie <dale.melanie@gmail.com>
Sent: Tuesday, November 18, 2025 11:12
To: TPBcomment
Subject: toll roads and expansion of Route 270

Opposed to tolls and expansion of 270 and in favor of better public transportation.

Thanks for your consideration.

Dale Pastor
12 Infield Ct N, Rockville, MD 20854

From: mfolling@verizon.net
Sent: Monday, November 17, 2025 23:18
To: TPBcomment
Subject: Reject Moore-Hogan Toll Lanes for the American Legion Bridge/I-495/I-270

There are so many reasons I oppose the proposed toll lanes on for the American Legion Bridge/I-495/I-270 that it's hard to know where to start.

I have lived in Rockville since 1986. As is, I avoid going into VA from MD because of the bottlenecks from the VA version of toll lanes. There is ALWAYS a backup any day or time.

I stopped using Dulles Airport because of the VA traffic problems.

Adding toll lanes in MD would move the bottleneck to MD.

And wherever the toll lanes were ended would just be the site of added bottlenecks to which the likely proposed fix would be MORE toll lanes, etc, etc...

For me, bottlenecks in MD like those in VA would mean NEVER going on the American Legion Bridge, I-495, or I-270 ever again, which would be hard, yet better than enduring the resulting mess.

And of course with new bottlenecks, all the neighborhood roads either paralleling or feeding into I-495 or I-270 would get worse congestion, making my drive to some of my clients extremely difficult.

All that is simply the traffic related issues.

Then there's the cost, which would be prohibitive for most of the public.

And use of a for profit entity to run it would be catastrophic.

Plus none of that addresses the irreversible environmental and public health harms from doing this.

Why have you not incorporated public transportation options instead?

I never drive to DC anymore, but always take Metro to get wherever I need to go.

And better options like that and connections to that and buses would be far better for everyone, than the abomination being considered.

Marianne Follingstad
1622 Gruenther Ave
Rockville, MD
301-251-0139

From: Michael <mvs202@gmail.com>
Sent: Friday, October 24, 2025 20:07
To: TPBcomment
Subject: Feedback on Visualize 2050 Transportation Plan

re <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-National-Capital-Region-Transportation-Plan.pdf>

The short section on "Tourism" mentions only DC. The DMV region has many other places that could support tourism if only we made it easier to reach them. **MARC** should be drawing locals to visit Harpers Ferry, Frederick, Baltimore. **VRE** should be encouraging locals to explore Fredericksburg and Manassas.

- Expand schedules beyond commuter patterns, to reverse flows, and run on nights and weekends
- Invest in track improvements to improve travel times
- Offer express service to bypass commuter stops and focus on urban destinations
- Coordinate with local jurisdictions to improve aesthetics, walkability, connectivity, and commercial appeal of areas outside train stations.
- Improve "viewsheds" outside tracks to transform each trip into a marketing opportunity highlighting natural landscapes and heritage structures along the way.

How many more people would visit Baltimore from DC for dinner or an event if the MARC trip were an express 30-minute ride rather than 60? This is an untapped economic opportunity for Baltimore.

Michael Schade
mvs202@gmail.com

From: Michael <mvs202@gmail.com>
Sent: Friday, October 24, 2025 20:21
To: TPBcomment
Subject: Feedback on Visualize 2050 Plan (open data)

re <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-National-Capital-Region-Transportation-Plan.pdf>

The "Emerging Technologies" section should make a commitment to open data. Riders use a variety of tools to discover travel options and to book tickets. The biggest holdout here is Amtrak. The National Capital Region Transportation Planning Board must advocate for open data and work directly with Amtrak to make it easier for people to plan and purchase trips.

Historic travel data should also be available, at a granular machine-readable level.

Michael Schade
Washington DC 20009
mvs202@gmail.com

From: Michael <mvs202@gmail.com>
Sent: Friday, October 24, 2025 20:43
To: TPBcomment
Subject: Feedback on Visualize 2050 Plan (rail expansion)

re <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-National-Capital-Region-Transportation-Plan.pdf>

VPRA and MTA/MARC both have plans for good improvements and track expansions. But the region is not being ambitious enough. Looking at Amtrak's coverage of the region (see map at <https://www.amtrak.com/plan-your-trip.html>), Maryland especially has large regions with no passenger service, and is in need of better connections.

Annapolis, the Eastern Shore, and Ocean City need to have service returned. I-83 deserves a parallel rail corridor to connect Baltimore to Harrisburg, PA via York.

Michael Schade
Washington DC 20009
mvs202@gmail.com
<https://x.com/mvs202>

From: Michael <mvs202@gmail.com>
Sent: Friday, October 24, 2025 20:59
To: TPBcomment
Subject: Feedback on Visualize 2050 Plan (Chesapeake Bay ferries)

re <https://visualize2050.org/wp-content/uploads/2025/10/DRAFT-Visualize-2050-National-Capital-Region-Transportation-Plan.pdf>

The report does not include ferry service. In 2023, Visit Annapolis coordinated an effort with other jurisdictions along the Chesapeake Bay (including Baltimore) to establish passenger ferry service. The National Capital Region Transportation Planning Board should pursue aiding (or reviving) this effort.

Michael Schade
Washington DC 20009
mvs202@gmail.com
<https://x.com/mvs202>

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Tuesday, November 18, 2025 21:53
To: TPBcomment
Subject: Please remember at voting time WE are your constituency

For-profit management means the goal becomes profit, not service. We, your true constituency, will be bilked to that end for many generations to come. We have enough billionaire hogs. We don't need any more.

Only the rich will benefit. The rest of us will sit in traffic watching the rich sail on by. An inspiration to road rage and antipathy toward those responsible.

We would see new bottlenecks, and old bottlenecks just moved along.

Accidents waiting to happen.

The artery roads would be considerably more clogged than they are now. All would be made worse.

Can our environment, which we depend upon for life, tolerate much more damage? Can we?

Everyone in South County has endured monumental disruption and its resultant pain for years now because of the Purple Line. This would be exponentially bigger and worse. And you would be killing successful communities in the process. More grief and pain. Here are some clippings from a country doing what this foolish proposal would bring. Is this the legacy you would chose to leave behind?

<https://onedrive.live.com/?id=7E428E0B10240472%21sb26e2a323638446eac7822392b853e76&cid=7E428E0B10240472&redeem=aHR0cHM6Ly8xZHJ2Lm1zL2YvYy83ZTZyOGUwYjEwMjQwNDcyL0VqSXFickk0Tm01RXJlZ2lPU3VGUG5ZQjB0eHRuVHR5SDlSVV9ZNTczcEh1U3c%5FZT1td1hGZEI>

--

Arlene M on Lawndale

....."The test of our progress is not whether we add more to the abundance of those who have much; it is whether we provide enough for those who have little"..... Inaugural Address, Franklin D. Roosevelt, January 20, 1937. The American Presidency Project.

From: Devin Murphy <devinmmurphy5@gmail.com>
Sent: Tuesday, November 18, 2025 07:08
To: TPBcomment
Subject: No I-270/I-495 toll lanes

Hello,

I'm writing because I would like to register my comments against adding toll lanes to I-270 and I-495. The toll lanes will not alleviate traffic congestion. Instead they will make travel on these major highways inequitable, only offering routes with less traffic to drivers who can afford to pay high toll prices. And they will create new bottlenecks, just as they have on I-95 and I-495 in Virginia. These toll lanes will not reduce traffic in Maryland. MDOT should instead invest in public transit; that would truly reduce traffic congestion and give Marylanders options other than driving their personal vehicles to their destinations.

Toll lanes would also have an unacceptable environmental impact. Neighborhoods around I-270 and I-495 would be negatively affected by the toll lanes. They would be forced to live closer to the noise and pollution of these highways, and it's clear that MDOT values a short-sighted construction project over the longterm well-being of Marylanders.

I reject any plan to add toll lanes to I-270 and I-495.

Thank you,
Devin

Devin M. Murphy
devinmmurphy5@gmail.com
845-598-8092

From: Ken Notis <civ2kn@gmail.com>
Sent: Friday, November 14, 2025 16:18
To: TPBcomment
Subject: Visualize 2050

While the proposed Visualize 2050 plan has some positive elements, it doesn't go far enough to prioritize transit and bike pedestrian infrastructure. There are too many road widenings which will encourage "sprawl" - new housing in places without transit or walkability, making it more difficult to meet goals on the proportion of new development that is walkable and/or transit oriented, as well as to meet climate goals.

Ken Notis
Alexandria, Va

From: Asa Orrin-Brown <asaorrinbrown@gmail.com>
Sent: Tuesday, November 18, 2025 09:51
To: TPBcomment
Subject: Public feedback

Thank you for gathering public feedback on Visualize 2050. I hope you will take these suggestions into consideration for future adjustments to the plan. As a member of the CAC I attended the community outreach meeting the other day and I wanted to reiterate my concerns as well as express support for some aspects of the plan.

I oppose the following plans:

- **I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Opitz Boulevard** – I support examining flexible operational strategies and pricing that helps move people through the corridor, especially energy efficient ones involving transit. I oppose building more lanes for traffic, as we know it will create induced demand.
- **600 lane miles of new roadway being built** – I oppose building so many more miles of roadways, especially while the investment in rail is so pathetic. We should invert these numbers and be building 18 lane miles of road for every 600 miles of rail.

I support the following plans:

- Rail projects:
- Long Bridge
- Alexandria Fourth Rail Track
- Franconia to Lorton 3rd Track
- VRE station, track and service improvements

Transit projects:

- Duke St Transitway and land use study, Alexandria
- Richmond Highway BRT, Fairfax (unfortunately, separate projects to widen Route 1 to even more lanes are included)
- Route 7 BRT study and funding new lanes for BRT and pedestrian improvements through Tysons and Pimmit Hills
- West End Transitway, Alexandria
- Local bus system state of good repair and new facilities (e.g., DASH, OmniRide)

Complete street projects:

- Eisenhower Avenue, Alexandria, corridor safety and ped/bike improvements
- George Mason Drive Multimodal Improvements, Arlington

Local walkable street grid buildout):

- North Fort Meyer Drive Reconstruction in Rosslyn

Trail and ped/bike project:

- Alexandria North Beauregard Street Multi-Use Trail
- Crystal City to DCA pedestrian bridge

I appreciate the overall investment in bicycle and pedestrian infrastructure that accompanies many of the road projects, especially the complete streets projects, but I think we should make more of an effort to shrink road lane miles, incentivizing active transportation and public transportation. Our over reliance on personal vehicles is unsafe and unsustainable. I am disappointed that your plan doesn't do more to address these problems.

Sincerely,
Asa Orrin-Brown
Alexandria representative TPB CAC

From: pepper4@aol.com
Sent: Monday, November 17, 2025 21:00
To: TPBcomment
Subject: Do Not Widen 270

Do not want it to be widened or become a toll road

Many Thanks,
Andrea PFEFFER (Andie)
Email: pepper4@aol.com
Phone: 301.452.3164

From: Richard Peppin <peppinr@outlook.com>
Sent: Tuesday, November 18, 2025 06:34
To: TPBcomment
Subject: The Moore-Hogan toll lane construction project for the American Legion Bridge/I-495/I-270

Ladies and Gentlemen,

I strongly object to the subject project, at least for the following reasons:

- 1- It will encourage more vehicular traffic which harms the environment
- 2- The tolls will allow the "rich" to zoom by while the rest of us become mired in the traffic
- 3- The expansion will increase noise pollution
- 4- The expansion will even further severely reduce land that the wildlife lives and thrive in.

I hope this project is dismissed.

Most cordially,
Rich

Richard J. Peppin, P.E.
Fellow: ASA, ASME, INCE, IIAV, and ASTM
301-910-2813 cell PeppinR@outlook.com
3501 Forest Edge Dr. 14-1E, Silver Spring, MD

From: Jenny Price-Smith <jpricesmith236@gmail.com>
Sent: Thursday, November 20, 2025 10:04
To: TPBcomment
Subject: Don't widen 270!!!

Widening 270 will not improve traffic or lives. It is a farce to think that traffic will be lightened when everyday pieces of the county that used to be field or trees, or forest are now being developed with housing units that will add 10s of thousands of cars to our streets and throughways.

J Smith

From: Ellen R <er12533@yahoo.com>
Sent: Monday, November 17, 2025 21:22
To: TPBcomment
Subject: No to MDOT toll-lane plan on 495, 270

To Transportation Planning Board re Visualize 2050:

I-270 is the "local road" for many thousands of us homeowners along the interstate. You should know what we know:

--It's not backed up most of the day.

--When it is, it's in or out of DC at rush hour. *Reversible lanes* make the most sense financially, ecologically, and for not inducing traffic.

--Toll lanes and plazas would dump toll-avoiding traffic into our residential neighborhoods.

--Big congestion was hugely fixed by the enormously successful \$132 million [Innovative Congestion Management System](#), which streamlined traffic and corrected blockages on entrances and exits.

--Toll lanes and expansion would rip up all this excellent new infrastructure investment!

The old toll-lane plans, meanwhile, are built on lies. The former governor and his highway department resisted environmental studies. But according to the state's own environmental study, adding toll lanes would significantly *increase* congestion in the nontolled lanes during evening rush and barely improve traffic flow in morning rush. ***The only way to make people pay tolls is to clog the free lanes.***

MDOT **refused to study alternatives that would be more sustainable** -- sticking with pre-pandemic data rather than teleworking data. MDOT also failed to study transit alternatives.

As for tolls, the foreign company building them gets paid first. Maryland won't exactly get much here. Meanwhile, Marylanders will lose: Both Sen. Cheryl Kagan and County Councilmember Gabe Alborno were shocked at the high (\$40+) tolls they paid in Virginia. Don't do that to us. (Remember, "the only way to make people pay tolls is to clog the free lanes.")

Why would you support **an outdated idea not supported by either science or the majority of Marylanders**? We have proved over and over by mail, email, phone, public hearings, and more -- every way we could make ourselves heard -- that we **do not want** either widening or toll lanes. Our massive outcry was reduced to footnotes that were buried in one report by a biased highway department.

Thank you,

Ellen Ryan

Rockville, MD

From: Susan Read <zwschen@gmail.com>
Sent: Monday, November 17, 2025 21:02
To: TPBcomment
Subject: I oppose MD toll lanes

Dear Sir or Madam:

I am against the MD toll lanes.

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Sincerely,
Zie Chen

From: Mike Robb <mikerobb809@gmail.com>
Sent: Friday, November 21, 2025 12:47
To: TPBcomment
Subject: Visualize 2050 comments
Attachments: VDOT Braddock Road MM Summary and Lessons Learned Matrix.pdf;
VDOT MM.pdf; BP OPTION 1A.pdf; Typical Alt Intersects.pdf

Please see the attached documents that relate to traffic congestion issues regionally and in my area, especially the Braddock Road project and future Multimodal project issues identified. The issues identified are to other areas throughout the region. the proposed solutions can also be utilized throughout the DMV area.

Please confirm you have received the comments and documents.

Thank you
Mike Robb
571 331 6931

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

GENERAL ITEMS AND ISSUES				
NO	ITEM	ISSUE	LINKS / NOTES	
1	Traffic Congestion Nationally (DC Metro Area)	Washington, D.C. metropolitan area, which has some of the worst traffic in the U.S. According to a July 2025 Consumer Affairs report analyzing the 50 largest U.S. metros, the D.C. region tops the list for worst traffic, with an average one-way commute of 33.4 minutes and over 6.5 hours of daily congestion. This beats out Los Angeles (30.1 minutes commute, nearly 8 hours congestion) and reflects factors like high population density and limited road capacity.	https://www.axios.com/local/washington-dc/2025/07/23/dc-worst-traffic-in-the-us	
2	Traffic Congestion Statewide (Fairfax County VA) in VA	Comparisons within Virginia show Fairfax far ahead of other areas. TomTom's 2024 Traffic Index estimates 57 hours lost annually to peak-hour congestion in Washington, D.C. (covering Fairfax and nearby counties), compared to just 16 hours in Richmond and Virginia Beach-Norfolk. INRIX's 2024 Global Traffic Scorecard similarly puts the D.C. metro at 62 hours lost per driver, while Richmond sees about 20-25 hours and Hampton Roads around 30 hours—still much lower than Northern Virginia. Overall, Fairfax leads Virginia in congestion metrics like delay hours, commute times, and bottleneck frequency.	Fairfax County has the highest levels of traffic congestion in Virginia, with 41% of its roads near capacity and 23% over capacity during morning rush hours. This is significantly worse than other areas in the region, making commuting times longer and more challenging for drivers https://wtop.com/dc-transit/2017/02/numbers-congested-types-roads-northern-va/	
3	Traffic Congestion Countywide (Fairfax County VA)	Fairfax County's traffic congestion and related issues have highlighted ongoing challenges in areas like Oakton, Fairfax, Springfield, and the Capital Beltway, as well as broader regional areas.	Fairfax County proposes new transportation priorities Articles fairfaxtimes.com	
4	State / Condition of Roadway System (Fairfax County VA)	Most roads are in Fair or Better condition. The average commuter in the Northern Virginia and Washington Metropolitan Region endured delays of 85 hours in 2022; however, traffic volumes continue to increase as more people return to the workplace.	https://www.fairfaxcounty.gov/boardofsupervisors/sites/boardofsupervisors/files/Assets/documents/2025-Transportation-Fact-Sheet-final-12.3.24.pdf	

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

5	Tax Burden vs Road Funding Priorities	Fairfax County residents face a significant net tax burden to the Commonwealth of Virginia, contributing far more in state taxes than the county receives back in direct funding and services. This “balance of payments” imbalance has persisted for decades, with Fairfax subsidizing other regions through progressive tax structures and allocation formulas that favor higher-need localities. Road funding faces a similar disparity for Fairfax County residents. Fairfax County Residents also pay higher fees and tax rates as well.	Fairfax County’s Balance of Payments with Richmond: A Policy Perspective – The State of Fairfax
6			
7	Traffic Congestion Hotspots	Northern Virginia Families for Safe Streets (NOVA FSS) found that 90% of the incidents recorded by pedestrians and cyclists since 2020 were recurring events — a higher rate than in Arlington (82%) or Alexandria (74%), the two other jurisdictions analyzed by the volunteer-run nonprofit	https://www.ffxnow.com/2024/09/27/new-report-finds-hot-spots-for-near-miss-traffic-incidents-in-fairfax-county/

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

8	<p>Fairfax County-Specific Road Work Needs and Projections to 2050 Identified to Date</p> <p>https://www.fairfaxcounty.gov/transportation/visualize-2050</p>	<p>Fairfax County, as the region's population and economic hub (projected 1.3 million residents by 2050), drives much of the Northern Virginia focus. The draft plan carries forward ~25 funded/committed road projects from Visualize 2045 into the fiscally constrained list, plus ~17 developmental projects, prioritizing capacity enhancements on major corridors like I-95, I-495, I-66, Route 123, and Fairfax County Parkway to cut peak-hour delays by 10–25% regionally. These address bottlenecks from 25% employment growth in Tysons and Springfield, with air quality conformity analyses forecasting a 28% drop in PM_{2.5} emissions by 2050 despite added capacity, thanks to EV adoption and operations improvements.</p> <p>Key Strategies and Projections No aggregate Fairfax-specific funding is detailed yet (regional highway allocation ~\$60 billion of the total), but projects draw from federal (e.g., Highway Trust Fund), state (VDOT), and local sources, with public-private partnerships for express lanes. Timelines span FY2026–2050, with many in design/construction phases.</p>	<ul style="list-style-type: none"> • Congestion Relief: Emphasizes managed lanes (e.g., I-495 Southside Express Lanes: 11-mile extension from Springfield Interchange in Fairfax across Wilson Bridge, adding 2 HOT lanes/direction by ~2035; projected 15–20% speed gains, free HOV-3+, \$0.50–\$15 tolls; integrates bus route to Tysons by 2031). Operations like ramp metering and ITS to cut non-recurring delays (50% of total). • 2050 Needs: Models show +25% congested lane-miles without action; road work aims for 10–28% vehicle-hour reductions on I-95/I-66/I-495, supporting 2,400+ more peak-hour people movers while preserving rail options on bridges. • Funding/Equity: Relies on \$3–4 billion annual regional revenue; prioritizes low-income access via discounted tolls and transit ties
9	Toll Lanes	<p>Road funding is not a high enough priority to keep up with traffic demands and projections leading to frustrated citizens / taxpayers. The high expense of tolls is a major issue leading to lack of use.</p>	<p>https://jlarc.virginia.gov/pdfs/reports/Rpt590.pdf</p>
BRADDOCK ROAD MULTIMODAL PROJECT SPECIFIC ITEMS AND ISSUES			

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

NO	ITEM	ISSUE	LINKS / NOTES
	General Info / Issues		
1	Project Goals	The goals of the Braddock Road Multimodal Improvements Project include enhancing vehicle and pedestrian safety, improving mobility and accessibility for all users, and creating dedicated shared-use paths for cyclists and pedestrians. The project aims to reduce traffic congestion and promote active transportation options in the area without adding additional through lanes. <i>Goals look to be attainable but the question is for how long until the future congestion overtakes the solution provided?</i>	https://www.fairfaxcounty.gov/transportation/projects/braddock-multimodal
2	Public Involvement	A number of targeted public involvement meetings took place over a number of years since 2016 - 2025. <i>Unfortunately not all community members knew of the project until recently. Thus later input was not timely and not implemented.</i>	Braddock Road Multimodal Improvements Design Public Hearing Brochure
3	Project was Based on a 2018 Final Report	An initial study for travel demand based on the regional model and microsimulation was conducted for each of the alternatives. The study was conducted in 2015 and showed projections through 2040. <i>The major problem Identified is on page 5-50 in which the AM traffic travel time will be projected to 114% additional change to 2015; but, the solution only mitigates that by 34%. It is further noted that on page 5-45 table 5-3 the existing 2015 conditions already showed signs of issues and are now far worse in 2025. A combination of intersection and added lanes was not pursued and projections did not include other issues that will only increase traffic congestion and safety issues.</i>	https://www.fairfaxcounty.gov/transportation/sites/transportation/files/Assets/Documents/PDF/Transportation%20Projects%2C%20Studies%20and%20Plans/Braddock%20Road%20Multimodal%20Study/Braddock%20Road%20MM%20Study%20Report_2018-05-09.pdf

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

4	2015 Travel Demand Study Issues	the 2015 traffic demand study is now 10 years old and out of date information. No follow up study or analysis was conducted. Traffic is now far worse than in 2015 and parking lot (waiting through multiple lights at an intersection) issues are common place. Recent road construction projects like Rolling Road expansion of lanes adds to the traffic concerns. The increases in neighboring housing density areas were not anticipated. Additional drivers in existing houses because of rental / additions and multi-generational families was not anticipated. This all could add an additional 38% more congestion that in the 2015 study.	See Above
5	Intersection Issues	The proposed intersection solutions are not optimal in solving car traffic congestion.	See attached more efficient traffic intersection configurations discussed in the meeting minutes attached.
6	Shared Use Paths	Shared use Paths are a good idea on the north side of Braddock Road / west side of Rolling Road and in the illustrations provided. Shared use paths on the south side of Braddock Road adjacent to Kins Park subdivision is not a good idea and has the following issues: 1. Heavy traffic intersections provide a less safe scenario (the intersection at lake Braddock Drive and Braddock Road) Best make the pedestrian crossing at Grantham as suggested. 2. Steep wooded slopes exist that would require retaining walls and expensive construction not desired. 3. lack of use along this portion of Braddock Road as no one will want to utilize SUP's on this side of the road. 4. would have to be replaced if new car lanes are to be constructed since no expansion or phasing is incorporated into this design (imagine the cost of demo and reduce here).	See attached suggestions for SUP's in attached meeting minutes.

BRADDOCK ROAD MULTIMODAL SUMMARY AND LESSONS LEARNED MATRIX

	7	Cut Trough Traffic (Kings Park and Danbury Forrest)	<p>A "traffic calming" project was conducted in Kings Park in the 1990's. This project initially lessened the traffic (mainly morning) to some extent. However the traffic has steadily increased over the years on Southampton Drive and Danbury Forrest Drive. There are also elementary schools along these 2 roadways and traffic cops are currently there due to safety concerns. the congestion in these subdivisions has steadily increased over the projected 2040-2050 timeframe and could get out of control in the future unless traffic mitigated. Too mitigate this a new street can be provided as indicated in the attached connecting Rolling Road to Braddock Road. See the attached proposed solution or something similar should be provided.</p>	See attached bypass suggestion
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Minutes of Meeting with Mike Robb

Date/Time: Monday, September 22, 2025 / 2:00 PM to 3:00 PM
Meeting Location: VDOT NOVA District Office, Horsepen Conference Room with Virtual Option
Project Reference: Braddock Road Multimodal Improvements Project (BRMIP)
Project No.: UPC 114627
Subject: Traffic and Geometric Design Considerations

Attendees:

- **Mike Robb:** Mr. Robb has been a resident in Springfield VA since 1978 and has lived in Kings Park since 1992.
- **Mr. Robb** now retired since 2021 worked for Michael Baker International with over 35 years of design professional experience in Architecture, Planning, Technical / Project management and construction Administration. He was a Department Head in the Alexandria office for the firm with over 300 design projects over the years.

VDOT

- Yuliya Esmond
- Ali Nomani
- William Dunn

FCDOT

- Tad Borkowski

STV

- Elisa Prange (virtual)
- Phil Lohr
- Suresh Karre

I. Introductions

- Meeting participants introduced themselves. Mr. Robb thanked members for their time.

II. Project History

- The County initiated a study of Braddock Road in 2012.
- A Task Force was formed which met regularly. Each HOA along the corridor was represented by the president or vice president. Around 30 meetings were held.
- The County and Task Force analyzed different scenarios for the future of the corridor, including:
 - Intersection spot improvements
 - Widening to accommodate more general-purpose lanes
 - Widening to provide high-occupancy vehicle (HOV) lanes

- Other features that were looked at included:
 - Realignment of Danbury Forest Drive to align with Wakefield Chapel Road
 - Commuter parking lots
 - Bicycle/pedestrian facilities
 - Provision of a transit center at the Kings Park Shopping Center
- The Task Force was the driving force behind the project. The Task Force developed project weighting factors to be able to evaluate and compare the alternatives on items such as operations, ROW impacts, project costs, etc.
- A travel demand study based on the regional model and microsimulation was conducted for each of the alternatives. The study was conducted in 2015 and showed projections through 2040.
 - The final conclusion, summarized in the County's [Braddock Road MM Study Final Report 2018-05-09.pdf](#), was that the intersection spot improvements and addition of shared-use paths (SUPs) provided the most overall benefit. These improvements were advanced as the preferred alternative and formed the basis of the project when the County requested that VDOT administer the project for design and construction.
 - The following tables are from this study / report are provided below for for reference:
 - Page 4.12

	Households	Population	Total Employment	Retail	Non-Retail
2015	24,100	72,500	11,900	1,500	10,400
2040	25,200	75,600	13,800	1,600	12,100
Study Area % Growth	5%	4%	16%	7%	17%
County % Growth	27%	23%	34%	20%	37%

Table 4-2: 2015 and 2040 Land Use in Study Area

- Page 5.1

Chapter 5: Alternatives

The main goal of the Braddock Road Multimodal Study included developing and evaluating various improvement options for the study corridor. The improvement alternatives studied include:

- No-Build
- Intersection and Corridor Improvements
- HOV Outside Lanes Widening
- HOV Inside Lanes Widening
- General Purpose Lanes Widening

All improvement alternatives included the following bicycle and pedestrian improvements to the study corridor:

- A new Shared-use Path along both Eastbound and Westbound of Braddock Road
- New sidewalks
- Viable bicycle/pedestrian overpass (bridge) locations
- Improvements to the existing underpass at the Accotink Creek bridge.

○ Page 5.2



Figure 5-2: 2040 No-Build Volume Growth from 2015 – AM Peak Hour



Figure 5-3: 2040 No-Build Volume Growth from 2015 – PM Peak Hour

○ Page 5.5.

Table 5-1 presents the comparison of intersection MOEs between the Existing Conditions and the No Build Alternative. As traffic volumes increased for the No-Build Alternative, the intersections' level-of-service (LOS) deteriorated over the Existing Conditions. Detailed MOEs (delay and queues by intersection movements, and mainline travel times) are presented in Appendix L.

Alternative	Equivalent LOS					
	A	B	C	D	E	F
AM Peak Hour						
2015 Existing Conditions	0	0	5	3	5	0
2040 No-Build Alternative	0	0	0	0	1	12
PM Peak Hour						
2015 Existing Conditions	0	2	3	5	2	1
2040 No-Build Alternative	0	1	0	4	4	4

Table 5-1: Intersection LOS Summary



Alternative	Equivalent LOS					
	A	B	C	D	E	F
AM Peak Hour						
Existing Conditions	0	0	5	3	5	0
No-Build Alternative	0	0	0	0	1	12
Intersection Imp. Alternative	0	0	2	3	3	5
HOV Outside Alternative	0	0	2	0	0	11
HOV Inside Alternative	0	0	2	2	2	7
GP Widening Alternative	0	0	2	1	3	7
PM Peak Hour						
Existing Conditions	0	2	3	5	2	1
No-Build Alternative	0	1	0	4	4	4
Intersection Imp. Alternative	0	0	5	2	4	2
HOV Outside Alternative	0	1	3	4	2	3
HOV Inside Alternative	0	2	3	3	0	5
GP Widening Alternative	0	2	3	4	0	4

Table 5-3: Intersection LOS Summary

AM Peak Hour

- The No-Build Alternative had twelve intersections at LOS F and one at LOS E – all (thirteen) study intersections at an undesirable LOS. The Build Alternatives had varying degrees of improvement:
 - The Intersection and Corridor Improvements Alternative had five intersections at LOS F and three at LOS E - eight in total.
 - The HOV Inside Alternative had seven intersections at LOS F and two at LOS E - nine in total.
 - The GP Widening Alternative had seven intersections at LOS F and three at LOS E - ten in total.
 - The HOV Outside Alternative had eleven intersections at LOS F and this was only a marginal improvement over No-Build. As previously discussed in the Scenarios Screening, the weaving conditions at the end of the eastbound HOV lane between HOV and GP vehicles was a major bottleneck for the corridor.

PM Peak Hour

- The No-Build Alternative had four intersections at LOS F and four at LOS E (eight total at an undesirable LOS). The Build Alternatives all had similar improvement in LOS:
 - The Intersection and Corridor Improvements Alternative had four intersections at LOS F and two at LOS E (six total).
 - The HOV Inside Alternative had five intersections at LOS F (five total).
 - The GP Widening Alternative had four intersections at LOS F (four total).
 - The HOV Outside Alternative had three intersections at LOS F and two at LOS E (five total).



- Over the past few years, VDOT has held three Public Information Meetings and then the Public Hearing on June 2, 2025. FCDOT has also held multiple public meetings. There have been a mix of in-person and virtual meetings, giving ample opportunities for public input. The [11/29/2022 Public Information Meeting #2 Presentation](#) includes good information on intersection alternatives that have been studied over the past few years.

- Unfortunately, Mr. Robb did not know of the project or was out of the country during these prior public meetings. Once he learned of the project he provided comments prior to the June 2025, attended the meeting and provided comments after.

III. Traffic Considerations

- The agenda items of traffic considerations was presented as follows:

Traffic Considerations [2:10pm]

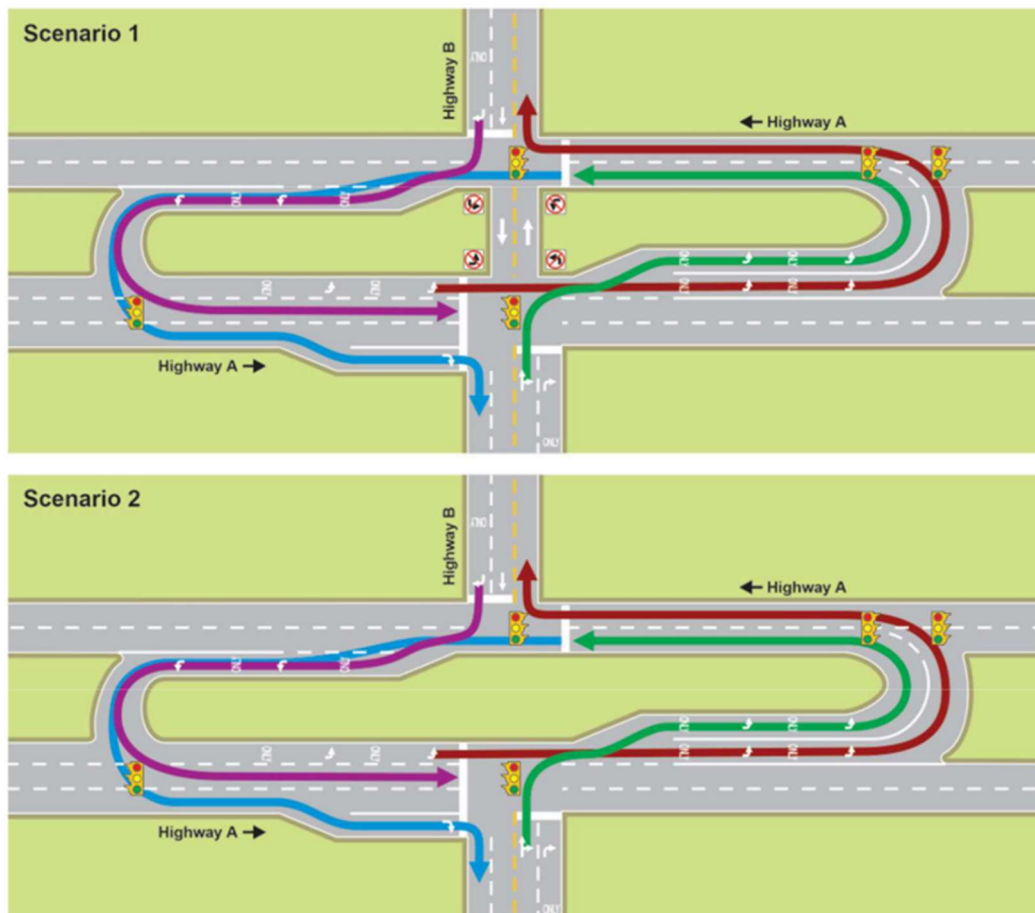
- Existing traffic counts, existing and projected land uses, and county and regional travel demand models all factor into traffic projections
 - VDOT and FCDOT agreed on 0.30% growth rate for AM peak, 0.24% for PM peak in October 2021
 - From 2025 to 2050, this results in 8% growth in AM, 6% growth in PM
 - Use of the regional model is a standard practice.
- Project-specific traffic study
 - FCDOT's [Braddock Road MM Study Report 2018-05-09.pdf](#)
- Broader regional studies are beyond the scope of this project
- The Metropolitan Washington Council of Governments (MWCOC) model was used to look at the horizon year forecasts to develop the growth rate used for the BRMIP. This model includes the Long-range Transportation Plan (LRTP) for the region and is updated when developments are identified as part of the Comprehensive Plan for the County, so it includes the Rolling Road project. Using this model is the standard industry practice for developing growth projections.
- Mr. Robb expressed concern about the 2015 study and the indicated growth rates anticipated as follows:
 - The study was already 10 years old is outdated and 2025 conditions of “parking lot” (waiting through multiple lights at an intersection) like conditions already exist that were not picked up /anticipated in the report.
 - There is already a growth rate over the anticipated 6-8 percent already since 2015. A new or more recent study would have picked this up but was not conducted. It was also noted no recent comprehensive metro area study seems to exist.
 - Additional density is being built or recently built along the corridor such as George Mason that contribute to the congestion on Braddock and rolling roads not predicted in the prior report.
 - That the widening of Rolling Road [south of Old Keene Mill Road, approximately 2.5 miles to the south] was never addressed in the prior report adding more traffic to this area.
 - Some minor development in the Braddock Road area was anticipated but the driver for more cars in the immediate area is due to the following factors not indicated in the report have and will increase vehicular traffic along Braddock Road. The following trends in the area were not studied or included in the report.
 - Rental property with more adults / drivers.

- Multi-generational families with more adults / drivers.
- Construction of larger houses in the area (some houses have doubled in size along with many drivers and people in the house).
- Mr. Robb expressed that the anticipated future capacity has already been surpassed and capacity by 2050 will be at least 38% more requiring more additional lane capacity.
- Mr. Robb is also concerned that by 2050 additional capacity will also be required on the beltway and that the intersections will be insufficient to handle congestion based on the additional density of housing anticipated in Springfield, Tysons, Fairfax and the region.
- Mr. Robb had suggested the county/VDOT look at the concept of a “Michigan Left” for use in this and other projects depicted below. It was noted the width of the median may impede full usefulness, but the concept was still sound and useful.

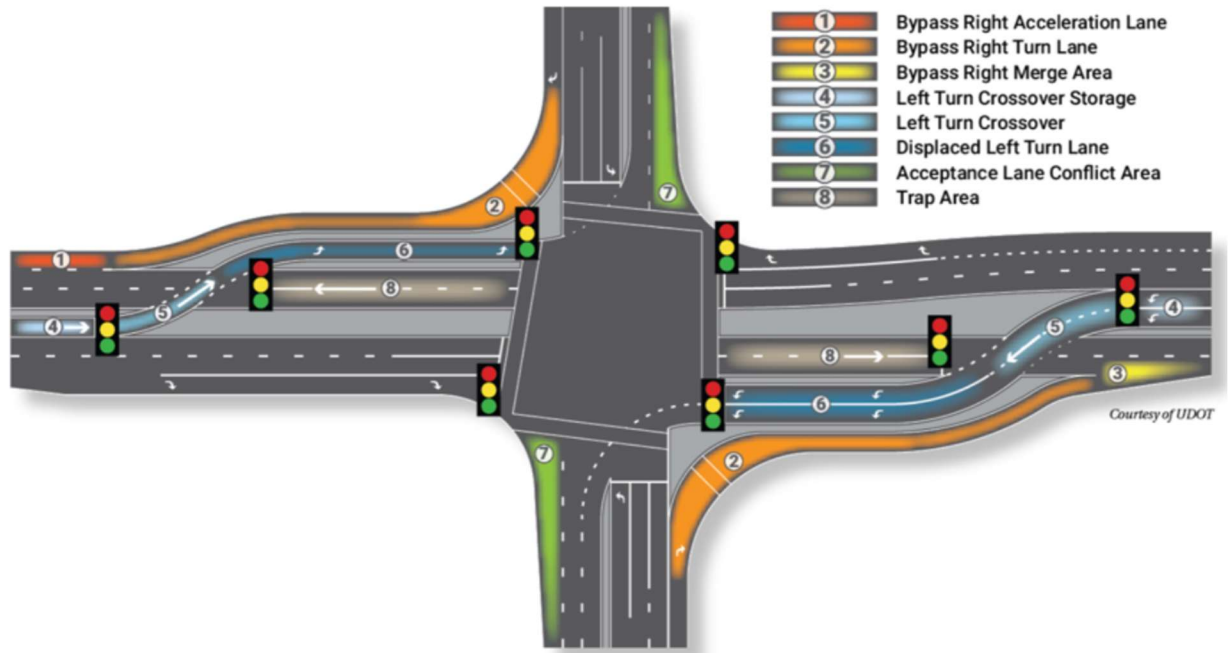
Are Michigan Lefts one lane or two?

A single-lane Michigan Left is designed for one vehicle to turn at a time. While some crossovers may appear to be wide enough to fit multiple passenger vehicles side-by-side, that extra room is actually there to accommodate larger vehicles, like tractor trailers and recreational vehicles, that need a wider turning radius.

A multi-lane Michigan Left is designed for two vehicles to turn at a time. Pavement markings, such as arrows, ONLY lettering, and white solid lines, indicate that both lanes may be used to turn. An unmarked median crossover should always be treated as a single-lane crossover.



- Mr. Robb suggested a continuous-flow intersection (CFI) as a potential solution for addressing congestion at the Braddock Road/Burke Lake Road intersection. He suggested that closing Kings Park Drive entirely at Braddock Road [rather than making it right in, right out as currently designed] could provide more room within existing right of way to accommodate a CFI for Braddock Road at Burke Lake Road. See the following diagram he has provided in his comments on the project:



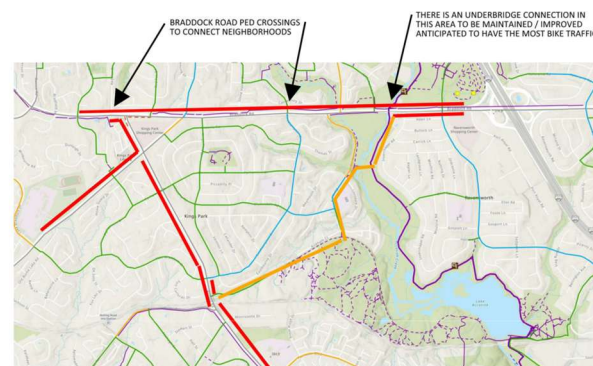
The idea is that right turns from Burke Lake Drive onto Braddock Road have dedicated right turn lanes (no stopping). Additional two left turn lanes are added south of the east bound lanes but north of the new right turn lanes. This allows for both left turn and east bound lanes to go at the same time eliminating the congestion conditions.

- VDOT routinely assesses various intersection types as improvement options, especially with regard to safety.
- VDOT does consider CFIs and has implemented them in other places.
- A CFI was in fact looked at for this location, but it would have large ROW impacts and construction costs.

- In response to resident feedback, most recently at the Public Hearing, VDOT is extending the eastbound left-turn lane on Braddock Road for vehicles turning onto Woodland Way. This should help with traffic redirected to Braddock Road due to the elimination of the northbound movement across Braddock Road from Burke Lake Road.
- Mr. Robb stated that currently today there is a parking lot like conditions traveling both directions at this intersection. For example, it takes sometimes 3 lights to travel through the intersection east bound because the light is too short due to the down time left turn traffic is taking. The current plan will not be sufficient to facilitate convenient eastbound and left turns onto Woodland Way. And future additional congestion will make this condition worse. Mr. Robb's suggestion may add some cost and need to buy the residence on the corner to expand the intersection. The costs would be mitigated by not providing SUP on the south side as he suggests and since there would be no conflict with pedestrian or bike traffic it is a better safety scenario as well.

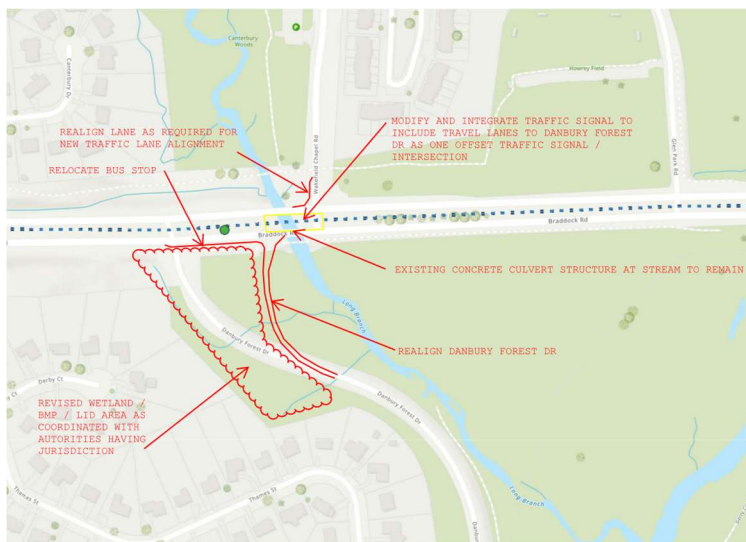
IV. Geometric and Other Design Considerations

- Mr. Robb and others at some of the public meetings do not see the need for SUPs on both sides of Braddock Road and has the following concerns:
 - There is no phasing or a Plan B for future car lanes planned when needed. SUPs on both sides when constructed may “lock in” the overall roadway footprint and eliminate the possibility of adding vehicle lanes to Braddock Road. When additional lanes are required, this will necessitate considerable redo of retaining walls, pathways, bus stops, storm water management ponds / structures etc. because no consideration is provided in the planning of this project currently.
- Mr. Robb is concerned that on the south side of Braddock Road adjacent to Kings Park area SUPs would be detrimental and not needed / used other than walks from bus locations to the neighborhood. There are alternative paths that already exist through the neighborhoods. The paths could be difficult to build due to the required cut slopes, which would have significant impacts on trees and could even cut into residents' back yards. He expressed concerns about the safety for path users at crossings [of side streets and entrances]. He suggested providing a wider buffer between Braddock Road and a single SUP along the north side of Braddock Road, with the buffer being wide enough to accommodate a future addition of another general-purpose lane which could be a future phase. See the below sketch Mr. Robb provided in his comments that illustrate the issues.



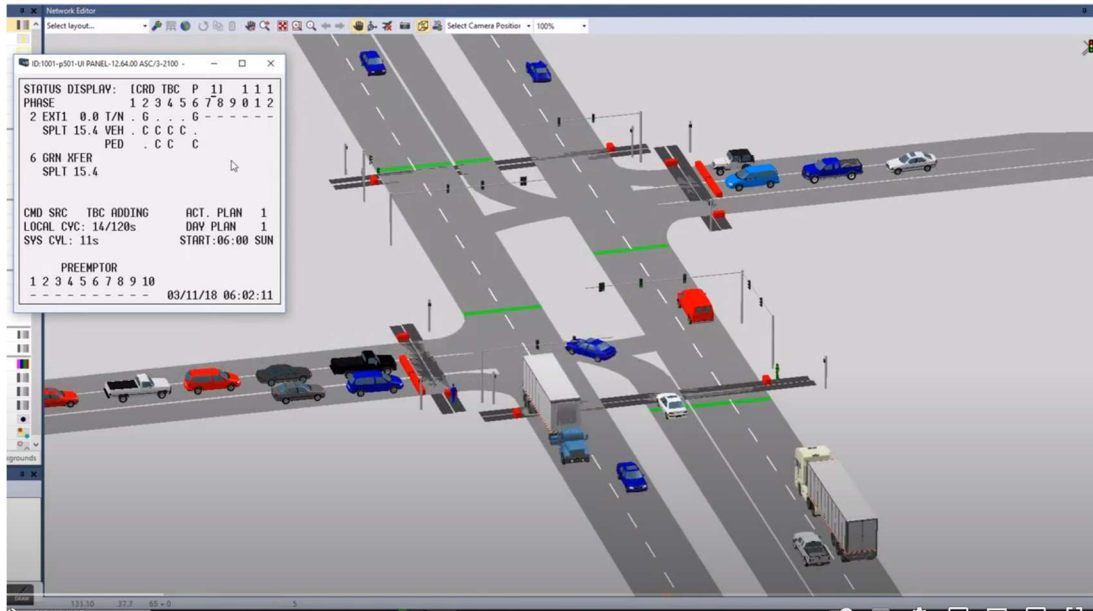
Map GIS Source: [Bike Fairfax](#)

- During the County's study, many residents who commute to the Pentagon by bus expressed concern over having to cross Braddock Road multiple times due to the lack of pedestrian connectivity along both sides of the road. Mr. Robb is not sure how the SUP's would solve this in a better way as both suggestions will provide similar safe crossings to neighborhoods? Mr. Robb's suggestions would eliminate the really bad crossings since no south SUP would exist.
- Providing SUPs along both sides of Braddock Road comes from FCDOT policy to provide continuous pedestrian amenities. Mr. Robb's concern is why do this in heavy traffic intersections and provide a less safe scenario like the intersection at lake Braddock Drive and Braddock Road? Best make the crossing at Grantham as suggested.
- The current project, initiated by the County, is for multimodal improvements, i.e., there is a high priority placed on the safe movement of all modes of transportation.
- Widening of Braddock Road is not included in the County's Comprehensive Plan. Mr. Robb is quite sure additional lanes will be needed / required based on anticipated congestion. Parking lot conditions already exist on this roadway and will only get worse by 2050.
- VDOT has received major pushback from residents against widening Braddock Road. Providing for future widening would have even more impact. Mr Robb had the opposite view of discussions at the meeting and only dissent he is aware of was the loss of trees at the side of the roadway that will happen for the SUP's and retention ponds. He does not think people will be to happy crawling down the road when congestion increases and complaints grow from that. Again, parking lot conditions already exist on this roadway and will only get worse by 2050. At some point something will need to get done to add capacity in Mr. Robb's view.
- Mr. Robb suggested making Wakefield Chapel Road/Danbury Forest Drive into a true or offset 4-way intersection at Braddock Road and thinks it would have better operations than the currently proposed partial RCUT. He is aware that this would be more expensive than the currently proposed design and would take longer to implement but would be a much better functioning intersection. See attached sketch provided in the meeting.



PROPOSED OFFSET TRAFFIC INTERSECTION SKETCH A

- An alternate offset intersection idea was also presented by Mr. Robb in his comments depicted below where the lights will act as one offset intersection

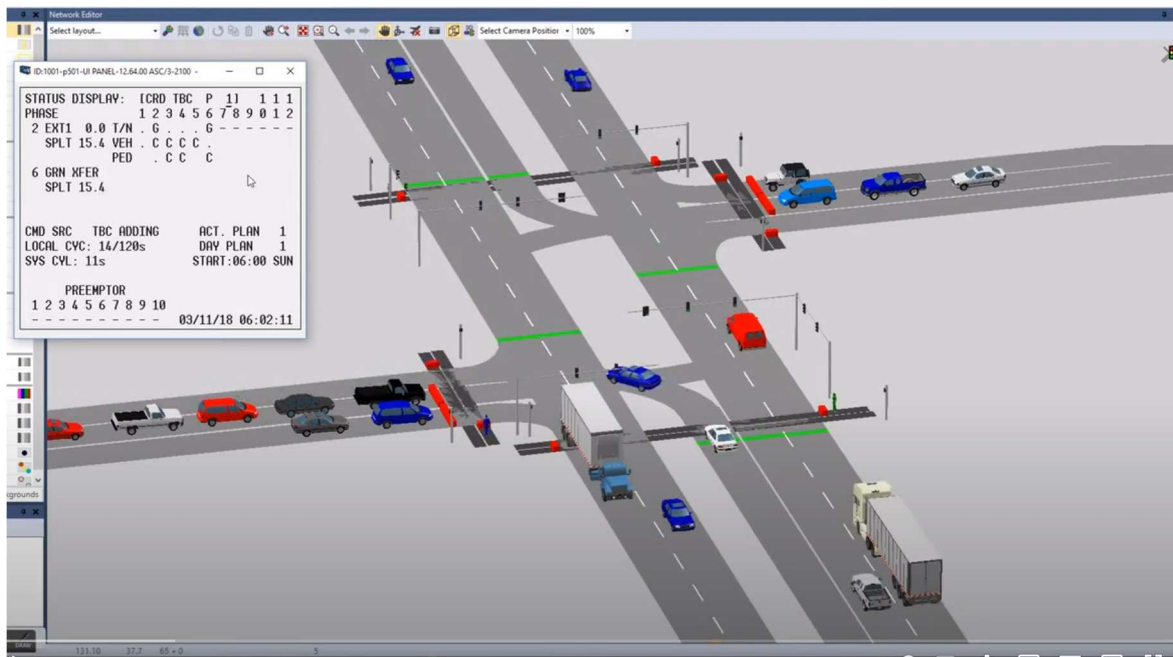


- Realigning Danbury Forest Drive to create a traditional, four-legged intersection would have major environmental impacts. There are habitats that would be impacted, stream impacts, and park land impacts. It would require either a bridge over Long Branch or a much longer extension of the quadruple box culverts than is required for the currently proposed design.
- Residents of the neighborhoods along Wakefield Chapel Road have expressed opposition to the eastbound left-turn from Braddock Road as they would like to discourage what they view as cut-through traffic. Mr. Robb noted it was the desired approach in the early meetings from residents and continues to be with good reason and would be the best overall result all things considered.
- The currently proposed partial RCUT has very efficient operations as the three closely spaced traffic signals operate as one and only have two phases (i.e., traffic will be flowing on either Danbury Forest Drive northbound and Wakefield Chapel Road southbound, or along Braddock Road). Mr. Robb noted this would turn One light into three at this location and there will be enough issues timing lights down Braddock Road as there is. Also was not sure why the RCUT did not end in a dedicated lane to Wakefield Chapel instead of forcing cars back onto a crowded lane?
- A four-legged intersection would have many more conflict points (i.e., locations where turning vehicles could potentially cross paths) so the currently proposed design is a major safety improvement. Mr. Robb thinks the elimination of the south SUP would be safer situation for Braddock Road eliminating any pedestrians and bike that intersect turning vehicles especially at the bad intersections.
- As mentioned during the June 2, 2025 Public Hearing, the intersection of Route 55 and New Hill Road/West Holly Springs Road in Holly Springs, NC is a good comparison for how the proposed partial RCUT may operate. Traffic volumes are similar to Braddock Road and the location in suburban Raleigh, NC is comparable to

Braddock Road in suburban Washington, DC. Mr. Robb has been to Raleigh recently but has not seen this implemented during his visits.

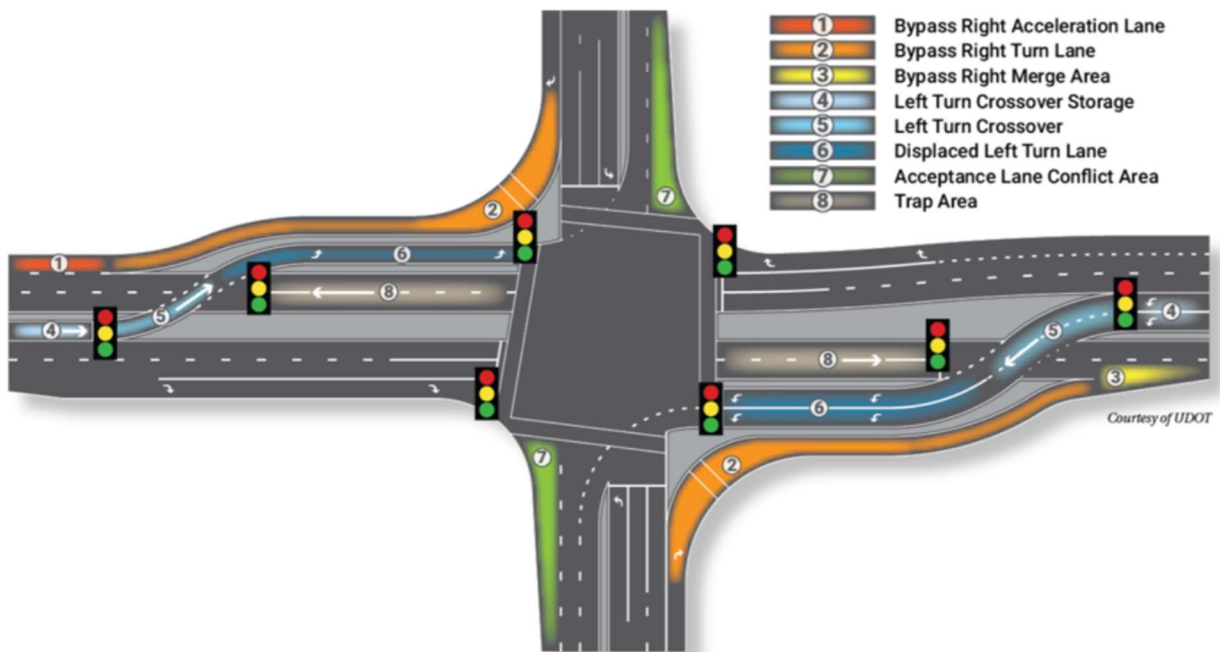
V. Open Discussion

- The County Board of Supervisors has endorsed the project as presented at the June 2, 2025 Public Hearing.
- There is good information on the studies that have been done and the public involvement process on VDOT's project website.
- The County and VDOT appreciate hearing the opinions of residents as it gives them valuable perspective on the concerns of those who are most affected by the project.
- See the previous comments provided by Mr. Robb for the June 2025 Meeting.



TYPICAL OFFSET INTERSECTION INTERACTION

Traffic Signal Timing: Offset Intersection



TYPICAL CONTINUOUS FLOW INTERSECTION



TYPICAL CONTINUOUS FLOW INTERSECTION

From: Robert <robertwstolz@gmail.com>
Sent: Tuesday, November 18, 2025 08:41
To: TPBcomment
Subject: I reject private toll lanes

Dear Transportation Officials!

I am a Rockville Md resident and I reject privately funded toll lane projects in general and especially the proposed new toll lanes for 495 and 270.

Handing over a public resource (our highways) to a private company to extract maximum value for shareholders is ethically and morally wrong and will only benefit the wealthiest members of society who can afford the tolls, even though all of us have paid with our taxes for the construction and maintenance of our highways. This is just wrong.

Moreover countless studies have shown it only leads to more demand on the infrastructure and more traffic. Highway expansions and toll lanes provide temporary relief for wealthy individuals but long term negative impacts on society.

The years of construction these projects would require and the billions of taxpayer dollars that would be used to fund them is unacceptable!!

Please remove these plans form the vision 2050 plan.

Robert Stolz
Marine Veteran.
Rockville MD

Defend Ukraine

From: Elizabeth S. <ejsamuels@gmail.com>
Sent: Thursday, November 20, 2025 07:56
To: TPBcomment
Subject: Toll Lanes

I am writing to oppose the Moore-Hogan toll lanes for all of the reasons that opponents have opposed them throughout the planning process. Please do not allow them to become part of our region's transportation system.

Elizabeth Samuels
Silver Spring, Maryland

■

From: Barbara Sahli <bsahli@aol.com>
Sent: Wednesday, November 19, 2025 22:58
To: TPBcomment
Cc: bsahli@aol.com
Subject: I am Opposing the Moore-Hogan toll lanes

Please consider the following:

- Private for-profit toll lanes are inequitable.
- The large majority of the public could not afford to pay for tolls consistently.
- More traffic would go through town.
- New bottlenecks would be created. VA bottlenecks would be relocated to MD.
- More vehicles would be crowded together.
- The environment would be harmed.

I am especially concerned about public safety and equity and trust that you will be concerned about them, too.

Regards,
Barbara Sahli
Indian Spring Neighborhood in Silver Spring

From: Mark Scheufler <scheufler@gmail.com>
Sent: Saturday, November 15, 2025 12:56
To: TPBcomment
Cc: springfield@fairfaxcounty.gov; chairman@fairfaxcounty.gov; DOT Info; info@electrachna.com; Boddy, Kenny; Franklin, Margaret; djefferson@pwcgov.org; Contact VPRA; senatorsurovell@senate.virginia.gov; DelRHenson@house.virginia.gov; mtvernon@fairfaxcounty.gov; braddock@fairfaxcounty.gov; Gotrains; pbelita@pwcgov.org; boardofdirectors@wmata.com; DRPT, TPD Statewide Plan; senatorcarrollfooy@senate.virginia.gov; senatorpekarisky@senate.virginia.gov; DelDBulova@house.virginia.gov; nvtc@novatransit.org; Monica Backmon
Subject: Visualize 2050 Public Comment | Lack of Rail Expansion Projects beyond 2030 in Virginia [Recommend: Orange Line Extension to Fair Oaks and Rail Bridge over Occoquan be included in the plan]

Please consider the following comments to Visualize 2050:

After reviewing the material, it is disappointing to see a lack of Rail Expansion projects in the Visualize 2050 plan in Virginia beyond Phase 2 of the Transforming Rail in Virginia initiative which will complete in the 2030/2031 timeframe.

Recommend adding the following two (2) projects to the Visualize 2050 plan and removing various road projects that will further promote suburban sprawl that leads to additional traffic congestion in the region.

1. Orange Line Extension to Fair Oaks (~\$500M)

Justification:

- **Significant Transit Oriented Development Opportunities in the Fair Oaks Area**
- **Major job center for reverse flow WMATA riders**
- Rosslyn Tunnel constraint resolved through DMVMoves Rail Modernization initiative
- Significant traffic congestion between Route 50 and Nutley St (VA243) on I-66
- Easy access to station area from the west
 - Example: Driving on I-66 between Route 28 and Route 50 does not require entering the I-66 Mainline lanes
- Vienna Metrorail station is a poor location for an end of line station
- ROW preserved as part of I-66 Express Lanes Project
- No Bridges Required
- Closer Monument Dr Express Lanes access point from the east.
- Potential integration with inline I-66 BRT Station

- Align service opening with the end of the I-66 Express Lanes Compensation Event restriction (~2033)
- Multiple Parking Garages already in place
- CE3802 Orange Line Metrorail Extension (Study) can examine a further extension to the Centreville area.
- Funding: I-66 Toll Revenue, Fair Oaks Rail Transportation Improvement District, Extension of I-66 Concessionaire Agreement, NVTA 70%, SmartScale

ORANGE LINE METRORAIL EXTENSION TO FAIR OAKS



2. New Rail Bridge over the Occoquan River (~\$750M) – Package R6

Justification

- **Significant Transit Oriented Development Opportunities in the Woodbridge Area**
- **I-95 Express Lanes Concessionaire Agreement limits roadway improvements to I-95 and Route 1 between Lorton and Woodbridge over the Occoquan River**
- Will enable reliable all-day clock face reverse flow service for VRE riders between DC and Woodbridge
- Creates an opportunity for a four-track configuration between Woodbridge and DC that will separate passenger and freight traffic.
- Long Bridge constraint will be completed in 2030
- **Significant** traffic congestion on Route 1 and I-95 between Lorton and Woodbridge over the Occoquan River.
- Existing two track bridge over Occoquan River significantly reduces higher frequency VRE service between Fairfax and Prince William Counties due to freight interference.
- Defined as part of Phase 3 of Transforming Rail in Virginia by the Virginia Passenger Rail Authority (VPRRA)
- Potential integration with Route 1 BRT Station/Service next the Woodbridge VRE station
- Bi-Directional I-95 Express Lanes are not planned until 2050
- Funding: Unallocated VPRRA funding between 2031-2050, I-95 Toll Revenue, NVTA 70%, SmartScale, Federal Grant

TRANSFORMING RAIL IN VIRGINIA PROGRAM

Package R6 - CFP 92.3 (Lorton) to CFP 88.0

PROJECT DESCRIPTIONS

R6A

- Construct 6.0 miles of third track between Lorton interlocking and Woodbridge Station
- Construct new bridge over the Occoquan River with a single track and accommodations for a future second track on the new bridge without impacts to the existing structure

R6B*

- Construct two new two-track railroad bridges to accommodate the modified roadway configuration of Route 1 proposed in the Fairfax Comprehensive Plan

R6C

- Widen the existing east platform into an island platform to provide two platform edges and lengthen the platform to accommodate longer trains
- Construct new elevator and stair tower to provide passenger access between both platforms

*Projects funded as a part of the Transforming Rail in Virginia Program



There are a significant number of highway expansion projects in the 2030-2050 timeframe, but very few rail transit expansion projects. This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions. With a 20%+ population growth projection, it is vital to start planning for these projects immediately for delivery around 2035 to help focus development around high capacity transit services.

Thank you for considering these comments,
Mark Scheufler
Prince William County resident

From: Shaytu Schwandes <shay200000@hotmail.com> on behalf of Shaytu Schwandes <shaytu@shaytu.com>
Sent: Monday, November 17, 2025 21:06
To: TPBcomment
Subject: Toll Lanes is NOT the Answer

Greetings,

Toll lanes are the wrong answer to a difficult problem. Like much of the country, the seemingly easy way to solve a problem is a short term fantasy and long term farse. Please think long term and do not add more toll lanes.

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Regards,
Shaytu Schwandes

From: Helga Serengulian <helga.serengulian@gmail.com>
Sent: Wednesday, November 19, 2025 07:09
To: TPBcomment
Subject: 270 widening and toll lanes

Your planners Need to come up with better ideas. Alternatives to standard thinking.
Who is actually benefiting from the proposed changes? The residents? Absolutely not.
That's a No from me.
Helga Serengulian

From: Leslie Sharp <leslieraesharp@gmail.com>
Sent: Friday, November 21, 2025 09:49
To: TPBcomment
Subject: Reject Moore-Hogan Toll Lanes

As someone born and raised in the VA/DC/MD area, I urge you to reject the southside toll plane project for the following reasons:

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Thank you,

Leslie Sharp

From: Tiffin Shewmake <tshevwmake2@comcast.net>
Sent: Thursday, November 20, 2025 10:15
To: TPBcomment
Subject: inclusion of toll lanes in the long range "Visualize 2050" plan

Dear Transportation Planning Board,

I am writing to object to the inclusion of toll lanes in the long range "Visualize 2050" plan. I am sure that you are aware of the significant downsides of toll lanes. These include the following.

- In effect, a regressive tax on citizens with a greater impact on lower-income individuals.
 - Removes incentives to reduce congestion. Toll lanes only work financially when the non-toll lanes are congested. (This is an important point that is often discounted but toll lanes will lock in years of worse traffic.) Can also push additional traffic onto local lanes.
 - Puts Maryland taxpayers on the hook to ensure that a for-profit partner benefits financially.
 - Creates new bottlenecks where toll lanes end.
 - Removes incentives to find innovative ways to reduce congestion and move people.
-
- There are many examples of road construction that fail to solve congestion long-term despite the addition of many lanes. Creating financial incentives to add lanes changes the goal from reducing congestion to building lanes.
-
- Construction itself will cause significant disruption which will never be balanced out by reduced congestion.
-
- There is a high likelihood that population growth in the DC metro area will be significantly slower than current estimates. This is because of an unexpect decrease in fertility in the US and a large decrease in immigration. In fact, the Congressional Budget Office projects that the US population will start to shrink in 2033. Long-range plans need to take this new reality into consideration.

I urge you to remove the entirety of the Moore-Hogan toll lane construction project for the American Legion Bridge/I-495/I-270 from the long range plan.

Thank you for your consideration in this important matter.

Best,

Tiffin Shewmake (Rockville MD)

From: Cindy Snow <cindys369@gmail.com>
Sent: Tuesday, November 18, 2025 21:55
To: TPBcomment
Subject: Please Reject the Moore-Hogan I-495/I-270 Express Toll Lanes & Widening

To the Transportation Planning Board:

As you prepare to vote on the Visualize 2050 long-range plan, I urge you to reject inclusion of the I-495/I-270 Express Toll Lanes & Widening proposed by Governor Hogan and continued by Governor Moore. The proposed project was wrong from the beginning.

As a Marylander, I do not want our roads to look like Virginia's constant madhouse of construction and entwined roads. I do not want the toll system that Virginia has. I don't mind paying tolls to the state of Maryland if needed, but I don't want a private company to own our roads and regulate our tolls.

The state of Maryland and the MD counties affected by this project are working hard to provide alternatives to car use, which can alleviate the pressure of widening roads. These efforts need to be focused on and supported before spending billions on road widening.

In addition, this project was conceived backwards. Instead of coming to the local governments and community to get ideas and solutions to the congestion problem, Governor Hogan presented this project as the only solution possible. The study for the project was based on the premise that widening and tolls for I-495/I-270 was the solution instead of studying what a range of options supported by the community could provide. One such option was adding a reversible HOV lane to I-270. Ideas like this, along with MARC expansion and the Purple Line, can minimize road widening.

Please reject the inclusion of the Moore-Hogan I-495/I-270 Express Toll Lanes & Widening in Visualize 2050's long-range plan.

Sincerely,
Lucinda Snow
240-308-1209
20537 Amethyst Ln
Germantown, MD 20874

From: Jane Soberano <jzsober@gmail.com>
Sent: Wednesday, November 19, 2025 11:23
To: TPBcomment
Subject: 270 toll lane

- If VA is any example toll lanes worsen traffic not help it. I avoid Northern VA's bottleneck and I certainly don't want it extended to MD!!!!
- The vast majority of the public could not afford to pay the sky-high tolls. I do not take the toll lanes when visiting my daughter in Sterling, VA.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes. What? All the way to the PA border ????
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Theresa Jane Zilles-Soberano
30 Chantilly Ct. Rockville, MD 20854

From: Robert Soreng <sorengrj@gmail.com>
Sent: Thursday, November 20, 2025 08:53
To: TPBcomment
Subject: NO Luxury Toll Lanes

Dear Metropolitan Washington Council of Governments,

Masstransit, teleworking, and adjusted work hours are the answers. I am categorically opposed to widening 495 for luxury toll lanes. This idea has not worked well in the past. The toll lanes in VA on 495 are often empty while traffic is slow in the other lanes. The very idea of long term relinquishing of control of tolling fees to a company or consortium bent on milking as much profit out of commuters as possible is asking too much. Meanwhile, the potentially decades-long construction delays and cost overruns will excessively delay and burden commuters, particularly those in Maryland heading to Virginia. Limited access points to toll lanes will jam local traffic leading to them. And in the end, if future traffic projections are realized, there will be no improvement of traffic flow. Hwy 270 is already as much as 13 lanes wide south of Rockville. Taking the designated masstransit lanes constructed on the Woodrow Wilson bridge for toll lanes would be an abuse of the public trust of taxpayers that approved those bridge lanes for Masstransit. *Masstransit, teleworking, and adjusted work hours are the only viable answers.*

Sincerely yours,

Robert Soreng
5506 Uppingham St.
Chevy Chase MD 20815

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From: Robert Soreng <sorengrj@gmail.com>
Sent: Thursday, November 20, 2025 09:00
To: TPBcomment
Subject: NO Luxury Toll Lanes in Maryland

Dear Metropolitan Transportation Board,

Masstransit, teleworking, and adjusted work hours are the answers. I am categorically opposed to widening 495 for luxury toll lanes. This idea has not worked well in the past. The toll lanes in VA on 495 are often empty while traffic is slow in the other lanes. The very idea of long term relinquishing of control of tolling fees to a company or consortium bent on milking as much profit out of commuters as possible is asking too much. Meanwhile, the potentially decades-long construction delays and cost overruns will excessively delay and burden commuters, particularly those in Maryland heading to Virginia in the morning and Virginia to Maryland in the evening. Limited access points to toll lanes will jam local traffic leading to the access points. And in the end, if future traffic projections are realized, there will be no improvement of traffic flow. Hwy 270 is already as much as 13 lanes wide south of Rockville. Taking the designated masstransit lanes constructed on the Woodrow Wilson bridge for toll lanes would be an abuse of the public trust of taxpayers that approved those bridge lanes for Masstransit. *Masstransit, teleworking, and adjusted work hours are the only viable answers.*

Sincerely yours,
Robert Soreng
5506 Uppingham St.
Chevy Chase MD 20815

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WBFC Communications Team

<https://wbfc.science/>

<https://naturalhistory.si.edu/staff/robert-soreng>

<http://legacy.tropicos.org/NameSearch.aspx>

Click [here](#) to for publications in the Smithsonian database

"All flesh is grass"

From: srjohnson818@verizon.net
Sent: Monday, November 17, 2025 21:36
To: TPBcomment
Subject: Moore-Hogan vision for 270 toll lanes is wrong - we can do much better

I'm writing to urge you to think anew and differently. Continually widening highways has not solved traffic issues. Toll lanes impose unfair costs on those less able to pay and exacerbate congestion for others. America cannot keep catering to the wealthy at the expense of everyone else. Open your thoughts to new forward looking possibilities. A new bridge somewhere up the Potomac? Much better public transportation? It can't be more concrete, more taxpayer money into the pockets of corporations, more tolls into private pockets, more cost over-runs. More tolls generating money for more private concerns. Have we learned nothing? We must do better.

If MDOT relies on a for-profit partner to fund toll lanes, this will inflict direct damage on MD taxpayers. Many will not be able to afford the sky-high tolls. Bottlenecks in MD will increase. Safety will be reduced. The whole project will harm the environment, public health, public infrastructure.

Please do not go this route.

Thank you,

Susan Johnson
Potomac, MD

From: Natalie K. Stake <n.k.stake@gmail.com>
Sent: Friday, November 21, 2025 16:56
To: TPBcomment
Subject: URGENT COMMENT on I-270 Toll Lanes and Visualize 2050 Consistency

Dear Chairman and Members of the Transportation Planning Board,

I am writing to submit my formal comment regarding the inclusion and consistency of the proposed I-270/I-495 managed toll lanes (P3) project within the Visualize 2050 Long-Range Transportation Plan.

As a deeply concerned resident who lives **directly next to I-270, in the heart of Rockville**, transportation decisions like this have an immediate, profound impact on my quality of life and my community. I urge you to reconsider the long-term consequences of advancing this specific proposal.

The use of a for-profit Public-Private Partnership (P3) to fund these toll lanes represents a generational risk. The resulting damage to MD taxpayers and state transportation policy would be severe and lasting. It is clear that the vast majority of the public would not be able to afford the expected sky-high tolls, effectively creating a parallel highway system for the wealthy.

Furthermore, these toll lanes will not solve congestion; they will merely move it. The primary effect will be to relocate Northern Virginia's bottleneck into Maryland, and wherever the toll lanes eventually end, new, artificial bottlenecks will be created, perpetuating a cycle where the only proposed "fix" is to build more toll lanes.

The negative consequences extend beyond traffic flow:

- **Worsening Conditions:** Congestion would dramatically worsen in the remaining general-purpose lanes and on the local roads that connect to the new toll lanes, increasing delays for everyone who cannot afford the tolls.
- **Safety:** Safety would worsen as vehicles, trucks, and 18-wheelers are crowded together in fewer free lanes.
- **Environmental & Health Impact:** The construction and operation of these lanes would cause profound and irreversible harm to the environment, public health, and public infrastructure in my community and beyond.

Finally, I am concerned about MDOT's stance on the scope of the project. Despite recent public discussions about "truncating" the plan or "removing" the lower I-270 segment, MDOT's letter to the TPB explicitly rejected changes to the original Hogan P3 plan. MDOT stated they "oppose any effort to remove this segment from the long-range plan as it would be inconsistent with the NEPA Record of Decision approved by the Federal Highway

Administration." This indicates that MDOT's true intention is to secure the original, full-scope, private, for-profit toll lane plan—the one now embedded in Visualize 2050.

I strongly oppose including this specific P3 toll lane proposal in the long-range plan and urge the TPB to prioritize solutions that benefit all residents and address congestion holistically without sacrificing public interest to private profit.

Thank you for your time and consideration of my deeply held concerns.

Sincerely,

Natalie K. Lotuaco

724.840.6910

n.k.stake@gmail.com

From: Douglas Stewart <douglasbstewart@gmail.com>
Sent: Sunday, November 16, 2025 20:57
To: TPBcomment
Subject: Visualize 2050 comments

Dear Members of the Transportation Planning Board,

As a resident of Fairfax City since 2004, I have seen my quality of life improve as the city and Fairfax County have added more bike, trail and sidewalk connections, and with Metrorail has improved its service and reliability. These investments in active transportation, urban street grids and transit are also essential to relieving traffic congestion by freeing residents of the need to drive everywhere. On the other hand, adding more car lanes is extremely expensive, will increase pollution and does not relieve traffic, as the added lanes simply induce more driving.

I would ask that the TPB remove the following projects from the CLRP:

- **I-95 New Bi-Directional Operation Express Toll Lanes with Widening: Turkeycock Run to Opitz Boulevard** –Further widening this stretch of I-95 with will result in more sprawl, traffic and construction delays.
- **Dulles Airport Access Road Widening** - This outdated \$400M proposal is unnecessary and would undermine the region's major investment in the Silver Line.
- **Chain Bridge Rd (VA 123) Widening** – Further widening this already expansive highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons.
- **Route 50 Widening in Fairfax County, from Fairfax City eastern boundary to Seven Corners** – Adding more lanes to Route 50 will not relieve traffic congestion, and will make the street even less safe for pedestrians and bicyclists. It would be far more practical and cost-effective to add bike facilities, fill in gaps in the sidewalk network and improve pedestrian crossings.

I am also writing to express my support for the following projects, which will improve the transportation network through expanding transit, making it easier to bike and walk and building out urban street grids:

- **Duke St Transitway and land use study** (Alexandria)
- **Prince William County studies for high-capacity transit**
- **Route 7 BRT study and funding new lanes for BRT and pedestrian improvements through Tysons and Pimmit Hills**
- **West End Transitway** (Alexandria)
- **George Snyder Trail extension** (City of Fairfax)
- **South Street extension** (City of Fairfax)
- **Pickett Road Trail** (City of Fairfax)
- **Greensboro Drive extension** (Fairfax County)

Thank you for considering my views.

Douglas Stewart

--

Douglas Stewart

10822 Maple Street

Fairfax, VA 22030

douglasbstewart@gmail.com

703-407-2790 (cell)

From: Sally Stolz <sallystolz@aol.com>
Sent: Thursday, November 20, 2025 13:10
To: TPBcomment
Subject: Opposition to inclusion of Managed Toll Lanes on 495 and I-270 in Visualize 2050

Dear Chair Alcorn and TPB Members,

I'm writing to thank you for removing the I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210 from Visualize 2050, and to request that you also remove the I-495/I-270 Managed Lanes projects from Visualize 2050. That includes:

- I-495/I-270 (West Spur) Express Toll Lanes Widening: I-270 to George Washington Memorial Parkway
- I-270 Express Toll Lanes Widening: I-270 Spur to I-370

Since the toll road plan was announced by Governor Hogan in 2017 it has had many set-backs for many very good reasons, and although it finally achieved a Record of Decision, it was beset with lawsuits, the chosen contractor (Transurban) pulled out, and the project has stalled. I am one of thousands who desire that the project be completely removed from Visualize 2050.

Over the last six years many thousands of comments have been sent to MDOT, the TPB, Maryland's former Comptroller, Peter Franchot, and other officials and entities.

Here are some of the main points we have been making:

1. Adding more lanes increases greenhouse gas (GHG) emissions due to an increase of cars on the road, which is contrary to the TPB's GHG reduction goal set in 2022. Investments in public transportation help reduce GHG emissions while also attracting businesses.

2. Regarding I-270: In 2018 MDOT completed the I-270 Innovative Congestion Management Project (I-270 ICMP) which extended merge lanes at entrance ramps, added ramp signals to make merging safer, and more. Ever since then, cars have been moving at the speed limit or more. Slow-downs due to volume are essentially gone. If a back-up occurs it can be traced to an accident, bad weather, or road work - especially the continuing VDOT/Transurban work around the GW Parkway. The I-270 ICMP has solved "volume congestion" on Lower I-270. Building a tollroad down the middle of it would destroy the I-270 ICMP gains and unleash a new nightmare. Besides ruining something that already works well and replacing it with something that will reduce safety and increase commuting time for most drivers, there would be years of construction congestion on I-270, enormous expense and inconvenience to Rockville taxpayers as our five bridges would be torn down

and rebuilt forcing us to take alternate routes to get from one side of Rockville/Gaithersburg to the other, increased accidents, increased silica dust and other particulate matter, environmental degradation to our trees and streams, and on. and on.

3. Regarding use of P3s: Although VDOT has been trying hard to get Maryland to accept their vision of express Lanes for the wealthy and congested lanes for the rest, Maryland has so far resisted the pressure. I believe this is mainly because they have taken a realistic look at the real cost of the Public Private Partnerships (P3s) for large projects like toll roads, and realized that taxpayers DO ultimately pay for these roads, while also paying for the private company's (in this case, Transurban's) huge profits. If a toll road is to be built, it should be done by the state, so that the tolls are more fair and return to the taxpayers' coffers. Maryland and the TPB should stay firm and resist the pressure from VDOT and Transurban's proxies. P3s for large, long-term projects are generally NOT in the taxpayers' interest. Our state governments don't have the huge legal teams that large companies like Transurban have, and the result can be contracts which disadvantage the state and enormously advantage the private company. An example of this was when VDOT wanted to build an extra exit off I-95 at Occoquan in 2016 and Transurban would not allow it because it would reduce their toll revenue. This [Washington Post article](#) explains how after years of legal wrangling, Virginia bent to Transurban's will. Transurban would allow VDOT to build the needed off-ramp at Occoquan only if Virginia would allow them to build more miles of toll lanes on the beltway in Northern Virginia. Those are the "495 NEXT" lanes which are still being built and causing congestion nightmares in both directions.

4. Regarding I-270: For many years Governor Hogan's 2017 toll road plan, later renamed "Opportunity Lanes" has been studied by experts in traffic modeling, urban planning, finance and investments, environmental issues and much more. The consensus is that these toll lanes are NOT in the public interest. They don't reduce congestion in the remaining public lanes, they do cost taxpayers many millions of dollars, they have a negative effect on the environment and GHG emissions, they increase inequality, with low-income drivers stuck in the public lanes, which will be less safe and more congested than they were before the toll lanes were added, and they penalize certain groups, including the entire City of Rockville.

Thank you again for the recent removal of the I-495 Southside Express Toll Lanes (SEL): Springfield Interchange to MD 210. In like manner, please completely remove from Visualize 2050:

- I-495/I-270 (West Spur) Express Toll Lanes Widening: I-270 to George Washington Memorial Parkway
- I-270 Express Toll Lanes Widening: I-270 Spur to I-370

Thank you very much for all your work in improving our transportation, our environment, and our lives.

Sincerely,

Sally W. Stolz

Co-coordinator

DontWiden270.org

Rockville, MD

From: Richard Stumpf <r_stumpf@yahoo.com>
Sent: Tuesday, November 18, 2025 18:04
To: TPBcomment
Subject: No Toll Lanes on I270 and I495

Dear Planning Board

Remove the entire I-495 and I-270 toll lanes project from the region's long range plan, Visualize 2050. Building more lanes doesn't reduce traffic. Not only is this well known, but we know here: how many times has I270 been widened? Toll lanes only succeed if regular lanes are congested—and any private partnership means that we pay the private company when toll quotas aren't met. Toll lanes waste all our money already spent on improvements to I270, and will cost us in all the modifications to existing bridges and roads; and the misery and pollution of living through years of massive construction. I don't need that on my regular trips on the Beltway. Why is the Beltway congested before Legion Bridge? Because there is a **one-mile stretch** from Clara Barton Parkway to River Road where the Beltway narrows to 4 lanes from 5 lanes in either direction. We don't need VA TransUrban toll lanes to solve this! MDOT refuses to consider any other alternatives to the toll lanes. But, focus on getting cars off the road: improved MARC, more express buses. Yes, Visualize 2050 mentions those, but that's not where our \$ will go.

--Richard Stumpf

Rockville MD

From: Max Tea <maxtearoom@proton.me>
Sent: Wednesday, November 19, 2025 10:24
To: TPBcomment
Subject: Item 1 Public Comment Opportunity Visualize 2050

As you finalize Visualize 2050, I urge the Board to place much stronger emphasis on reliable, multimodal, and multi-jurisdictional transit. Our region already has promising models that show how coordinated bus, HOV, and rail investments can move far more people more equitably than continued highway expansion.

To truly meet our accessibility and climate goals, the plan should prioritize high-frequency bus service, bus-priority infrastructure, and safer walking and biking connections to transit, especially in equity-emphasis areas. And because regional mobility doesn't stop at jurisdictional borders, Visualize 2050 should explicitly support improved VRE–MARC connectivity and more frequent, all-day passenger rail.

These are the investments that deliver real reliability, real regionalism, and real equity for the people who rely on transit every day.

Sent with [Proton Mail](#) secure email.

From: Lindsey Topp <lindseytopp@gmail.com>
Sent: Tuesday, November 18, 2025 09:18
To: TPBcomment
Subject: No Toll Lanes!

We are not Virginia!
We do not need a widened 495!
Widening highways destroys communities!
Invest in public transportation!

Sincerely,
A resident near 495

From: Christy Turtzo <lturtzo@yahoo.com>
Sent: Thursday, November 20, 2025 19:17
To: TPBcomment
Subject: Toll Lanes on I-270 In Visualize 2050 Plan

Dear Transportation Planning Board members,

As a resident and homeowner in Rockville, Maryland, I have witnessed firsthand the worsening of traffic on I-270 and 495 as toll lanes have been extended on I-495 in Virginia.

Adding toll lanes on I-270 in Maryland will drastically worsen traffic throughout the area, and result in more traffic in the non-toll lanes as well as on local roads through neighborhoods that are not equipped to handle large volumes of traffic efficiently.

Toll lanes will also be unable to solve the bigger problems on our current roads - areas of multiple lanes where traffic typically zooms at high speed until the highway bottlenecks in areas of on and off ramps, or in areas, such as north of Germantown, where lanes narrow down to just 2 until Frederick. Throughout that stretch there is limited access for emergency vehicles when accidents occur.

Please do not approve the Toll Lanes in the Visualize 2050 plan, and instead focus upon ideas that have a higher probability of improving, rather than worsening, traffic throughout our area.

Regards,
L. C. Turtzo

From: Uzi Vishkin <vishkin@umd.edu>
Sent: Monday, November 17, 2025 22:10
To: TPBcomment
Subject: Don't widen I-270

Dear sir/madam,

The comments I wish to highlight are:

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Thanks for your attention to this matter,

Professor Uzi Vishkin
3 Kettle Pond Court
Potomac, MD 20854

From: Hannah Wald <bookbeast@gmail.com>
Sent: Tuesday, November 18, 2025 08:42
To: TPBcomment
Subject: No Toll Lanes on 270

I am writing to oppose the inclusion of I-270 toll lanes in the Visualize 2050 plan. The construction would back up local traffic in my area for years, all for toll lanes I could never afford to drive on.

Also, the initial estimate for the cost of the toll lanes (out of date by now) did not include the cost of runoff management and flood mitigation, which will require significant new sewer infrastructure. The costs of this sewer infrastructure will be passed on to WSSC customers like myself in significantly higher water utility bills.

This project will have no utility or benefit for most of the people who will be negatively affected, like me.

Regards,
Hannah Wald
632 Azalea Drive
Rockville, MD 20850

Sent from my iPhone

From: Eloise Walsh <elliespond@verizon.net>
Sent: Monday, November 17, 2025 20:18
To: TPBcomment
Subject: Toll Lanes

Putting two lanes in Montgomery County from the American Legion Bridge up through Montgomery County, Maryland and beyond is a poor choice. It would be much better to build another bridge across the Potomac River that will drop people farther north, and that would also alleviate the crowded traffic issues in lower and mid Montgomery County. Thank you for listening and considering my comments. E Walsh Sent from my iPhone

From: Allison Weiss <allison.x.weiss@gmail.com>
Sent: Tuesday, November 18, 2025 06:56
To: TPBcomment
Subject: 495 expansion

I'm opposed to toll lanes and I'm opposed to expanding 495 in anyway. It will just increase traffic and pollution and noise and accidents.

Why isn't anybody ever looking at public transportation solutions?

From: Rochelle Wilder <rochelleswilder@aol.com>
Sent: Monday, November 17, 2025 20:15
To: TPBcomment
Subject: Comments on Moore-Hogan toll lanes

Not convinced by the Moore administration's unsupported assurances.

- If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations.
- The vast majority of the public could not afford to pay the sky-high tolls.
- Northern VA's bottleneck would be relocated to MD.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes.
- Safety would worsen as cars, trucks, and 18-wheelers are crowded together.
- The toll lanes would cause profound harm to the environment, public health, public infrastructure, and much more.

Rochelle Wilder

From: Joan Zenzen <joanz10@verizon.net>
Sent: Thursday, November 20, 2025 09:33
To: TPBcomment
Subject: Please reject the Moore-Hogan toll lane plans for I-270/I-495

I am writing to strongly oppose the privately funded toll lanes being proposed for the I-270/I-495/American Legion Bridge corridor. Multiple studies have shown that this expansion would

--cost taxpayers millions of dollars to move utility lines in the way of the expansion

--WORSEN the northbound commute during the afternoon/evening rush hour

--carve up my hometown of Rockville, MD--a city with its own elected government--and those city officials have opposed the toll lanes since first proposed

--reduce the footprint of the beloved Senior Center in my neighborhood, threaten houses with being demolished or severely restricted in space, and cause environmental harm right in my own neighborhood

The toll lanes work by having the fees for using them increase as traffic increases, so that only those willing to pay, say, \$20 per certain number of feet of road, can take advantage of them. That means that the toll lanes only benefit a very small fraction of people, while the rest are forced into reduced traffic corridors. How is that helping our communities? How is that reducing traffic or environmental harm?

Say NO to any toll lanes along I-270/I-495/American Legion Bridge.

Thank you.

Joan Zenzen

609 Blossom Dr

Rockville, MD 20850

--

Joan M. Zenzen, PhD
Historian

joanz10@verizon.net
Rockville, MD 20850
301-367-8150

From: Dave Ziebarth <nvillecat@aol.com>
Sent: Friday, November 21, 2025 08:40
To: TPBcomment
Cc: Marirose Coulson
Subject: Against Toll Lanes

I am a Montgomery County, MD resident and want to voice my opposition to building or expanding toll lanes. My significant taxes pay for these roads; charging to drive them amounts to double-taxation. It would relocate bottlenecks from Virginia to Maryland, and do nothing to ease traffic congestion. I believe it will make congestion worse. I see the current situation on a daily basis driving to and from Virginia, and can say first-hand that the Virginia toll-lanes create the bottleneck. If this moves forward I will be moving to Virginia. Toll lanes are bad for Maryland and your constituency doesn't want them, now or in the future. Take a stand for the people you represent and say no to the Hogan plan and all future toll lanes. We don't want them. Thank you.

Very respectfully,

David Ziebarth
Rockville, MD

[Sent from AOL on Android](#)
[Sent from AOL on Android](#)

From: Marirose Ziebarth <greatspeaker@hotmail.com>
Sent: Friday, November 21, 2025 16:22
To: TPBcomment
Subject: No tolls on 270 highway!

Widening 270 toll lanes would negatively impact me and my family. I am not convinced by the Moore administration's unsupported assurances. If MDOT turns to a for-profit partner (P3) to fund the toll lanes, the damage done to MD taxpayers and state transportation policy would last for generations. I, a native Maryland resident, am strongly opposed due to the following additional concerns:

- The majority of the public cannot afford to pay daily sky-high tolls commuting to work, going to the airport, or visiting friends/family
- Northern VA's bottleneck would be relocated to MD, creating huge traffic delays and stressful congestion.
- Wherever toll lanes end, new bottlenecks would be created; the only "fix" would be to build more toll lanes.
- Congestion would get worse in the remaining general lanes and on roads that connect to the new toll lanes. Also, safety would worsen as cars, trucks, and 18-wheelers are crowded together.

In sum, the toll lanes would cause profound harm to me, the environment, public health, public infrastructure, and my freedom to move around easily on our neighborhood roads, that I already pay taxes for. Sincerely, Marirose Ziebarth, 7 Don Mills Ct, Rockville, MD 20850

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From: radchic05@everyactioncustom.com on behalf of Madeline Amalphy
<radchic05@everyactioncustom.com>
Sent: Monday, November 17, 2025 21:13
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly urge you to immediately do everything in your power to reduce carbon emissions from transportation and construction and promote sustainable development. If you don't, millions of innocent people will die in hurricanes, floods, famines, droughts, heat waves, and wildfires caused by rapidly accelerating climate change. Our lives are in your hands.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Madeline Amalphy

651 Saybrooke Oaks Blvd Gaithersburg, MD 20877-3488 radchic05@gmail.com

From: timothy.anderegg@everyactioncustom.com on behalf of Tim Anderegg
<timothy.anderegg@everyactioncustom.com>
Sent: Thursday, November 13, 2025 21:32
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Tim Anderegg

7218 13th Ave Takoma Park, MD 20912-7070 timothy.anderegg@gmail.com

From: carlanderson91@everyactioncustom.com on behalf of Carl Anderson
<carlanderson91@everyactioncustom.com>
Sent: Sunday, November 16, 2025 00:59
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Carl Anderson

5901 Mount Eagle Dr Apt 1101 Alexandria, VA 22303-2510 carlanderson91@gmail.com

From: mcc4rtodz@everyactioncustom.com on behalf of Laurence Aurbach
<mcc4rtodz@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:48
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven effect of widening highways. Widening does not reduce congestion but in fact leads to more traffic and congestion over time. The plan document needs to incorporate the phenomenon of induced traffic.

The large majority of researchers and economists have found that further expansions of our metropolitan freeway system will be economically counterproductive. In other words, the overall costs will be significantly larger than the overall benefits.

And despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Laurence Aurbach

9220 Edwards Way Apt 2451 Hyattsville, MD 20783-3417 mcc4rtodz@mozmail.com

From: morgenlicht7@everyactioncustom.com on behalf of Dawn M. Barclift
<morgenlicht7@everyactioncustom.com>
Sent: Monday, November 17, 2025 17:20
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ms. Dawn M. Barclift

1129 Anesbury Ln Alexandria, VA 22308-1904 morgenlicht7@gmail.com

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 16:44
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Jacob Barker

605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212 jacobbarker@me.com

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker
<jacobbarker@everyactioncustom.com>
Sent: Tuesday, November 18, 2025 19:04
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Instead of more and wider highways, we need more MARC lines to more places, MARC service that's always seven days a week, all day in each direction. We need MARC service in Waldorf, Annapolis, Columbia, between Frederick and Baltimore, and the eventually serving and connecting every single Maryland and DC area jurisdiction to one another. True regional rail.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Jacob Barker

605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212 jacobbarker@me.com

From: alex.greenbelt@everyactioncustom.com on behalf of alexander barnes
<alex.greenbelt@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:41
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

The Visualize 2050 plan is inconsistent with the TPB's 2021 commitment for a climate-friendly Visualize 2050. The plan as a whole, does not help the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets.

Let's make our air safer to breathe.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
alexander barnes
4 Crescent Rd Greenbelt, MD 20770-0815
alex.greenbelt@gmail.com

From: alek.becker91@everyactioncustom.com on behalf of Alek Becker
<alek.becker91@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 13:47
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr Alek Becker

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

From: beckergera@everyactioncustom.com on behalf of Gail BECKER
<beckergera@everyactioncustom.com>
Sent: Thursday, November 20, 2025 07:21
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please prioritize public transportation. We desperately need more frequent bus service in Montgomery County. Bus lines should have a maximum waiting time of 20 minutes, not 40 minutes during the week. All bus lines should operate on weekends with a maximum waiting time of 30 minutes.

The crosswalk at Rockville Pike and Pooks Hill Rd should allow at least 28 seconds, not 10 seconds. That intersection is dangerous for pedestrians.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Gail BECKER

5225 Pooks Hill Rd Apt 516S Bethesda, MD 20814-6708 becker_ga@hotmail.com

From: deborah.p.beebe@everyactioncustom.com on behalf of Deborah Beebe
<deborah.p.beebe@everyactioncustom.com>
Sent: Monday, November 17, 2025 13:40
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Deborah Beebe

10117 Tenbrook Dr Silver Spring, MD 20901-2157 deborah.p.beebe@gmail.com

From: behradb@everyactioncustom.com on behalf of Behrad Behbahani
<behradb@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:15
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Behrad Behbahani

10201 Grosvenor Pl Apt 422 North Bethesda, MD 20852-4608 behradb@gmail.com

From: lbelair@everyactioncustom.com on behalf of Lizzy Belair
<lbelair@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:56
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan unfortunately includes widening highways and roads that will further inhibit walking, biking, and using transit. No matter how dense housing is, and convenient retail is, no one wants to cross a 6 lane road, even a 4 lane road. And most importantly, it's not safe to do so. Small blocks and narrow streets make for great neighborhoods that are truly multi-modal. Think about all the neighborhoods in the region that attract tourists because they are an ideal environment for people - take Old Town VA for example. Why do we continue to prioritize investments when we know exactly what makes neighborhoods great places to live in and visit.

Take for example widening Telegraph Rd. That will only further strand people who live on either side of that road to a car-dependent lifestyle with no choice in transportation types. We should be prioritizing the exact opposite - more road diets that include adding sidewalk and protected bike lanes to improve everyone's optionality, physical health, and the health of our environment.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Lizzy Belair

132 Duddington Pl SE Washington, DC 20003-2609 lbelair@fdstonewater.com

From: birnbaumva@everyactioncustom.com on behalf of Ira Birnbaum
<birnbaumva@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 21:13
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Ira Birnbaum
3600 Druid Ln Annandale, VA 22003-1340
birnbaumva@yahoo.com

From: bolesmargaret@everyactioncustom.com on behalf of Margaret Boles
<bolesmargaret@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 19:09
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Dear TPB Chair and Board Members,

I am concerned that the proposed Visualize 2050 Plan ignores increased demand; the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and more traffic over time. The plan needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus and rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable. Please do not fall into the rabbit hole of Climate Denial. We must do our part to improve the environment for the future and building more roads is not the answer.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Margaret Boles

10409 Cleary Ln Mitchellville, MD 20721-2869 bolesmargaret@gmail.com

From: josh.boxerman@everyactioncustom.com on behalf of Josh Boxerman
<josh.boxerman@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:28
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

If we build it, they will come - that's true for highway infrastructure and cars. It's also true for well-planned transit, bike, and pedestrian infrastructure. We need healthy and livable communities. We need to plan for people, not cars.

I don't own a car and I use transit and a bicycle to get everywhere. Expanding transit will allow me to get to more places in the region for employment, for consumption, for recreation, and to access essential services like medical treatment.

Our region could be the envy of the country when it comes to transit oriented development and livable communities - we have a great foundation. Let's keep building in that direction, not more of the lifeless, dangerous, greenhouse gas producing infrastructure that you unfortunately find everywhere in the US. Let's differentiate ourselves and make this the best place to live in America.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Josh Boxerman

5506 Burling Ct Bethesda, MD 20817-6309 josh.boxerman@gmail.com

From: benjaminbray@everyactioncustom.com on behalf of Benjamin Bray
<benjaminbray@everyactioncustom.com>
Sent: Monday, November 17, 2025 16:21
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Benjamin Bray

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

From: beccabuthe@everyactioncustom.com on behalf of Rebecca Buthe
<beccabuthe@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 13:02
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

With federal funding and policy ignoring the needs of our environment which will lead to worse health and quality of life outcomes for everyone, it is our responsibility to do everything within our power to plan wisely and prioritize correctly when it comes to transportation infrastructure. When we make driving the easiest, cheapest (subsidized), most comfortable and convenient option, we shouldn't be surprised that more people choose to drive.

Demand can be induced and creating bigger highways does just that. The Visualize plan ignores this factor and leads to wasteful highway extensions. These expansions will only work to undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Ms. Rebecca Buthe
1007 F St NE Washington, DC 20002-5325
beccabuthe@gmail.com

From: diane@everyactioncustom.com on behalf of Diane Cameron
<diane@everyactioncustom.com>
Sent: Wednesday, November 19, 2025 06:58
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

I live and work in Montgomery County, where pedestrians and cyclists are vulnerable to being maimed or killed by speeding cars and trucks. We are far from meeting Vision Zero, and a big reason why our streets remain unsafe, is the continued push to build more highway lanes which promotes car culture. What we need instead: facilities that promote walking, biking, and taking transit.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including expansion of Ride On Bus service, well-designed bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Diane Cameron

3102 Edgewood Rd Kensington, MD 20895-2745 diane@cameronhorgan.com

From: avndoc@everyactioncustom.com on behalf of Michael Carter
<avndoc@everyactioncustom.com>
Sent: Monday, November 17, 2025 16:58
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Check the data. There are data from Virginia that were ignored when decisions were made to widen I-66. Endless loop of blindly trying to satisfy the demand. From Field of Dreams: "If you build it, he will come." This Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Dr. Michael Carter

6830 Silver Ln Annandale, VA 22003-6167 avndoc@gmail.com

From: jmaryc.123@everyactioncustom.com on behalf of Jessica Cassidy
<jmaryc.123@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 01:12
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ms. Jessica Cassidy

1530 Hiddenbrook Dr Herndon, VA 20170-2814 jmaryc.123@gmail.com

From: dtcherry70@everyactioncustom.com on behalf of David Cherry
<dtcherry70@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:33
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. David Cherry

4977 Battery Ln Unit 1015 Bethesda, MD 20814-4929 dtcherry70@icloud.com

From: cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino
<cimino.andrea.m@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 10:08
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Andrea Cimino

3913 Hampden St Kensington, MD 20895-2006 cimino.andrea.m@gmail.com

From: chuckcoleman@everyactioncustom.com on behalf of Charles Coleman
<chuckcoleman@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:26
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Dr. Charles Coleman

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

From: conleyp@everyactioncustom.com on behalf of Patrick Conley
<conleyp@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:29
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Patrick Conley
601 Jackson St Falls Church, VA 22046-2829 conleyp@gmail.com

From: kristingamzoncook@everyactioncustom.com on behalf of Kristin Cook
<kristingamzoncook@everyactioncustom.com>
Sent: Tuesday, November 18, 2025 20:00
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Kristin Cook

9408 Jongroner Ct Potomac, MD 20854-2826 kristingamzoncook@gmail.com

From: jerrycowden@everyactioncustom.com on behalf of Jerry Cowden
<jerrycowden@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 17:25
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. Jerry Cowden

1501 S Edgewood St Apt 576 Arlington, VA 22204-4956 jerrycowden@gmail.com

From: dariustrio@everyactioncustom.com on behalf of Naira Darius
<dariustrio@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:23
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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Thank you for your consideration,
Naira Darius
6011 Conway Rd Bethesda, MD 20817-3430
dariustrio@gmail.com

From: cdotson@everyactioncustom.com on behalf of Carol Dotson
<cdotson@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:18
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Thank you for your consideration,
Mrs. Carol Dotson

7532 Cinnabar Ter Gaithersburg, MD 20879-4577 cdotson@verizon.net

From: danielarfontecha@everyactioncustom.com on behalf of Daniela Fontecha
<danielarfontecha@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:10
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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Thank you for your consideration,

Dr. Daniela Fontecha

6506 America Blvd Apt 303 Hyattsville, MD 20782-2094 danielarfontecha@gmail.com

From: ericfowler24@everyactioncustom.com on behalf of Eric Fowler
<ericfowler24@everyactioncustom.com>
Sent: Sunday, November 16, 2025 07:57
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Thank you for your consideration,
Eric Fowler

17723 Meadow Vista Way Gaithersburg, MD 20877-1046 ericfowler24@gmail.com

From: bgallagher@everyactioncustom.com on behalf of Bill Gallagher
<bgallagher@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 13:11
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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Thank you for your consideration,
Bill Gallagher
Kgp Design Studio Washington, DC 20036
bgallagher@kgpds.com

From: mattimus.girardi@everyactioncustom.com on behalf of Matthew Girardi
<mattimus.girardi@everyactioncustom.com>
Sent: Friday, November 14, 2025 13:52
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Thank you for your consideration,
Matthew Girardi

5415 Connecticut Ave NW Washington, DC 20015-2765 mattimus.girardi@gmail.com

From: gouldsandraj@everyactioncustom.com on behalf of Sandra Gould
<gouldsandraj@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:23
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Sandra Gould

4141 N Henderson Rd Apt 622 Arlington, VA 22203-2463 gouldsandraj@gmail.com

From: peterharnik1@everyactioncustom.com on behalf of Peter Harnik
<peterharnik1@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:20
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

We need to make parking much less dominant in our communities, even if that leads to higher prices for it. Higher prices will lead to trip consolidation, carpooling, shared rides and reduced driving.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Peter Harnik

3505 22nd St N Arlington, VA 22207-3828 peterharnik1@gmail.com

From: parriehendok@everyactioncustom.com on behalf of Parrie Henderson-O'Keefe <parriehendok@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:55
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, the Purple Line, and any outside-the-box ideas like arial gondolas (like those used in Mexico city and La Paz).

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ms. Parrie Henderson-O'Keefe

1733 Kenyon St NW Washington, DC 20010-2616 parriehendok@icloud.com

From: peterghenry@everyactioncustom.com on behalf of Peter Henry
<peterghenry@everyactioncustom.com>
Sent: Monday, November 17, 2025 18:25
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Why is it that mass transit options are given priority for funding and provide a viable means of transportation in Japan, China, most of Europe and South America while we the supposedly most wealthy country in the world have the least functional mass transit. How is it possible that this same county cannot provide safe means of walking and biking to its citizens. We are stuck in doing the same failed strategies over and over again and expecting a better result. Visualizing a future that is no better than today which no more choice than today is just sad.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr Peter Henry

5710 Norton Rd Alexandria, VA 22303-1028 peterghenry@hotmail.com

From: iighite@everyactioncustom.com on behalf of George Hite
<iighite@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:14
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Categories: Form Letter Parent

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. George Hite

6429 Lignum St Springfield, VA 22150-1140 iighite@netscape.net

From: john.hoerauf@everyactioncustom.com on behalf of John Hoerauf
<john.hoerauf@everyactioncustom.com>
Sent: Thursday, November 13, 2025 10:42
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

John Hoerauf

5919 Bryn Mawr Rd College Park, MD 20740-3047 john.hoerauf@gmail.com

From: derrickhomesley@everyactioncustom.com on behalf of Derrick Homesley
<derrickhomesley@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:17
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Derrick Homesley

6819 Mountain Lake Pl Capitol Heights, MD 20743-4607 derrickhomesley@yahoo.com

From: cynthia_howell@everyactioncustom.com on behalf of Cynthia Howell
<cynthia_howell@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 03:21
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ms. Cynthia Howell

20200 Center Brook Sq Sterling, VA 20165-5196 cynthia_howell@hotmail.com

From: irazabalzurita@everyactioncustom.com on behalf of Clara Irazabal
<irazabalzurita@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 18:14
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Dr. Clara Irazabal

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

From: kalukin_99@everyactioncustom.com on behalf of Andrew Kalukin
<kalukin_99@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 17:29
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Andrew Kalukin

1114 N Stafford St Arlington, VA 22201-4656 kalukin_99@yahoo.com

From: ellisranger@everyactioncustom.com on behalf of David Kaplan
<ellisranger@everyactioncustom.com>
Sent: Monday, November 17, 2025 20:22
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The wasteful highway expansions in Visualize 2050 will undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

The region needs to prioritize transit, walking, biking, and livable communities as it plans for the future.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. David Kaplan
418 Queen St Alexandria, VA 22314-2621
ellisranger@yahoo.com

From: malcolmke@everyactioncustom.com on behalf of Malcolm Kenton
<malcolmke@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:50
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Malcolm Kenton

1756 Euclid St NW Washington, DC 20009-8817 malcolmke@mac.com

From: klamcd@everyactioncustom.com on behalf of Caroline Klam
<klamcd@everyactioncustom.com>
Sent: Monday, November 17, 2025 22:31
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

PLEASE advantage mass transit projects over individual automobile, motorcycle and other single user transportation modes. We need to look at European models to see what can be accomplished with robust bus and train transportation.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Caroline Klam
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com

From: n.kotsch@everyactioncustom.com on behalf of Nicolas Kotschoubey
<n.kotsch@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 14:21
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

We need to promote more walking, biking and public transport.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Nicolas Kotschoubey

4978 Sentinel Dr Bethesda, MD 20816-3598 n.kotsch@ix.netcom.com

From: jonathan@everyactioncustom.com on behalf of Jonathan Krall
<jonathan@everyactioncustom.com>
Sent: Friday, November 14, 2025 16:57
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Compared to other countries, the US transportation system is overly reliant on unreliable and dangerous private automobiles and under-reliant on much safer (and more reliable) rail transit. Any forward-looking plan should include more new rail miles than new traffic-lane-miles. This plan does not meet this sensible standard.

The Visualize plan also ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Jonathan Krall

6 A E Mason Ave Alexandria, VA 22301-1908 jonathan@jonathankrall.net

From: jkdcpl@everyactioncustom.com on behalf of June Krell
<jkdcpl@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:42
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please prioritize meeting greenhouse gas reduction targets and public transportation and don't waste billions on wasteful highway and road expansions that induces more demand and does not reduce congestion!

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

June Krell

9404 Pin Oak Dr Silver Spring, MD 20910-1545 jkdcpl@yahoo.com

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky
<evank2@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:40
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Evan Krichevsky

9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

From: dane.lauritzen@everyactioncustom.com on behalf of Dane Lauritzen
<dane.lauritzen@everyactioncustom.com>
Sent: Saturday, November 15, 2025 13:34
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line. We don't need more highways, we need more transit, rail, and bike trails so that people can use other modes of transportation than a single vehicle on a highway.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Dane Lauritzen
1019 Duke St Alexandria, VA 22314-3511
dane.lauritzen@protonmail.com

From: jacklebow3e49@everyactioncustom.com on behalf of Jacob Lebowitz
<jacklebow3e49@everyactioncustom.com>
Sent: Wednesday, November 19, 2025 12:19
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Jacob Lebowitz

5911 Lone Oak Dr Bethesda, MD 20814-1845 jacklebow3e49@earthlink.net

From: linz314@everyactioncustom.com on behalf of Lindsey Loving
<linz314@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 09:44
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Ms. Lindsey Loving
5291 Tractor Ln Fairfax, VA 22030-7275
linz314@hotmail.com

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger
<brian.lutenegger@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:52
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Brian Lutenegger

1615 Kenyon St NW Apt 50 Washington, DC 20010-2776 brian.lutenegger@gmail.com

From: janeplyons@everyactioncustom.com on behalf of Jane Lyons-Raeder
<janeplyons@everyactioncustom.com>
Sent: Thursday, November 13, 2025 10:27
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Jane Lyons-Raeder

10941 Bucknell Dr Silver Spring, MD 20902-4365 janeplyons@gmail.com

From: mendesdylan02@everyactioncustom.com on behalf of Dylan Mendes
<mendesdylan02@everyactioncustom.com>
Sent: Wednesday, November 12, 2025 07:51
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Dylan Mendes

22341 Canterfield Way Germantown, MD 20876-4375 mendesdylan02@gmail.com

From: pnembhard@everyactioncustom.com on behalf of Phelecia Nembhard
<pnembhard@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 19:53
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Phelecia Nembhard

6518 Lamont Pl New Carrollton, MD 20784-3334 pnembhard@newcarrolltonmd.gov

From: croshea@everyactioncustom.com on behalf of Caroline O'Shea
<croshea@everyactioncustom.com>
Sent: Thursday, November 13, 2025 11:32
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Caroline O'Shea

415 W St NE Unit B Washington, DC 20002-1287 croshea@gmail.com

From: omarksky@everyactioncustom.com on behalf of Mark Obrinsky
<omarksky@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:59
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan seems to forget about induced demand: by now it is well known that widening highways but in fact leads to more driving and traffic over time, so doesn't really reduce congestion. The plan document needs to acknowledge the reality of induced traffic.

What's more, the misguided highway expansions in Visualize 2050 will undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Mark Obrinsky

4517 W Virginia Ave Bethesda, MD 20814-4611 omarksky@gmail.com

From: andrewolesen@everyactioncustom.com on behalf of Andrew Olesen
<andrewolesen@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 15:43
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

We need to see more investment in smart transportation. Visualize 2050 promises almost no mode share shift in a generation. It suggests that most people in the DMV do not live in areas with access to transit or the ability to bike/walk to work, so we need to double down on more roads. This is a chicken or egg - if we keep building more roads, development will be car-centric because that is the most viable way to get around, which will seem to demand more roads. If we build great transit and bike/walk connectivity, it becomes more appealing to add residences and businesses near transit not where it adds to ever more congestion and more endless spending on roads.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Andrew Olesen

615 Lincoln Ave Falls Church, VA 22046-2506 andrewolesen@gmail.com

From: dcpaine@everyactioncustom.com on behalf of Donald Paine
<dcpaine@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 13:01
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

We can do better. When transit options are improved to the point where commute time relative to private vehicles is significantly reduced, then we can turn the tables. Detractors will disappear and support will grow and grow!!

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Donald Paine

3143 Dumbarton St NW Washington, DC 20007-3309 dcpaine@hotmail.com

From: bill.palombi@everyactioncustom.com on behalf of Bill Palombi
<bill.palombi@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 12:55
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Instead of highway expansions, I would prefer to see investments made in transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, WMATA funding, and the Purple Line.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Bill Palombi

35 Seaton Pl NW Washington, DC 20001-1033 bill.palombi@gmail.com

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton
<npjmu1@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:34
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton
<npjmu1@everyactioncustom.com>
Sent: Monday, November 17, 2025 16:26
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

More and better bus service inclusive of regional bus services to places like Frederick, Gettysburg PA, Hagerstown, Columbia, Annapolis, Lexington Park, Prince Frederick, La Pata, Colonial Beach, Prince William County, Culpeper, Lurey, Front Royal, Winchester, Harrisonburg, Shenandoah National Park, Shenandoah County and Martinsburg WV.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

From: petesa05@everyactioncustom.com on behalf of Sarah Peters
<petesa05@everyactioncustom.com>
Sent: Saturday, November 15, 2025 03:00
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Sarah Peters

1220 E West Hwy Silver Spring, MD 20910-3244 petesa05@gmail.com

From: mollyrwilliams@everyactioncustom.com on behalf of Molly Pugh
<mollyrwilliams@everyactioncustom.com>
Sent: Monday, November 17, 2025 17:23
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
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Thank you for your consideration,
Molly Pugh

1200 N Quaker Ln Alexandria, VA 22302-3004 mollyrwilliams@gmail.com

From: olya.rachtchinine@everyactioncustom.com on behalf of Olya Rachtchinine <olya.rachtchinine@everyactioncustom.com>
Sent: Monday, November 17, 2025 22:18
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Olya Rachtchinine

712 Old Hunt Way Herndon, VA 20170-3157 olya.rachtchinine@gmail.com

From: adijnas@everyactioncustom.com on behalf of Sanjida Rangwala
<adijnas@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:30
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

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Please take these concrete actions that can shift our region's transportation future:

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- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Sanjida Rangwala

711 Dryden St None Silver Spring, MD 20901-4609 adijnas@gmail.com

From: henry.renze@everyactioncustom.com on behalf of Henry Renze
<henry.renze@everyactioncustom.com>
Sent: Friday, November 21, 2025 23:52
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

As a proud Prince George's county lifelong resident and civil engineering senior at the University of Maryland, I care deeply about the future of PG County and the DMV. We already have countless miles of dangerous roads strewn throughout the DMV and need to be reducing this number, not increasing it. MD has a \$1B+ transportation deficit, so how can we possibly justify road expansion when we cannot even manage the deadly roads we have? Thankfully Metro is coming in clutch with expanded hours, universal payment on buses and trains, and new railcars in the immediate future.

Projects like the proposed 450 expansion in Bowie, MD are exactly what we do not need. Bowie residents thankfully killed this almost a decade ago, yet hidden planners in some MDOT office insist we need more roads and destruction of a beautiful habitat and much more noise and sound pollution. They don't understand that more roads does NOT solve anything, it only makes it worse. Roads SHOULD be near capacity to maximize users per dollar spent, not half empty with shiny pavement.

Also, invest in roundabouts. There are thousands of stoplights in the DMV, hundreds of which are not necessary. Invest in roundabouts instead of stoplights so buses can move.

Please invest in transit and bike and pedestrian infrastructure and accompanying dense, urban, walkable development that promotes healthy and vibrant communities in this age of great darkness and isolation.

Our decisions impact not only the climate, emissions, and wildlife, but the very health of ourselves and our children, physical and mental. After seeing a number of US cities, Washington, DC and surrounding neighborhoods have a great wealth of opportunities and a relatively ok transport network. But to become a true powerhouse and global destination, we must invest in transport infrastructure for residents and visitors and have a solid financial plan and realistic timeframes.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Henry Renze

2903 War Admiral Ct Bowie, MD 20721-1279 henry.renze@gmail.com

From: anna.ricklin@everyactioncustom.com on behalf of Anna Ricklin
<anna.ricklin@everyactioncustom.com>
Sent: Monday, November 17, 2025 17:13
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores that widening highways does not reduce congestion but in fact leads to more driving and traffic - in not so long a time! The plan document needs to acknowledge the reality of induced traffic and not propose more lanes.

The wasteful highway expansions in Visualize 2050 will undermine the region's major transit and rail investments, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Anna Ricklin

2913 Marshall St Falls Church, VA 22042-1916 anna.ricklin@gmail.com

From: mrogoyski@everyactioncustom.com on behalf of Margaret Rogoyski
<mrogoyski@everyactioncustom.com>
Sent: Monday, November 17, 2025 17:04
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please consider bus priority improvements. Please add bus shelters or at least benches. The bus stop (A76) on Carlin Springs near 5th Street, northbound Marc Center to Rosslyn does not have even a trash can. It seems to be outdated like in 1980 in Europe. The new schedule 30 min apart is less convenient for bus passengers. There should be more buses in rush hours. Much longer routes are causing more delays. If the bus is late or no bus, there is a problem commuting.

Please take these concrete actions that can shift our region's transportation future:

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mrs. Margaret Rogoyski

3101 S Manchester St Apt 407 Falls Church, VA 22044-2725 mrogoyski@yahoo.com

From: russell.emily.k@everyactioncustom.com on behalf of Emily Russell
<russell.emily.k@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:37
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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Thank you for your consideration,

Ms. Emily Russell

809 6th St NW Apt 34 Washington, DC 20001-5901 russell.emily.k@gmail.com

From: laurie.m.ryan@everyactioncustom.com on behalf of Laurie Ryan
<laurie.m.ryan@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:47
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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Thank you for your consideration,

Dr. Laurie Ryan

10008 Menlo Ave Silver Spring, MD 20910-1054 laurie.m.ryan@gmail.com

From: schoapm@everyactioncustom.com on behalf of Margaret Schoap
<schoapm@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:22
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

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Thank you for your consideration,
Margaret Schoap

11425 Neelsville Church Rd Germantown, MD 20876-4145 schoapm@aol.com

From: sedond@everyactioncustom.com on behalf of Douglas Sedon
<sedond@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 21:30
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
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Thank you for your consideration,
Mr Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

From: regine.sellote@everyactioncustom.com on behalf of Regine Sellote
<regine.sellote@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 10:57
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Thank you for your consideration,
Regine Sellote

39 Bryant St NW Washington, DC 20001-1027 regine.sellote@habitatdcnova.org

From: noahsarkive@everyactioncustom.com on behalf of Noah Sepsenwol
<noahsarkive@everyactioncustom.com>
Sent: Saturday, November 15, 2025 12:51
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Noah Sepsenwol

1723 Stonebridge Rd Alexandria, VA 22304-1038 noahsarkive@gmail.com

From: anshu.g.sharma@everyactioncustom.com on behalf of Anshu Sharma
<anshu.g.sharma@everyactioncustom.com>
Sent: Monday, November 17, 2025 17:22
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic and that cars are too low density to handle demand without causing congestion

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Anshu Sharma

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

From: jgsingle@everyactioncustom.com on behalf of Greg Singleton
<jgsingle@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:11
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Greg Singleton

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

From: reedsmith@everyactioncustom.com on behalf of Ransom Smith
<reedsmith@everyactioncustom.com>
Sent: Monday, November 17, 2025 20:21
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Our region desperately needs better transit to provide daily connections for work and life. Additional highways will only further exacerbate the reliance on cars and will make our problem worse. We need a bloop, dedicated BRT, real regional rail--not commuter non-sense that aren't used because they're only available to a narrow set of commuters. Take advantage of the long bridge project to reinvigorate rail with bike/ped connections and reduce reliance on highways--it will make the experience better for all, including cars on highways.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ransom Smith

307 N West St Alexandria, VA 22314-2120 reedrsmith@gmail.com

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel
<steven.j.vogel@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 13:34
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

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The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Mr. Steven Vogel

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

From: ting@everyactioncustom.com on behalf of Ting Waymouth
<ting@everyactioncustom.com>
Sent: Thursday, November 13, 2025 09:28
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

I personally live in a neighborhood where we're lucky enough to be able to walk our children to school and the bus stop, but beyond that walkability is limited. I don't feel safe biking most places as an adult, let alone taking my children along with me, and the buses in our area are infrequent and lack convenient routes. I'm witnessing the widening of Rolling Road in our community, and my neighbors and I all share the opinion that the only problem was sidewalk access -- we're all tired of the construction and of seeing trees and yards destroyed to make way for more pavement, and, I suspect, eventually more traffic. Now Visualize 2050 is proposing more money towards these kinds of expansions, which will just lead to more cars and less climate-resilient communities given the loss of permeable surfaces and tree canopy. It also means less safety for the people of NoVA, including kids like mine.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and

- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ting Waymouth

6630 Holford Ln Springfield, VA 22152-2908 ting@chesapeakeclimate.org

From: diamonique116@everyactioncustom.com on behalf of Monique Weatherspoon <diamonique116@everyactioncustom.com>
Sent: Tuesday, November 11, 2025 11:40
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,
Monique Weatherspoon
5705 Plata St Clinton, MD 20735-2341
diamonique116@yahoo.com

From: acwilkerson@everyactioncustom.com on behalf of Alex Wilkerson
<acwilkerson@everyactioncustom.com>
Sent: Tuesday, November 18, 2025 20:48
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

The Visualize plan ignores induced demand, the proven phenomenon that widening highways does not reduce congestion but in fact leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

The wasteful highway expansions in Visualize 2050 will likewise undermine the region's major transit and rail investments in the plan, including bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line.

Despite the TPB's 2021 commitment for a climate-friendly Visualize 2050, the plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Mr. Alex Wilkerson

204 E Glebe Rd Alexandria, VA 22305-3011 acwilkerson@gmail.com

From: jeffrey_t_williams@everyactioncustom.com on behalf of Jeffrey Williams
<jeffrey_t_williams@everyactioncustom.com>
Sent: Sunday, November 16, 2025 18:08
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

However, I am disappointed that the region's proposed transportation plan, Visualize 2050, does not make more progress on climate change and safety. Instead, the Visualize plan dedicates over \$20 billion to wasteful highway and arterial expansion that makes our climate problem worse while undermining walkable, transit-friendly communities.

Widening highways does not reduce congestion but leads to more driving and traffic over time. The plan document needs to acknowledge the reality of induced traffic.

Highway expansions in Visualize 2050 undermine the region's major transit and rail investments. Advancing bus rapid transit lines, Long Bridge, MARC and VRE investments, and the Purple Line are a better use of funds than expanding highway capacity.

Follow through on with a commitment for a climate-friendly Visualize 2050. The current proposed plan would make it impossible for the region to meet the Council of Governments (COG) greenhouse gas reduction targets and most local targets. This is unacceptable.

Please take these concrete actions that can shift our region's transportation future:

- Work with state legislative delegations to implement the DMVMoves plan, quickly establishing dedicated new regional and state funding for Metro operating and capital needs, including rail modernization;
- Locally pursue the DMVMoves recommended bus priority improvements;
- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Jeffrey Williams

1111 Army Navy Dr Arlington, VA 22202-2053 jeffrey_t_williams@msn.com

From: rgwoollett@everyactioncustom.com on behalf of Ruth Woollett
<rgwoollett@everyactioncustom.com>
Sent: Tuesday, November 18, 2025 13:39
To: TPBcomment
Subject: Visualize 2050 fails to prioritize safety and climate action in transportation

Dear TPB Chair Alcorn and Board members,

I thank the Transportation Planning Board for unanimously voting to exclude the 495 Southside highway widening project from the Visualize 2050 plan, and directing VDOT and MDOT to pursue better options for the corridor. I also appreciate the work of regional jurisdictions to advance the DMVMoves regional transit funding commitments.

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- Remove barriers to transit-oriented development such as minimum parking requirements and outdated restrictive zoning; and
- Prioritize safety and community livability over vehicle speeds, through narrower road designs and reallocating road widening dollars to fostering walkable, transit-friendly communities.

Thank you for your consideration,

Ms. Ruth Woollett

3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com