

**ITEM 8 – INFORMATION**  
**November 19, 2025**

Draft Visualize 2050 National Capital Region Transportation Plan,  
FY 2026-2029 Transportation Improvement Program (TIP), and  
Air Quality Conformity Analysis Report of the Plan and TIP

**Background:** The Draft Visualize 2050 National Capital Region Transportation Plan, FY 2026-2029 TIP, and related Air Quality Conformity Analysis Report are now available for public comment between October 23 and November 21, 2025. TPB staff will share key elements of each document along with an interim report of comments received. Board members are invited to read the documents and provide input



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Cristina Finch, TPB Transportation Planner  
**SUBJECT:** Interim Report on Public Comments  
**DATE:** November 13, 2025

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The TPB started the public review period of the comprehensive Visualize 2050 materials, including the Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP) and the related Air Quality Conformity Analysis Report, on October 23 and will accept comments through November 21. This memo provides a summary of the comments received through November 9. Copies of the comments can be access in the attachment to this memo.

### **INTERIM REPORT ON SUMMARY OF PUBLIC COMMENTS RECEIVED**

From October 23 to November 9, TPB staff received a total of twenty-three comments. Comments were received via the TPBcomment email in-box and a form available through the plan website. There were 15 forms, seven emails, and one letter. Comments ranged over a wide variety of topics, including climate change, hazards, safety, transit, highway expansion, multi-modal investment, and rail expansion. In addition, there were a few comments on the plan process itself and on specific projects in the TIP.

TPB staff will continue to collect comments until the close of the 30-day comment period on November 21. Staff are preparing responses to all comments received during this comment period in coordination with state/regional agencies, WMATA, and member jurisdictions. A full report on public comments received and responses will be shared with the TPB at the December 17 meeting.

### **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](https://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. The COG LinkedIn account will also share. TPB staff boosted a Facebook video post for 7 days beginning October 29 and plans to boost a different post the week of November 9. The boosted post was targeted to Facebook users within a 30-mile radius of the District of Columbia.
- Visualize 2050 comment form: A tailored Visualize comment form is available at <https://www.mwcog.org/visualize2050form/>. The form includes 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.

As of October 30, the following TPB members and partners posted, liked, or shared comment period materials on social media. TPB staff will continue to reach out to partners through November 21.

- City of Alexandria
- City of Frederick
- City of Gaithersburg
- Fairfax County Office of Environmental and Energy Coordination
- Manassas City Council member
- Montgomery County Department of Transportation
- Northern Virginia Transportation Commission
- Northern Virginia Transportation Authority
- Potomac and Rappahannock Transportation Commission
- Virginia Railway Express

## **ATTACHMENT: PUBLIC COMMENTS RECEIVED BETWEEN OCTOBER 23-NOVEMBER 9, 2025 ON THE DRAFT VISUALIZE 2050 MATERIALS**



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- Asset Manager
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## TPB Comment Form - Viz2050 Submissions

[< Back to Submissions](#)

## Submission

## Comment on Visualize 2050

The Transportation Planning Board is a public entity and is always interested in hearing about the concerns and interests of the residents of the National Capital Region.

Comments may be submitted by:

- Using the online form below (Please upload files for comments longer than 1,000 characters.)
- Sending an email to: [tpbcomment@mwccog.org](mailto:tpbcomment@mwccog.org)
- Leaving a voicemail at (202) 962-3774 (up to 3 minutes in length)
- Writing to the TPB Chair at:

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

This comment is being submitted on behalf of:

- ☒ An Individual
- ☐ A Governmental Body
- ☐ A Non-profit Organization
- ☐ A Business

Name (optional)

Hon. Kenny Boddye

Zip Code

22192

This comment pertains to:

- ☒ Draft Visualize 2050: National Capital Region Transportation Plan
- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☐ All of the Above

Subject

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

Comment

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 region's 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.

279 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

File Upload

Current File: [KB Comment Letter Draft Visualize 2050 National Capital Region Transportation Plan2.docx](#)

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Do you have any other comments that you want to share with the TPB?

Other Comments

How did you hear about this engagement opportunity?

- ☒ Email
- ☐ News or Media

- ☐ Newsletter
- ☐ Social Media
- ☐ Website
- ☐ Other

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## About the Public Comment Period

The National Capital Region Transportation Planning Board (TPB) is the region's designated metropolitan planning organization (MPO), with responsibility for federally required regional transportation planning for the District of Columbia, suburban Maryland, and Northern Virginia. The TPB will initiate a 30-day public comment period for the draft Visualize 2050: National Capital Region Transportation Plan, the draft FY 2026-2029 Transportation Improvement Program (TIP), and the findings of the accompanying Air Quality Conformity Analysis of the draft plan and TIP on Thursday, October 23, 2025. This comment period will extend through Friday, November 21, 2025. These documents are scheduled to be approved at the December 17, 2025 TPB meeting.

*Visualize 2050* is the federally mandated metropolitan transportation plan for the National Capital Region. The plan documents the current state of transportation in the region, the many topics planners and engineers consider when analyzing transportation and related issues, the amount of money anticipated to be available through the plan's horizon year, 2050, priority transportation investments to alleviate transportation and related issues, as well as TPB's vision, principles, goals, and strategies for future regional transportation planning.

The TIP is the federally mandated transportation improvement program documenting the planned obligations for funding transportation projects and programs for the next four years (2026-2029). The comment process on the TIP collects input on the region's program of projects that are funded by the Federal Transit Administration (including projects funded by the Urbanized Area Formula Program) and the Federal Highway Administration.

The Air Quality Conformity analysis is the federally mandated report which assesses the Visualize 2050 National Capital Region Transportation Plan and FY 2026-2029 Transportation Improvement Program with respect to the air quality requirements under the 1990 Clean Air Act Amendments.

**PLEASE NOTE:** Comments pertaining to specific projects will be provided to the relevant state-level jurisdiction (District of Columbia, Maryland, Virginia).

## Title VI Nondiscrimination Policy

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) o llame al (202) 962-3300.

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User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/141.0.0.0 Safari/537.36  
HTTP Referer: <https://www.mwcog.org/visualize2050form/>

### Location Info:

Country Code: US  
State/Region: Virginia  
Longitude: -77.361116  
Latitude: 38.958758

[< Back to Submissions](#)

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# 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



**Laura Bachle**

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**From:** Jacob Barker <jacobbarker@me.com>  
**Sent:** Monday, November 3, 2025 6:18 PM  
**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

## Laura Bachle

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**From:** p brown <pbrown\_dos@yahoo.com>  
**Sent:** Thursday, November 6, 2025 2:00 AM  
**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

**Laura Bachle**

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**From:** Michaël <mvs202@gmail.com>  
**Sent:** Friday, October 24, 2025 8:21 PM  
**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](mailto:mvs202@gmail.com)

## Laura Bachle

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**From:** Anna McDougall <annalmcdougall@gmail.com>  
**Sent:** Wednesday, November 5, 2025 11:31 AM  
**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

**Laura Bachle**

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**From:** Michaël <mvs202@gmail.com>  
**Sent:** Friday, October 24, 2025 8:59 PM  
**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](mailto:mvs202@gmail.com)  
<https://x.com/mvs202>

## Laura Bachle

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**From:** Michaël <mvs202@gmail.com>  
**Sent:** Friday, October 24, 2025 8:07 PM  
**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](mailto:mvs202@gmail.com)

## Laura Bachle

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**From:** Michaël <mvs202@gmail.com>  
**Sent:** Friday, October 24, 2025 8:43 PM  
**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](mailto:mvs202@gmail.com)  
<https://x.com/mvs202>





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## TPB Comment Form - Viz2050 Submissions

[< Back to Submissions](#)

## Submission

## Comment on Visualize 2050

The Transportation Planning Board is a public entity and is always interested in hearing about the concerns and interests of the residents of the National Capital Region.

Comments may be submitted by:

- Using the online form below (Please upload files for comments longer than 1,000 characters.)
- Sending an email to: [tpbcomment@mwccog.org](mailto:tpbcomment@mwccog.org)
- Leaving a voicemail at (202) 962-3774 (up to 3 minutes in length)
- Writing to the TPB Chair at:

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

This comment is being submitted on behalf of:

- ☒ An Individual
- ☐ A Governmental Body
- ☐ A Non-profit Organization
- ☐ A Business

Name (optional)

Zip Code

21702

This comment pertains to:

- ☐ Draft Visualize 2050: National Capital Region Transportation Plan
- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

Transportation Plans

Comment

We need to stop piddling about dealing with transportation issues and take the necessary big steps to deal with congestion and road safety by getting a high-speed rail line throughout the area. I don't know why a country like ours has not been able to do this in the last thirty years.

ABC

714 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

File Upload

[Choose File](#) No file chosen

Do you have any other comments that you want to share with the TPB?

Other Comments

How did you hear about this engagement opportunity?

- ☒ Email
- ☐ News or Media
- ☐ Newsletter
- ☐ Social Media

- ☐ Website
- ☐ Other

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## About the Public Comment Period

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- Event Calendar
- Committee
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777 North Capitol Street NE, Suite 300  
Washington, DC 20002

This comment is being submitted on behalf of:

- ☒ An Individual
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- ☐ A Non-profit Organization
- ☐ A Business

Name (optional)

Zip Code

21774

This comment pertains to:

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- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

MARC Train

Comment

We need more trains running from DC/Baltimore through areas like Frederick, MD. More regular run times during the week for commuters and we need to start offering times during the weekend for tourists.



797 characters left

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- Forms
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- ☐ A Governmental Body
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- ☐ A Business

Name (optional)

Zip Code

22207

This comment pertains to:

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- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

Comment

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.



723 characters left

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- Documents
- Event Calendar
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[< Back to Submissions](#)

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Name (optional)

Zip Code

22025

This comment pertains to:

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- ☐ All of the Above

Subject

Draft Visualize 2050: National Capital Region Transportation Plan

Comment

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.

217 characters left

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Other Comments

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- Name (optional)

Zip Code

22301

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Subject

Cars are not the future

Comment

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.

196 characters left

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Other Comments

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Name (optional)

Zip Code

20814

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Subject

Homeless

Comment

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.



831 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

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## TPB Comment Form - Viz2050 Submissions

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## Comment on Visualize 2050

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Comments may be submitted by:

- Using the online form below (Please upload files for comments longer than 1,000 characters.)
- Sending an email to: [tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)
- Leaving a voicemail at (202) 962-3774 (up to 3 minutes in length)
- Writing to the TPB Chair at:

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

This comment is being submitted on behalf of:

- ☒ An Individual
  - ☐ A Governmental Body
  - ☐ A Non-profit Organization
  - ☐ A Business
- Name (optional)

Zip Code

22043

This comment pertains to:

- ☐ Draft Visualize 2050: National Capital Region Transportation Plan
- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

Shift Funding from Highways to Transit & Active Transportation

Comment

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.

216 characters left

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- Committee
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Name (optional)

Cardinal View Enterprises

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Subject

Frederick Region

Comment

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.

487 characters left

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- Forms
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This comment is being submitted on behalf of:

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- ☐ A Business

Name (optional)

Bruce Weiss

Zip Code

21701

This comment pertains to:

- ☒ Draft Visualize 2050: National Capital Region Transportation Plan
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- ☐ Draft Air Quality Conformity Analysis
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Subject

Expansion of MARC Brunswick Service to Relieve I-270 Congestion

Comment

Under Future Challenges, I recommend including the need to:

Expand MARC Brunswick service, particularly between Union Station and Frederick, MD, to relieve congestion along the I-270 corridor.

804 characters left

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Other Comments

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## TPB general comment form - 2022 Submissions

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Name of Agency/Business/Organization

First Name \*

Alex

Last Name \*

Goyette

Address 1

Address 2

State \*

Virginia

City \*

Alexandria

Zip/Postal Code \*

22304

Phone

E-mail \*

alexmgoyette@gmail.com

Subject

Visualize 2050

Comment:

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 it 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.

86 characters left

Do you have any other comments that you want to share with the TPB?

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Name (optional)

Ronald Kirkpatrick

Zip Code

20121

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- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

Pedestrian Improvements - New Braddock/Braddock Road

Comment

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.

ABC

459 characters left

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Other Comments

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- Content Pages
- Documents
- Event Calendar
- Committee
- Forms
- Commenting
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- Account Settings

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## TPB Comment Form - Viz2050 Submissions

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## Submission

## Comment on Visualize 2050

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- Leaving a voicemail at (202) 962-3774 (up to 3 minutes in length)
- Writing to the TPB Chair at:

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

This comment is being submitted on behalf of:

- ☒ An Individual
- ☐ A Governmental Body
- ☐ A Non-profit Organization
- ☐ A Business

Name (optional)

William Nichols

Zip Code

22301

This comment pertains to:

- ☐ Draft Visualize 2050: National Capital Region Transportation Plan
- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☒ All of the Above

Subject

Fewer cars. Better Bike Lanes. More Buses.

Comment

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.

511 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

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- Asset Manager
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- Documents
- Event Calendar
- Committee
- Forms
- Commenting
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Washington, DC 20002

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- ☒ An Individual
- ☐ A Governmental Body
- ☐ A Non-profit Organization
- ☐ A Business

Name (optional)

Karl Nielsen

Zip Code

20171

This comment pertains to:

- ☒ Draft Visualize 2050: National Capital Region Transportation Plan
- ☐ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)
- ☐ Draft Air Quality Conformity Analysis
- ☐ All of the Above

Subject

Transportation Ambition in Visualize 2050

Comment

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.

354 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

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Other Comments

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User Agent: Mozilla/5.0 (Windows NT 10.0; Win64; x64; rv:144.0) Gecko/20100101 Firefox/144.0  
HTTP Referer: <https://www.mwcog.org/visualize2050form/>

### Location Info:

Country Code: US  
State/Region: Virginia  
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- Asset Manager
- Content Pages
- Documents
- Event Calendar
- Committee
- Forms
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Name (optional)

Zip Code

20906

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Subject

Prioritize vehicles

Comment

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.

ABC

789 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

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Other Comments

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- Asset Manager
- Content Pages
- Documents
- Event Calendar
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- Forms
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[< Back to Submissions](#)

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Name (optional)

Zip Code

22205

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Subject

Cutting down on accidents

Comment

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.

ABC

580 characters left

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