

Congress of the United States
Washington, DC 20515

July 20, 2021

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

Dear Chair Allen and Members of the Transportation Planning Board,

On behalf of our constituents, we write to urge the National Capital Region Transportation Planning Board (TPB) to stand by its June 16th vote removing the controversial I-495/I-270 Public Private Partnership (P3) project from the region's long-range transportation plan. A reversal of the TPB's June 16th decision would demonstrate a complete disregard for the views of the localities and the people this project will affect most, and ignores the very serious environmental and economic concerns that have been repeatedly raised by our constituents, experts, and other stakeholders.

Our constituents who stand to be the most affected by the widening of I-495/I-270 have continuously raised concerns about the project's health and financial consequences. They rightly note that the expansion project will add more cars to the highway, inflicting increased air-pollution on the surrounding communities at a time when we need to decrease emissions and bring down pollution levels. We understand that the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated many of the concerns shared by our constituents less than one month ago. The M-NCPPC stated that it could not concur with the updated proposal for I-495/I-275 toll lanes because several questions about the environmental consequences of the project remained unanswered. To make matters worse, our constituents face the very likely prospect of increased costs as a result of the expansion. A study by the Metropolitan Washington Council of Governments (COG) concluded that our constituents could end up paying up to \$2.26 per mile to use the added toll lanes – meaning only the financially advantaged will benefit from the project. The project also lacks meaningful investment in transit alternatives and could exacerbate existing inequalities in our region.

As you have heard from government officials in Maryland, our constituents, and dozens of environmental, transportation and civic groups, this project lacks regional consensus and could, in fact, harm our people and our region. We urge you to uphold your June 16th vote excluding the I-495/I-270 from the region's long-range transportation plan. Thank you for your consideration of this important matter.

Very truly yours,


Jamie Raskin
Member of Congress


Anthony G. Brown
Member of Congress