

# TRANSPORTATION PLANNING BOARD MEETING PACKET

October 18, 2023

10:30 A.M. – 11:45 A.M. Intercity Rail and Bus Travel Work Session

12:00 P.M. – 2:00 P.M. Hybrid Board Meeting



Union Station in Washington, DC (Pierre Gaunard/COG)



National Capital Region  
**Transportation Planning Board**





## TRANSPORTATION PLANNING BOARD

Wednesday, October 18, 2023  
10:30 A.M. – 11:45 A.M.  
Walter A. Scheiber Board Room

In person - Hybrid Meeting

### WORK SESSION AGENDA

#### TPB SPECIAL WORK SESSION: INTERCITY BUS AND RAIL

- 10:30 A.M.**    **1. WELCOME AND INTRODUCTION TO THE WORK SESSION**  
*Reuben Collins, TPB Chair*
- Intercity travel and needs are a federal requirement for MPOs to consider in metropolitan planning. In June 2023, the board was briefed on a study of intercity bus and rail travel providers, stations & stops, and ridership numbers in the National Capital Region. The work session will provide an opportunity for the board to hear from experts about key issues affecting intercity bus and rail travel, both today and looking forward to 2050 and beyond, as well as considering the nexus of these issues with TPB planning.
- 10:35 A.M.**    **2. TPB OVERVIEW**  
*Kanti Srikanth, TPB Staff Director*  
*Eric Randall, TPB Transportation Engineer*
- 10:40 A.M.**    **3. EXPERT PANEL (10 minutes each)**
- A. TRANSFORMING RAIL IN VIRGINIA**, *DJ Stadtler, CEO, Virginia Passenger Rail Authority*
  - B. INTERCITY TRAVEL IN MARYLAND**, *Travis Johnston, Director of Local Transit Support, Maryland DOT-Maryland Transit Administration*
  - C. INTERCITY BUS**, *Brandon Buchanan, Director of Regulatory Affairs, American Bus Association*
  - D. AMTRAK**, *Jeffrey Ensor, Senior Director of Portfolio Management - NEC South End, Amtrak*
  - E. UNION STATION**, *Doug Carr, President & CEO, Union Station Redevelopment Corporation*
- Ten minutes at the end for Q&A.*
- 11:40 A.M.**    **4. TPB WRAP-UP**  
*Kanti Srikanth, TPB Staff Director*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
Visit [www.mwco.org/accommodations](http://www.mwco.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).



11:45 A.M. 5. ADJOURN

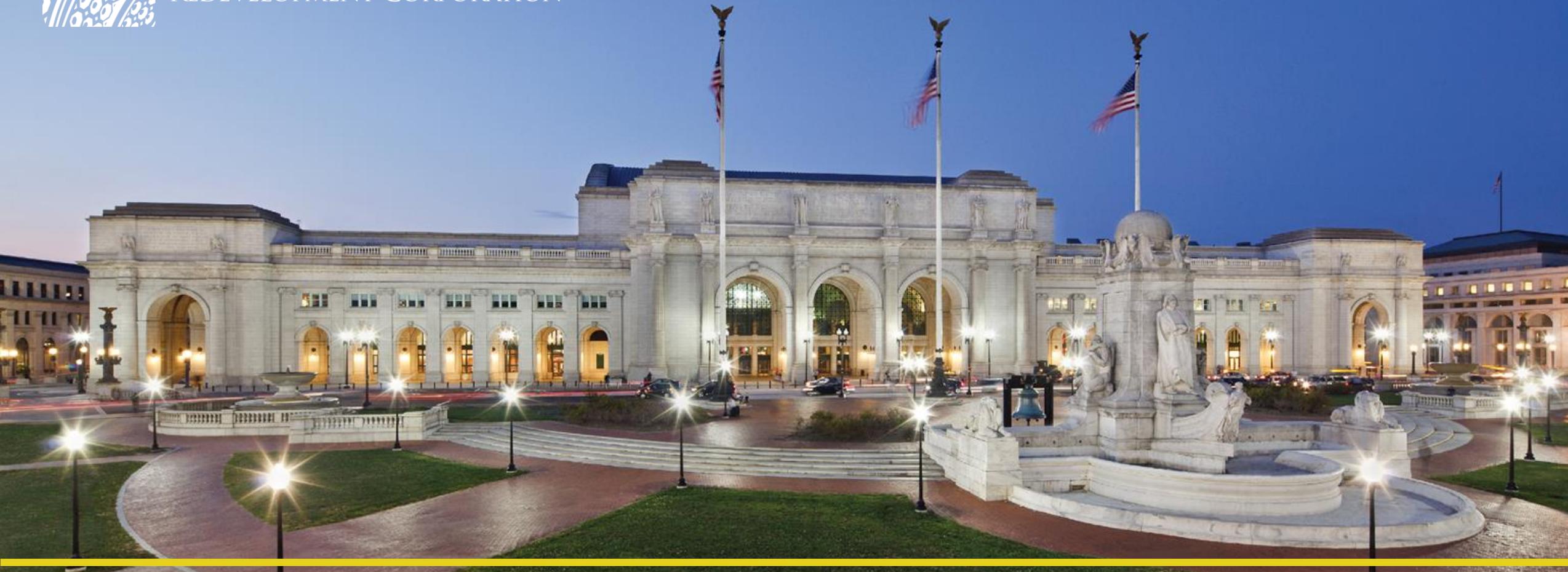
**MEETING VIDEO**

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at: [www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)





UNION STATION  
REDEVELOPMENT CORPORATION



Union Station – Transportation Planning Board

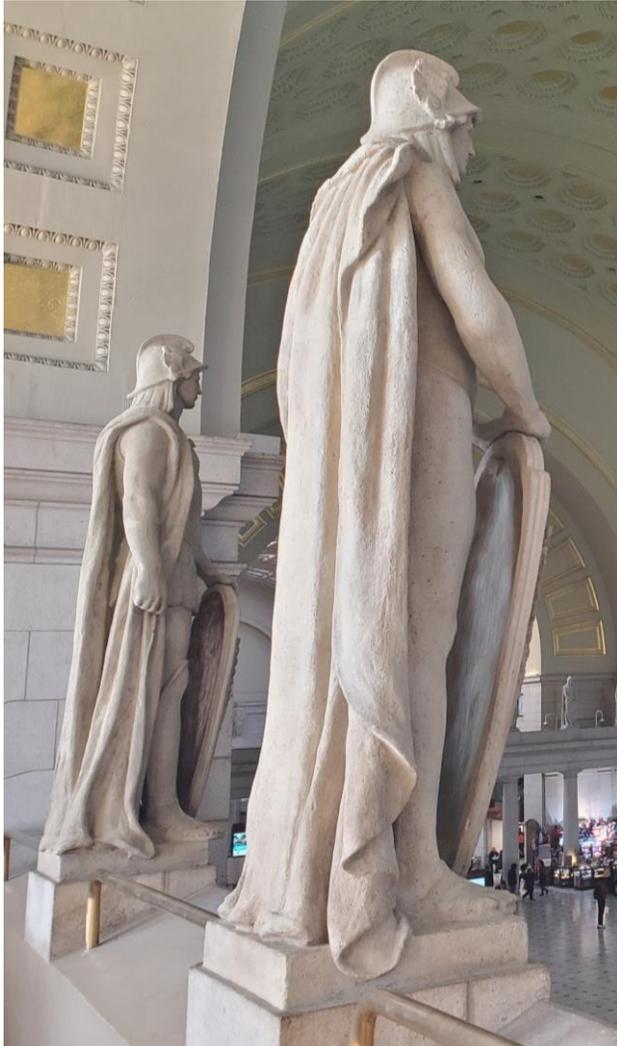
# Union Station Redevelopment Corporation (USRC)

1) Preserve and restore Union Station's historic and architectural significance

2) Maintain the station's long-term function as a multimodal transportation hub

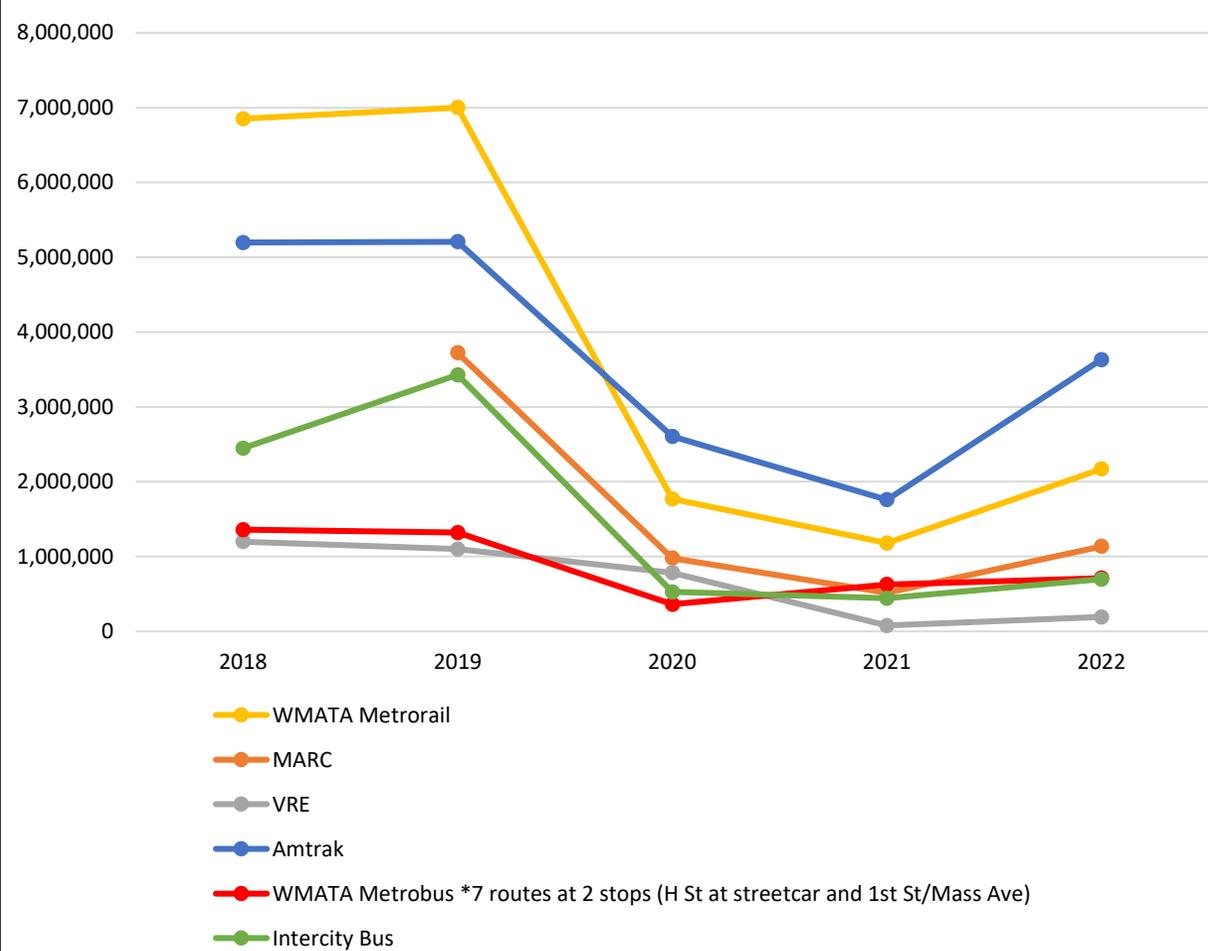
3) Enhance the retail and amenities within the station

Our mission for the best interests of Union Station



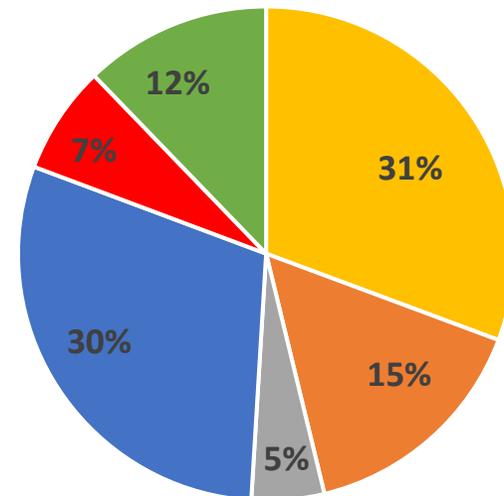
# Ridership

### WUS Ridership 2018-2022



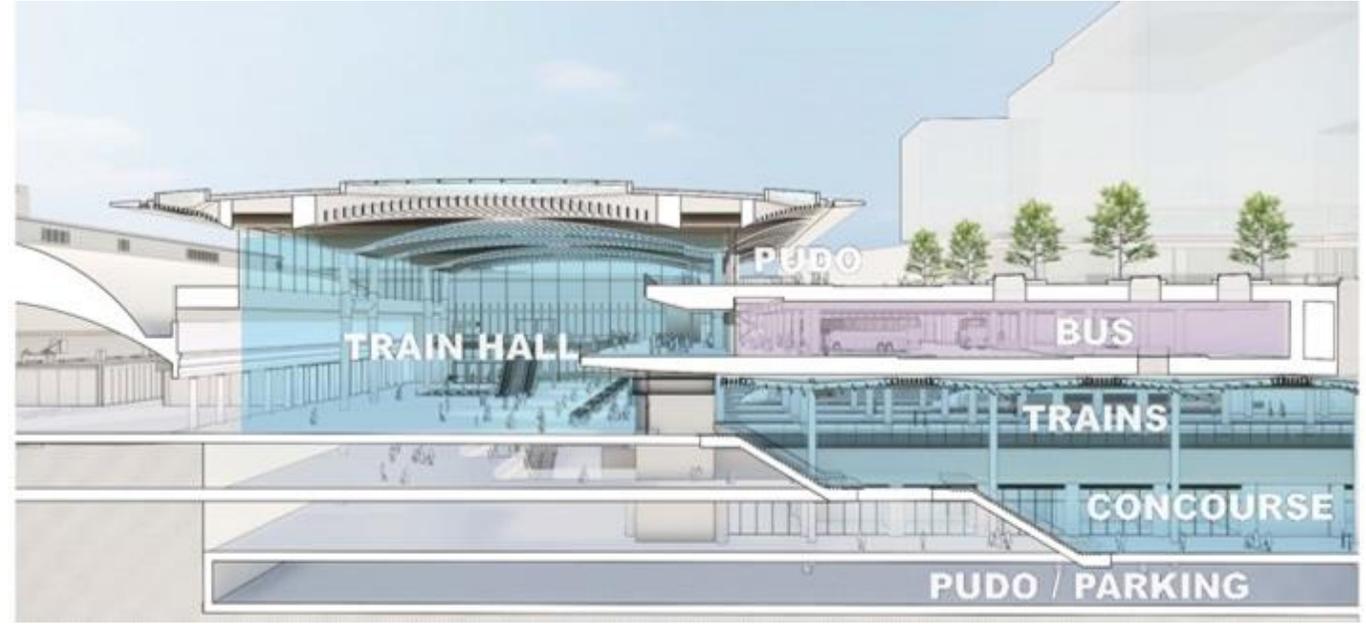
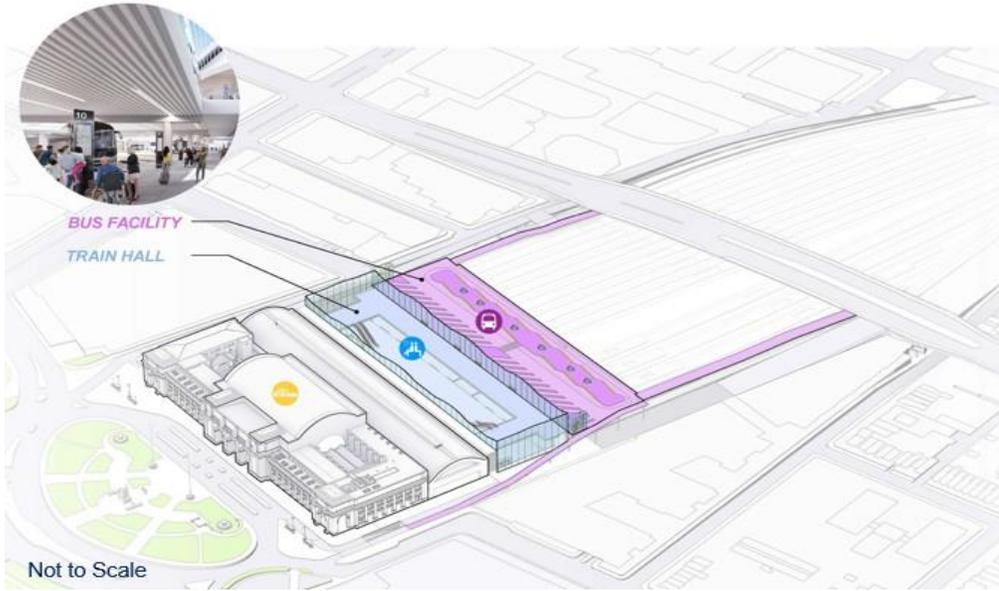
### Total Ridership 2018-2022

- WMATA Metrorail
- MARC \*runs on weekdays with limited weekend service across 3 lines
- VRE \*runs on weekdays only
- Amtrak
- WMATA Metrobus \*7 routes at 2 stops (H St at streetcar and 1st St/Mass Ave)
- Intercity Bus



# Station Expansion Project (SEP)

Bus Facility Level Axon



# SEP Goals and Objectives

- Support current and future rail service and operational needs
- Facilitate intermodal transportation
- Provide a world-class civic, cultural, and commercial center connecting communities
- Preserve and maintain the historic station and its features
- Sustain the economic viability of WUS by serving as a catalyst for commercial development and private investment
- Integrate with the adjacent neighborhoods, businesses, and planned development.



HISTORIC STATION



CONCOURSES



TRAIN HALL



RAIL



TAXI & SHARED RIDE



BUS FACILITY



PARKING



BIKE &  
PEDESTRIAN  
ACCESS

# Regional Benefits

- **Support introduction of through-running.**
- **Economic growth: physically indirect, but direct impact – Promote viability and reliability of rail as alternative.**
- **Deliver fiscal benefits, increased tax base, job opportunities, and enhanced mobility.**
- **Integrate the Station with adjacent neighborhoods, communities and businesses.**
- **Increase transportation capacity, reliability of performance, and facility improvements.**
  - Projected MARC ridership growth of 150%.
  - Projected VRE ridership growth of 250%.
- **Support state level infrastructure investments and long-term plans:**
  - MARC Cornerstone Plan and the Brunswick Line Expansion Study
  - VRE Long Bridge and I-95 corridor
- **Enhance overall passenger experience via new facility**





# Maryland Intercity Bus & Rail Overview

October 18<sup>th</sup>, 2023

**MDOT**

MARYLAND DEPARTMENT  
OF TRANSPORTATION

MARYLAND TRANSIT  
ADMINISTRATION

# What do we mean by “Intercity Bus”?

- General Public
- Long-distance
- Meaningful connection to national intercity bus network
  - Shared stations
  - Coordinated schedules
  - Interline ticketing if appropriate
- Fixed-route, fixed-schedule (except feeder services)
- Has space for baggage—think overnight trips
- To receive Greyhound in-kind match must operate five to seven days per week

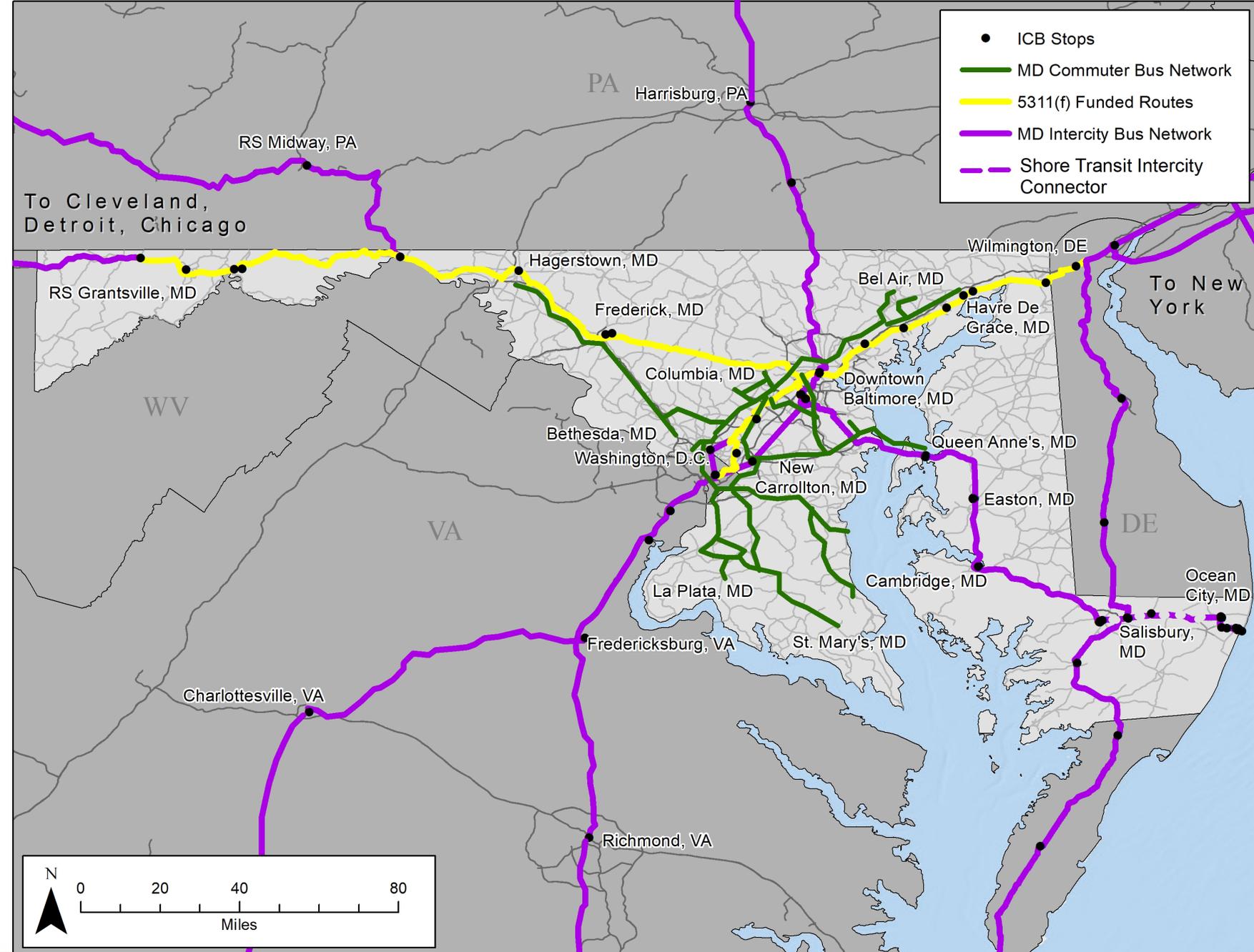
# Maryland's Intercity Bus Network

*1 of 2*

- Section 5311(f) funded services—subsidized, administered by MDOT MTA/OLTS
  - Baltimore to Grantsville—operated by BayRunner Shuttle
  - D.C to Wilmington local via U.S. 1 and 40—operated by Greyhound
- Greyhound service statewide—unsubsidized
  - D.C-Baltimore services to northeast corridor destinations and south via I-95 Corridor
  - Baltimore and D.C. westbound via Frederick, Hagerstown
  - Greyhound north-south New York to Norfolk through Salisbury
  - BayRunner Shuttle service can be ticketed through Greyhound/Flixbus ticketing
- BayRunner Shuttle service Baltimore/BWI to Ocean City-unsubsidized
- BayRunner service can also be ticketed as Amtrak Thruway service

# Maryland's Intercity Bus Network

2 of 2



## Section 5311(f) In Maryland

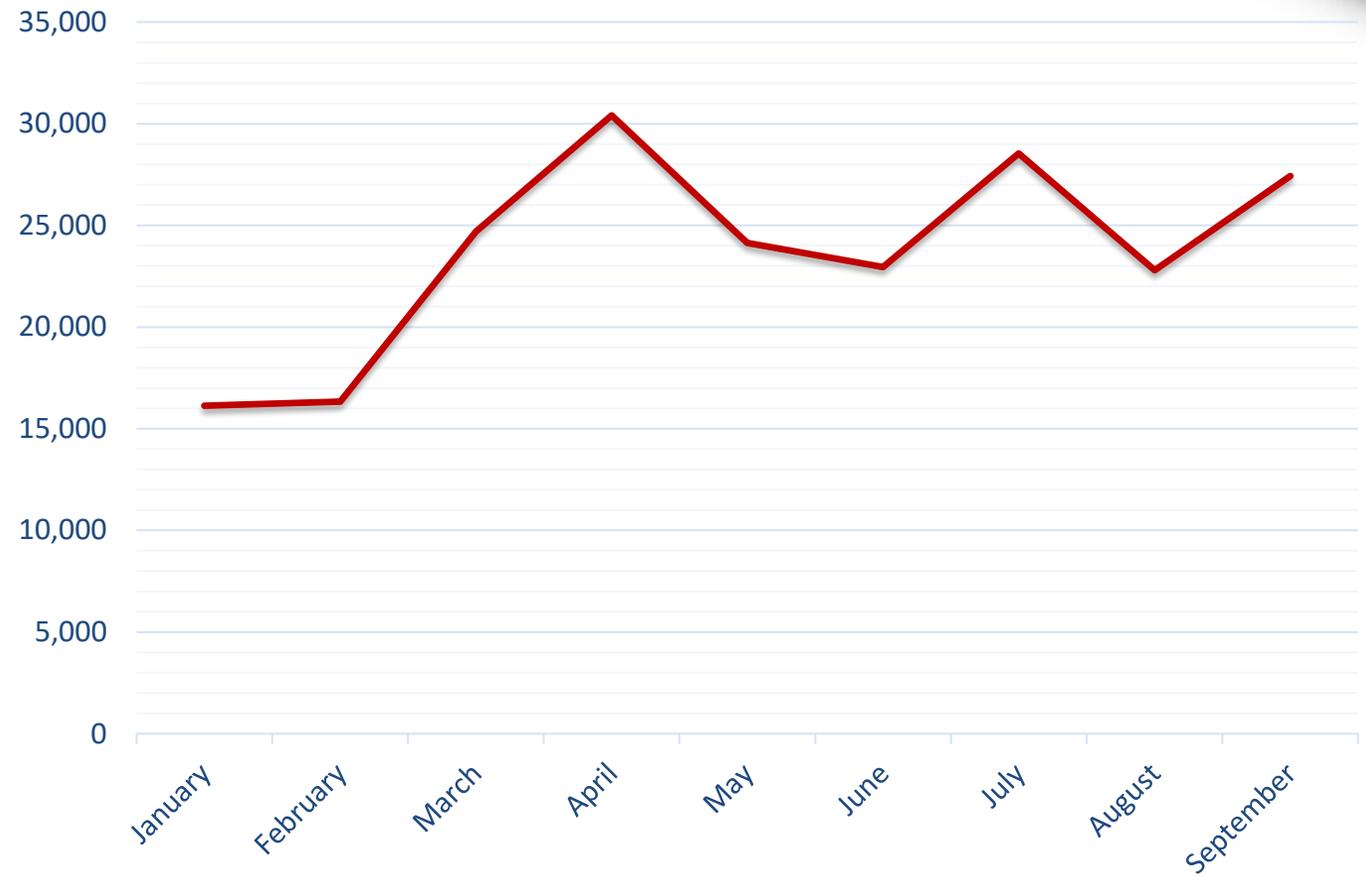
- Maryland's FY 2023/4 15% Allocation: \$1,592,395
- Under the Maryland program, these funds are available to cover 50% of the net operating deficit (total operating cost less fare revenue). Some has been used for marketing, capital projects.
- The remaining 50% must be provided out of local funds or in-kind match (allowable under the Section 5311(f) program) using the value of connecting eligible unsubsidized service.
- Greyhound has provided the local match in-kind with the value of its unsubsidized miles for its service.
- BayRunner has provided the local match in-kind with the value of its unsubsidized miles

# MARC Service Summary

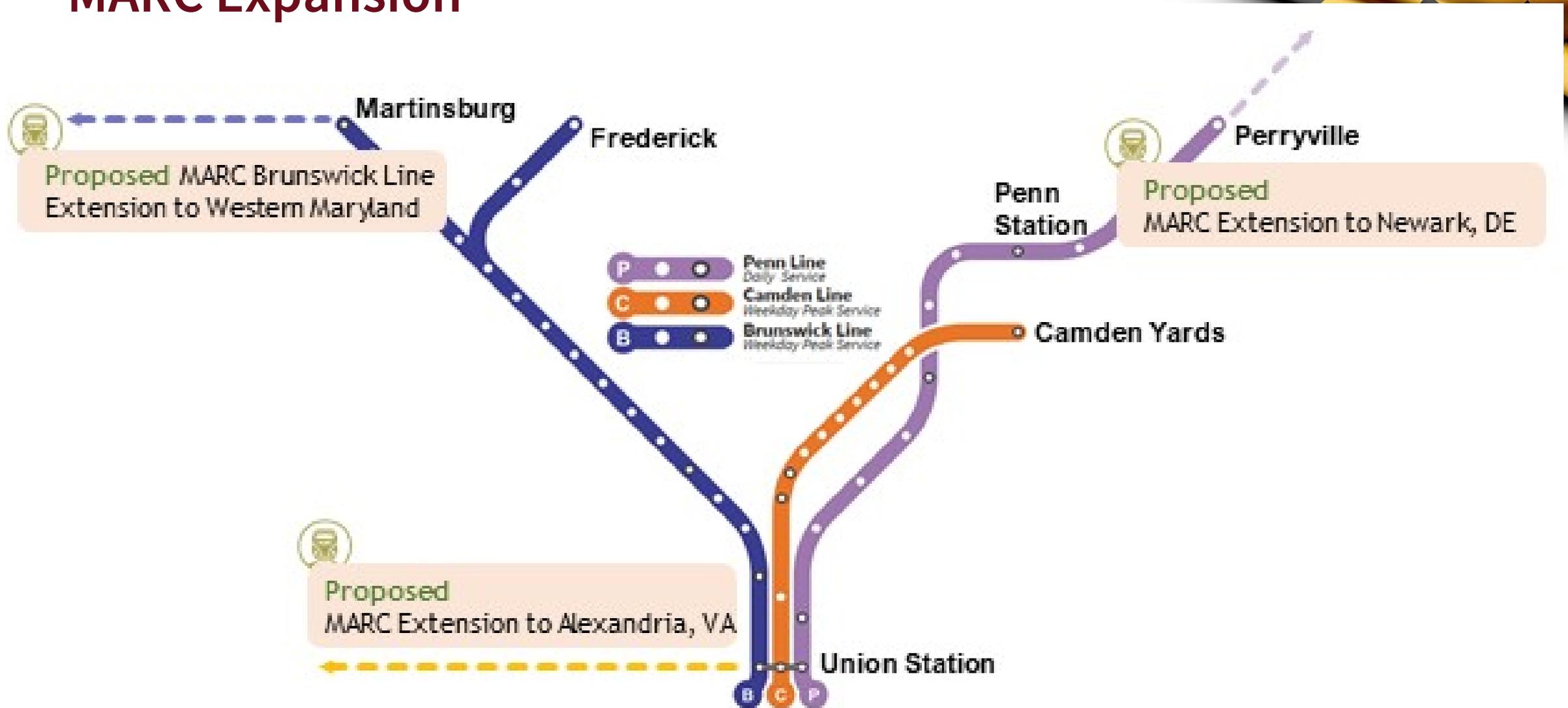
## *Weekend Ridership & Trips*

- Weekend Ridership:
  - 2023 Average = 23,714
  - Pre-Pandemic Avg = 38,400
  - 60% Pre-Pandemic levels
- MARC Penn Line Weekend Service:
  - 18 Trips (9 NB/ 9 SB) Saturdays
  - 12 Trips (6 NB/ 6 SB) Sundays

### Penn Line 2023 Weekend Ridership



# MARC Expansion



# MARC Expansion

## *Weekend Ridership & Trips*

- Western Maryland Expansion
  - Received public comment on four potential expansions as part of the Brunswick Line Study; one option dropped
  - Will look further into expansion in MARC Growth & Transformation Plan
- Run-Through Service to Virginia
  - Cross-Honoring Agreement
  - Investigating the implementation of a 4-trip pilot (2 AM/2 PM trips)
- “Close the Gap” – Delaware Service
  - Working towards a pilot with relevant stakeholders (SEPTA, DTC, NS, Amtrak)
  - Elkton Station: New station, working on 30% design

# MARC Brunswick Line Study

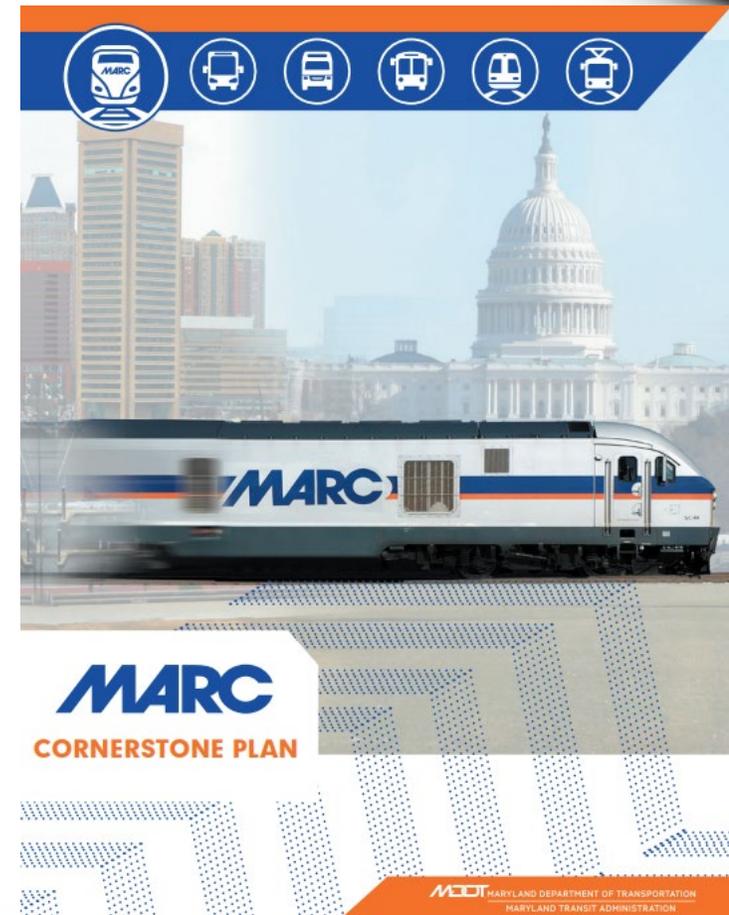
## *Weekend Ridership & Trips*

- Study was completed this past summer with findings on Western Maryland expansion & service enhancements
- Next steps from the Study:
  1. Silver Spring turnback (Feasibility Study)
    - Could be used to provide additional service west of Silver Spring
    - CSX owns the ROW and we would have to coordinate about what capital requirements are necessary for service
  2. Point of Rocks/Frederick Platform (Concept Designs)
    - Required for additional service for trains to/from Frederick

# MARC Growth & Transformation Plan

## *Planning Study*

- Update to MARC Long Range Plan (2019) underway, will include:
  - Vision and goals, equity assessment, service objectives, modeling, and 5-year capital investment program
  - A plan that reflects current travel patterns, critical needs, and available federal funding opportunities
  - An outline of major investments needed to reach desired MARC service levels
  - Roadmap for working with host railroads on service opportunities
  - Engagement with the public, elected officials, host railroads, and other stakeholders
- Will further study the six investment programs outline in Maryland legislation
  - Brunswick Line; Camden Line; Penn Line
  - New regional service between Perryville, MD, and Newark, DE
  - New regional run-through rail service to Alexandria, Virginia
  - Extending the Brunswick Line to better serve Western MD
- Public kick-off planned for Fall 2023 with an on-line survey.
- Market analysis, capital planning, and implementation strategy work to occur through Summer 2024.





# TPB WORK SESSION INTERCITY BUS AND RAIL TRAVEL

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## Work Session Introduction

Eric Randall  
TPB Transportation Engineer

Transportation Planning Board  
October 18, 2023



National Capital Region  
**Transportation Planning Board**

# Why Study Intercity Travel ?

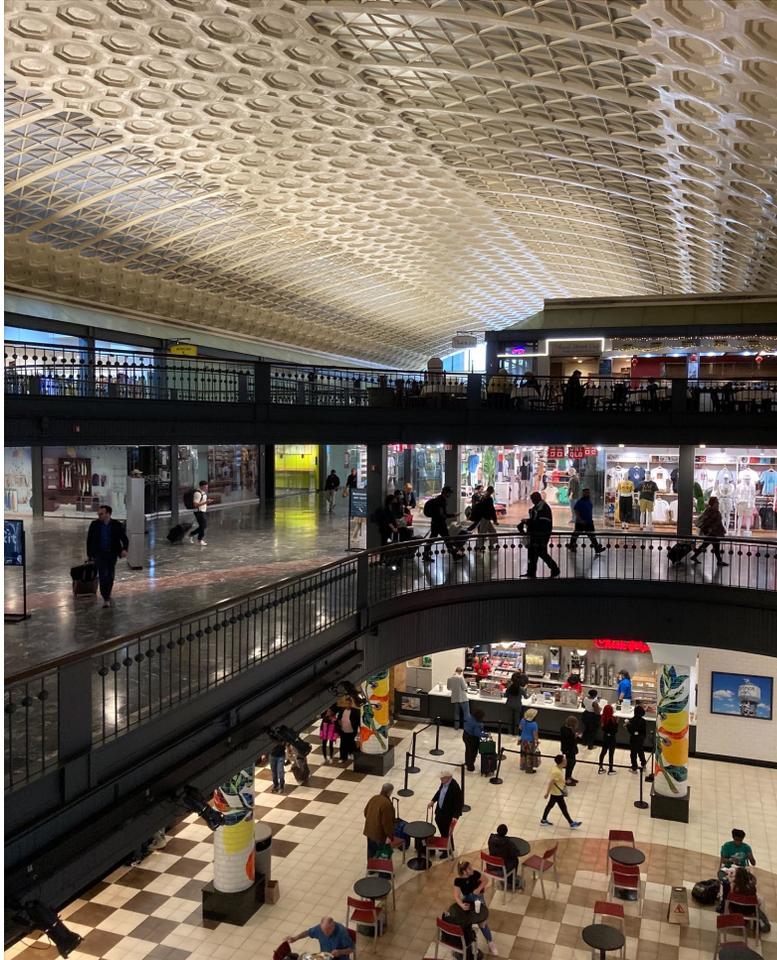


Image Credits (Pierre Gaunard/COG)

- Economic impact due to tourism and business travel
- Potential use overlap with commuter transit
- Supports equity due to affordability and access to long-distance travel options
- Offers travel options for rural and small urban areas
- Federal requirements for MPO regional planning



# TPB 2016 Intercity Bus Travel Study

In response to new federal requirements, TPB studied intercity bus passenger traffic in 2016

## Key findings:

- Union Station was the dominant boarding/alighting point
- Most trips are to or from the NYC area
- Fridays were the busiest travel day by bus

## INTERCITY BUS TRAFFIC AND PATRONAGE IN THE METROPOLITAN WASHINGTON REGION

An intercity bus patronage count conducted in the fall of 2016 at 14 locations in Washington, D.C. and suburban jurisdictions of Maryland and Virginia

January 2017



# June 2023 TPB Presentation

Collected updated information on intercity bus and rail operations in the NCR

- Online news articles, social media posts, and other open-source data were reviewed
- Amtrak service schedules were reviewed for intercity rail

TPB's FY 2024 UPWP includes a complete update to the 2016 intercity travel study



# TPB Work Session: Our Panel Today

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- A. TRANSFORMING RAIL IN VIRGINIA**, *DJ Stadtler, CEO, Virginia Passenger Rail Authority*
- B. INTERCITY TRAVEL IN MARYLAND**, *Travis Johnston, Director of Local Transit Support, Maryland DOT-Maryland Transit Administration*
- C. INTERCITY BUS**, *Brandon Buchanan, Director of Regulatory Affairs, American Bus Association*
- D. AMTRAK**, *Jeffrey Ensor, Senior Director of Portfolio Management - NEC South End, Amtrak*
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# VPRA Update

Transportation Planning Board  
October 18, 2023



# Virginia Passenger Rail Authority

- Created in 2020 by the General Assembly
- Given all powers necessary for carrying out its statutory purposes:
  - Manage passenger rail in Virginia
  - Design, build, finance, and maintain rail facilities
  - Direct recipient of USDOT Grants
- Partners with Amtrak and VRE to operate passenger and commuter rail service
- Governed by a 15-Member Board



# Virginia Passenger Rail Network: 2023

**Existing VA Passenger Rail Network a result of dedicated, bipartisan funding since 2006**

## PASSENGER ROUTES



### Virginia State-Supported Services

- Washington-Roanoke (Route 46)
- Washington-Newport News (Route 47)
- Washington-Norfolk (Route 50)
- Washington-Richmond (Route 51)

### Host Railroads

- CSX** - CSX Transportation
- NS** - Norfolk Southern
- BBRR** - Buckingham Branch
- Passenger Station

### Other Services

- Other Amtrak State-Supported
- Amtrak Long-Distance
- VRE Commuter Rail
- - - Thruway Bus

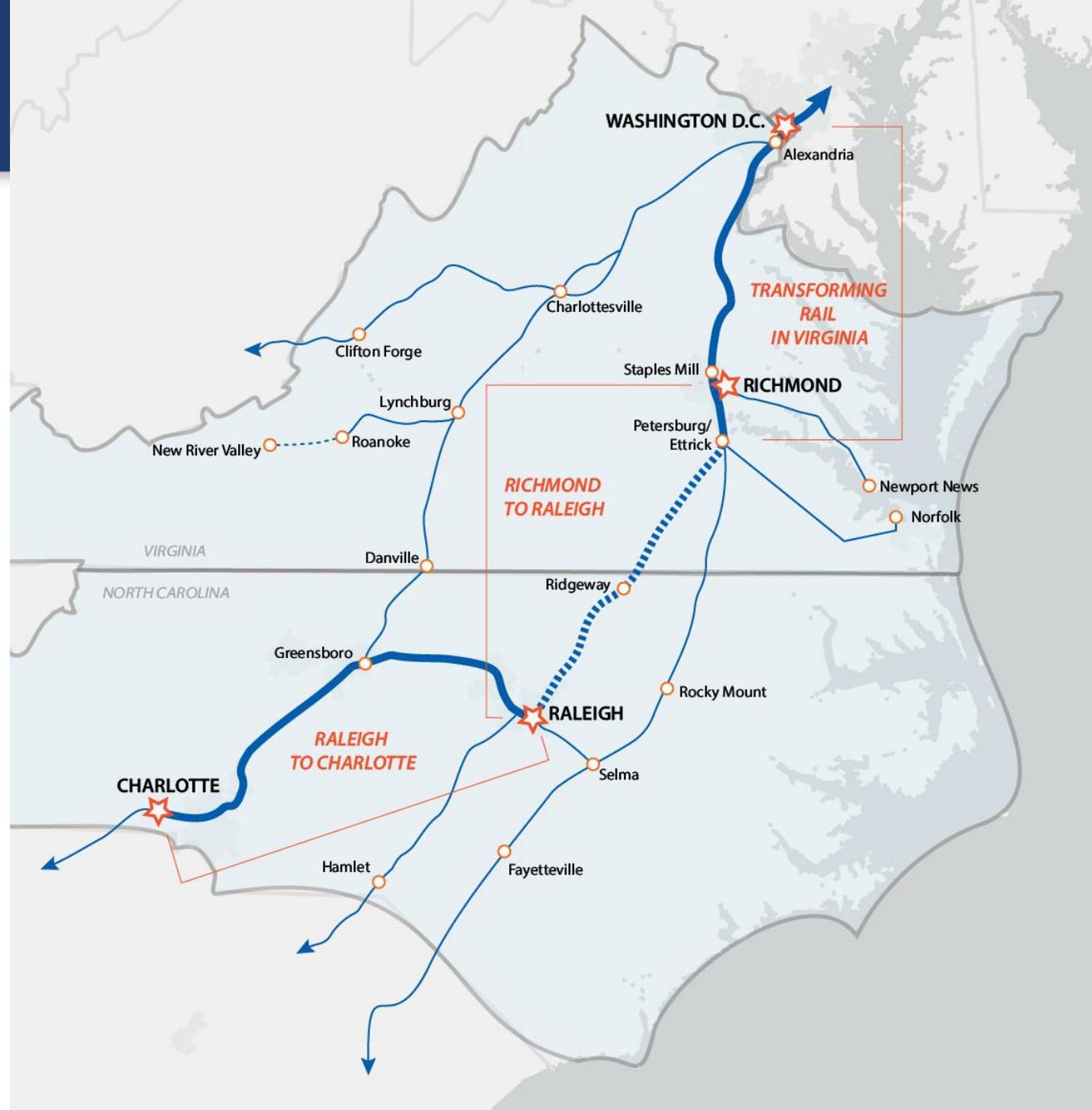
- Four State-Supported Amtrak Routes: 8 daily roundtrips
- Roanoke: 2
- Richmond: 1
- Newport News: 2
- Norfolk: 3
- Five Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes
- 16 daily roundtrips
- Manassas: 8
- Fredericksburg: 8



# Washington, DC to Charlotte Corridor

## Transforming Rail in Virginia: First Step of the larger DC to Charlotte Intercity Passenger Rail Corridor

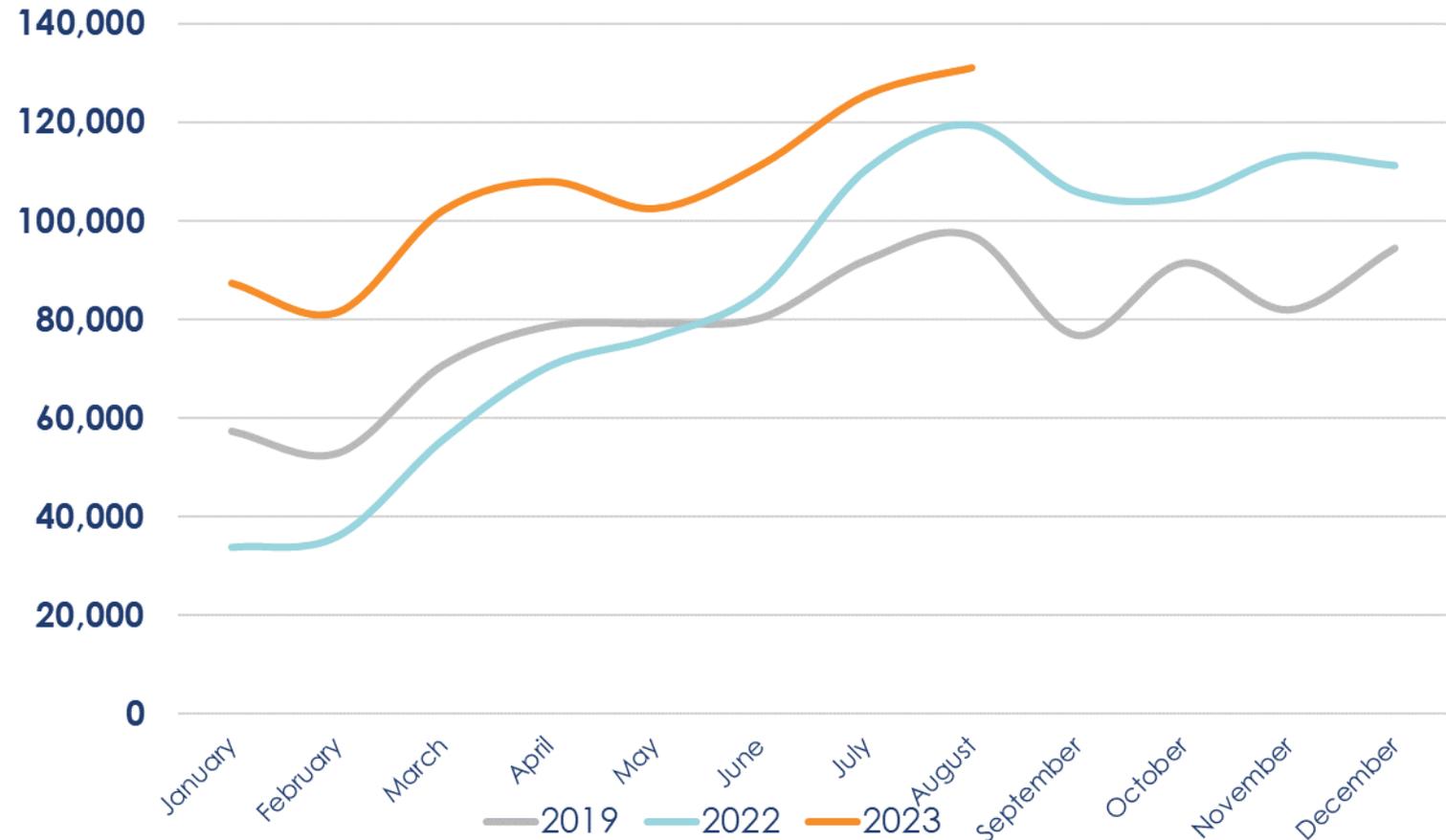
- Three Segments
  - DC to Petersburg (Transforming Rail in Virginia)
    - \$4.3 billion in Phase 1 & 2 Projects
  - Richmond to Raleigh
  - Raleigh to Charlotte
- Enhancing Amtrak service between NC, VA, and the NEC
- State-supported Amtrak ridership exceeding 2019 levels
  - Calendar Year 2022 exceeded one million passengers on Virginia state-supported Amtrak routes – 2023 showing rising ridership.



# Virginia Supported Amtrak Ridership Setting Records

- In 2022, Virginia's state supported service set an all-time ridership record with 1,021,452 passengers, beating the previous high of 953,008 riders in 2019.
- 2023: 592,355 (January-June)  
2023: 848,841 (January-August)
- In August 2023, our state-supported ridership had its biggest month ever, with 130,998 riders.

State-Supported Ridership by Calendar Year

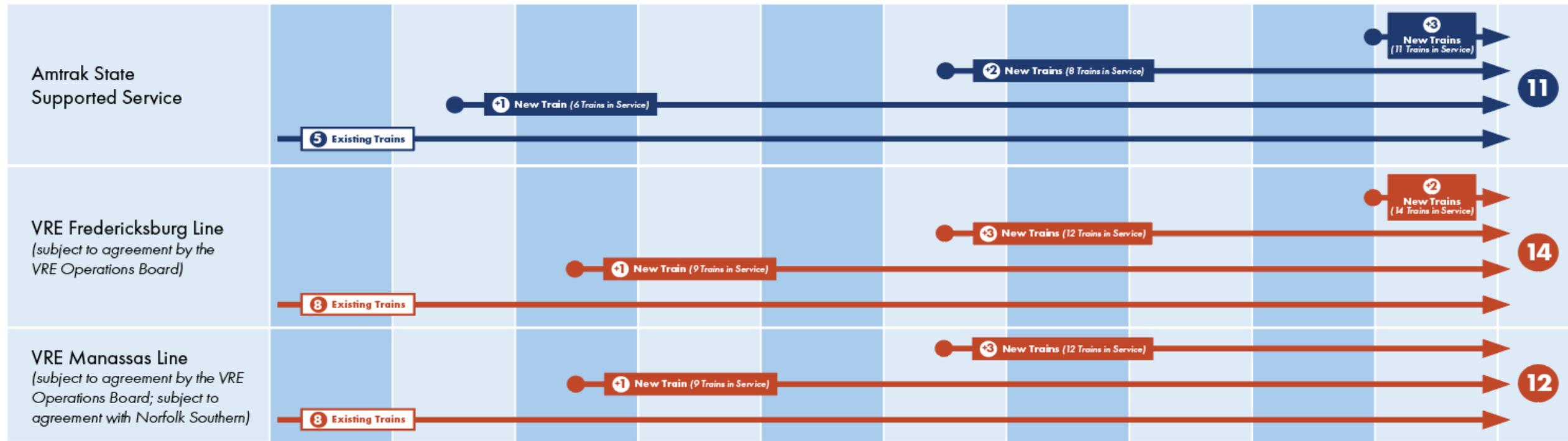


# Future Service Expansion

## Transforming Rail in Virginia: Passenger Rail Service Expansion

Planned Service Enhancements	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030 and Beyond	Total Trains
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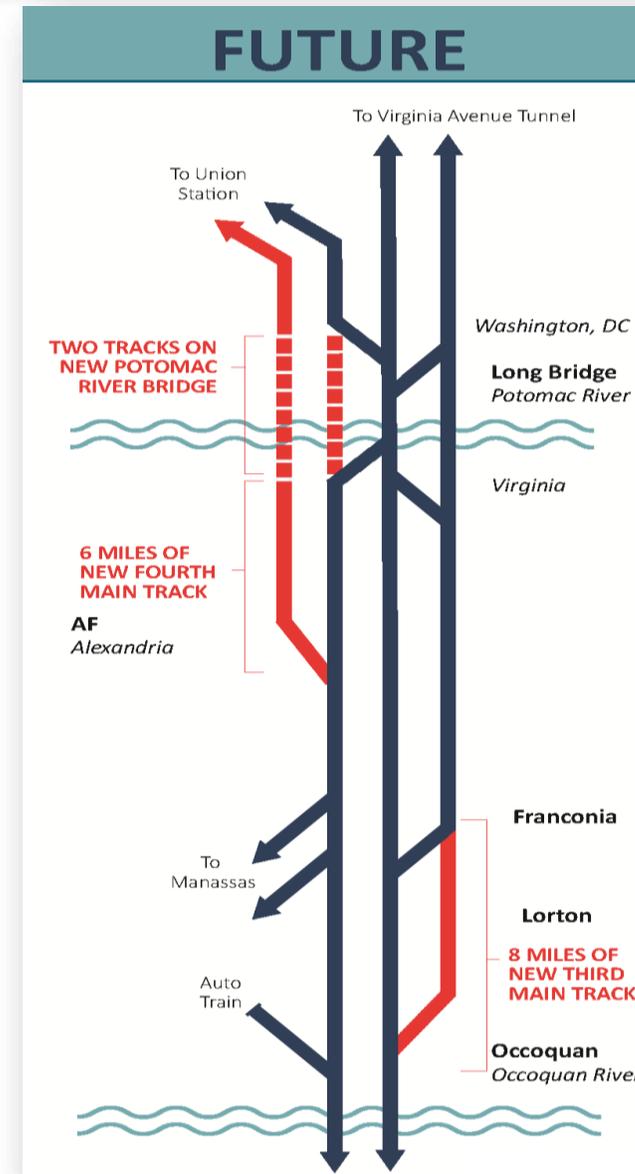
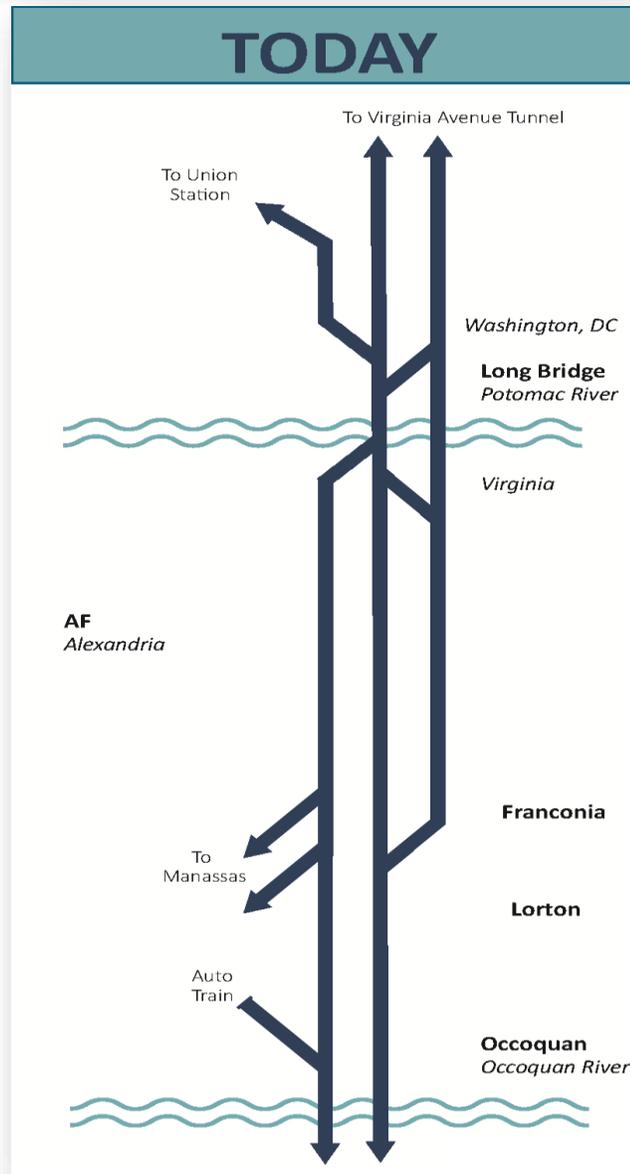
### VA-Amtrak-CSX-VRE Partnership



### VA-Norfolk Southern Partnership



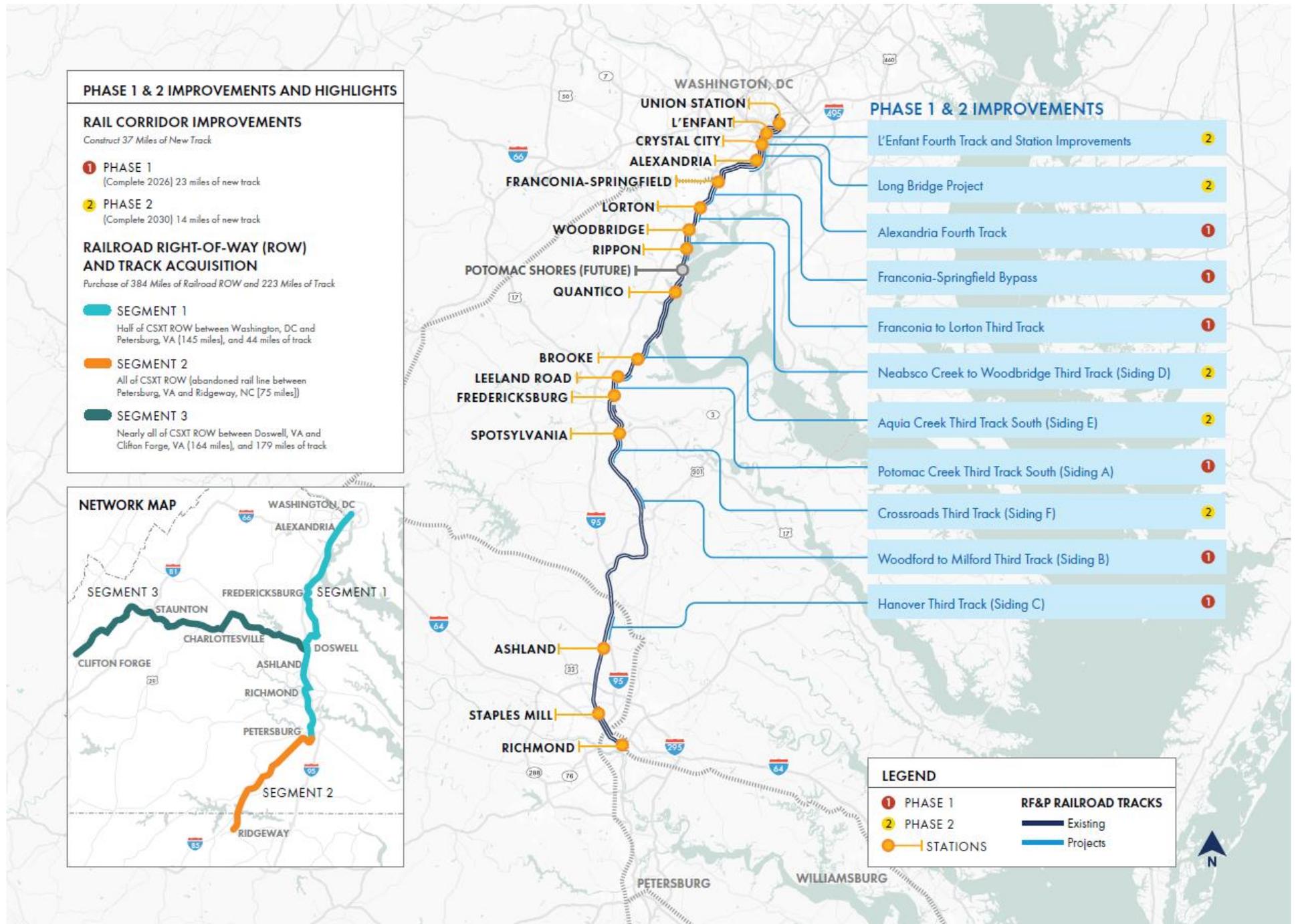
# Infrastructure Improvements from DC to Quantico



**Phase I & Phase II Projects** unlock new passenger rail service and set the stage for future service expansion.

After **Phase I**, three new VRE (including late night/weekend service) and two new Amtrak daily roundtrips will begin service.

After **Phase II**, two new VRE and three new Amtrak roundtrips will begin



# Major Upcoming Milestones

	Budget	Bid Award	Projected Groundbreaking
<b>Alexandria 4<sup>th</sup> Track</b> RFP Release: January 2024	\$210 M	April 2024*	May 2024
<b>Franconia Bypass</b> RFP Release: August 4, 2023	\$405 M	November 2023	October 2024
<b>Long Bridge North Package</b> RFQ Release: March 24, 2023 RFP Release: July 7, 2023	\$2.28 B Total	December 2023	October 2024
<b>Franconia to Lorton 3<sup>rd</sup> Track</b> Bridge Package Timeline Pending	\$275 M	September 2024*	October 2024
<b>Long Bridge South Package</b> RFQ Release: June 30, 2023 RFP Release: Early February 2024	\$2.28 B Total	Fall 2024	April 2025

\* CSX Leading Procurement

# Long Bridge Project Overview



## **Focus Areas** – RO Interlocking to LE Interlocking

1. RO interlocking to Mt. Vernon Trail
2. Potomac River Crossings
3. WMATA Tunnel Portal & I-395 Crossings
4. I-395 to Ohio Drive SW
5. Washington Channel to Maine Avenue
6. Maryland Avenue Overbuild to LE

# Long Bridge Project Work Progress

- Utility test pile work began first week in October
- Plat development for property needs
- Stakeholder coordination
- Permitting outreach
- Construction contract procurement
  - North package construction begins Fall 2024
  - South package construction begins in 2025



# Alexandria Fourth Track

- Construct a new fourth track from Alexandria station to Rosslyn interlocking
- Close coordination with projects at Crystal City, Alexandria station and the replacement of rail bridges over King St and Commonwealth Ave
- Utility relocation – CSX project to relocate fiber duct bank begins November 2023
- Final design expected by end of 2023



# Crystal City Station

- Project includes design and construction of a new high-level platform for Amtrak at Crystal City
- Will be constructed on the southern end of the planned new VRE Crystal City island platform
- Amtrak and VPRRA have jointly applied for \$33.8 M grant on a \$42.3 M project
- Proposed pedestrian connection from Crystal City station to Reagan National Airport



*Proposed pedestrian bridge 'CC2DCA'*

# Franconia-Springfield Bypass

- The Franconia-Springfield Bypass will be constructed south of the Franconia-Springfield WMATA & VRE station
- The Federal Railroad Administration awarded VPRRA a grant of \$100 M for the Franconia-Springfield Bypass. The funding was distributed from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program.
- The 0.9 mile bypass structure will allow passenger trains to:
  - Crossover to serve VRE stations on the west, north of Franconia and on the east, south of Franconia
  - Reduce conflicts between passenger and freight trains



# Fed-State Partnership & MPDG Grant Applications

## TRV Phase II Projects

- Prerequisite for the entire DC to Charlotte Corridor (and beyond)
- Eliminates critical rail bottleneck between northeast and southeast
- Completion of new Long Bridge, L'Enfant Fourth Track, Sidings
- Creates 8-mile separation of freight and passenger via four-track corridor between DC and Alexandria
- Construction-ready projects that can put IIJA funding to work and deliver rail infrastructure and subsequent Amtrak, VRE, MARC **service**
- BCA guidance does not officially allow us to capture all future benefits of the capacity created by these projects



*Visualization of Long Bridge project at the George Washington Memorial Parkway*

Thank you!







# TPB Work Session: The New Era of Rail

Jeffrey Ensor

Sr. Director of Portfolio Management – NEC South End

October 18, 2023



## Quick Facts

More than 40 routes

21,400 route-miles

300 weekday trains

500+ stations in 46 states, plus D.C. & Canada

20,000+ employees

More than 32 million riders annually

Ridership is rebounding w/8m+ NEW riders in FY23!



# Record Demand

- ***Northeast Regional*** ridership surpassed pre-pandemic levels in FY23
  - >9 million customer trips on Northeast Corridor (NEC)
  - Virginia service continues to set records
- ***Acela*** ridership totaled ~3 million customer trips in FY23
  - Last 3 months have surpassed pre-pandemic levels
- Significant demand for travel on Fridays & Sundays



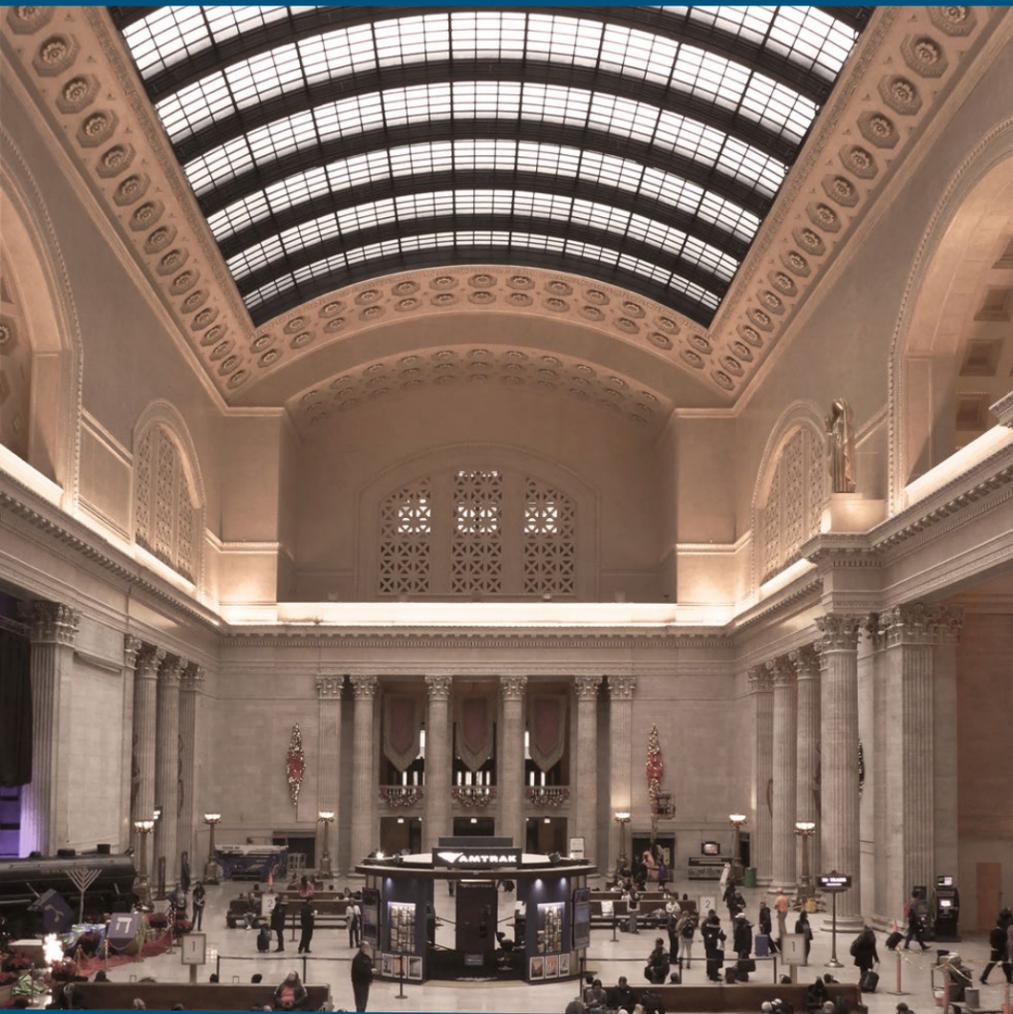
# We're Committed to Doubling Ridership (64M+) and Net Zero by 2045

Carbon-Free Electricity by  
2030

Pushing the development of  
zero-emission equipment

Company-Wide Resilience  
Program

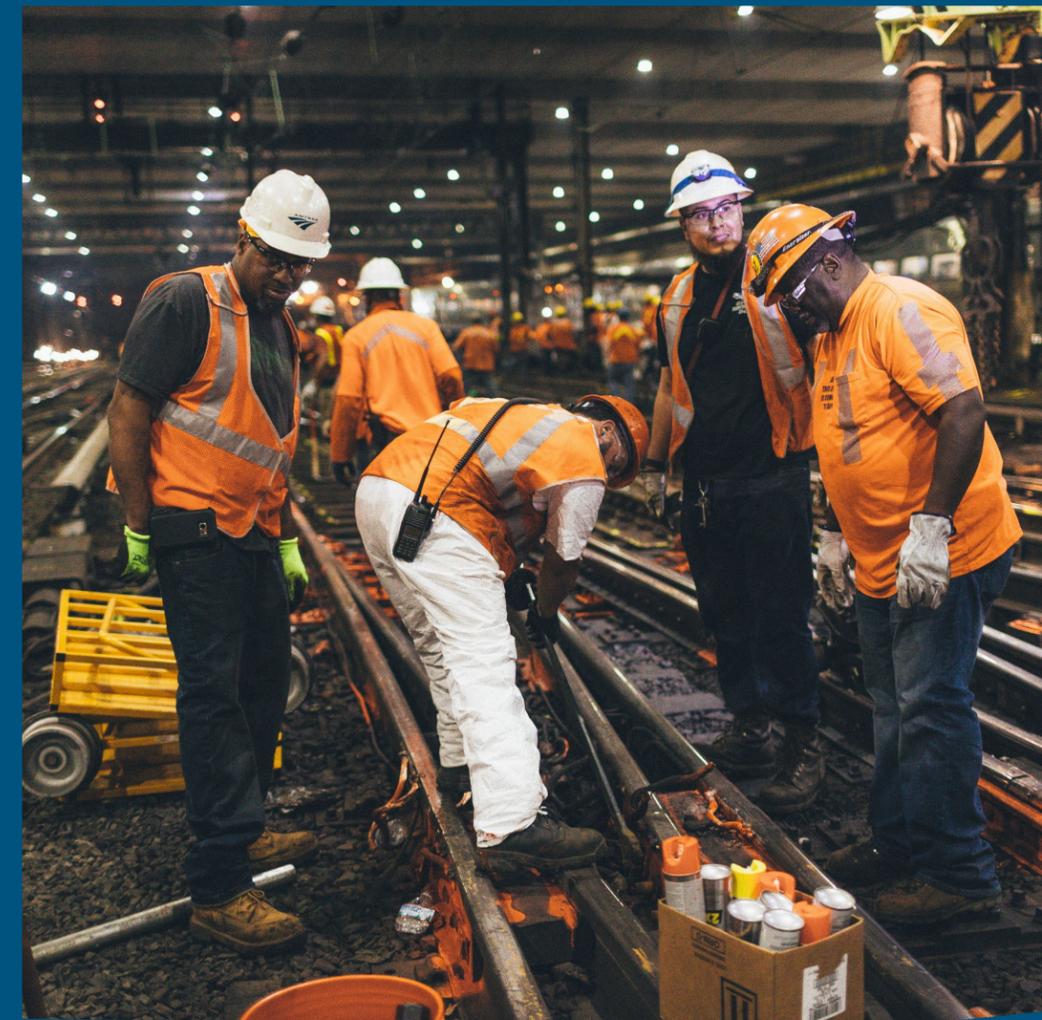
# Modernizing Our Assets



Stations



Fleet



Infrastructure

# What Can You Do?

- 1. Awareness:** Promote use of Amtrak through state & local communication channels (e.g., newsletters, community engagement activities) and travel demand management programming.
- 2. Access:** Consider ways to enhance access to Amtrak stations (e.g, improving local transit & bikeshare connections, pick up/drop off operations).
- 3. Communication:** The Bipartisan Infrastructure Law provides historic levels of funding, but sufficient Congressional Appropriations (and local match funding) are essential to continuing the investments needed for future growth.



**AMTRAK®**



# **TPB Board Meeting Information**





## TRANSPORTATION PLANNING BOARD

Wednesday, October 18, 2023  
12:00 P.M. - 2:00 P.M.

### In Person-Hybrid Meeting

- 10:30 A.M. – 11:45 A.M. INTERCITY BUS AND RAIL TRAVEL WORK SESSION

### AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**  
*Reuben Collins, TPB Chair*
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line “Item 1 Virtual Comment Opportunity”, or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, October 17, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE SEPTEMBER 20, 2023 MEETING MINUTES**  
*Reuben Collins, TPB Chair*
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**  
*Mark Rawlings, TPB Technical Committee Chair*
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Richard Wallace, CAC Chair*
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN’S REMARKS**  
*Reuben Collins, TPB Chair*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
Visit [www.mwkog.org/accommodations](http://www.mwkog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD).

## **ACTION ITEM**

**12:50 P.M. 7. TRANSIT WITHIN REACH PROJECT APPROVALS**

*John Swanson, TPB Transportation Planner*

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The board will be briefed on the 2024 solicitation and selection panel recommendations and will be asked to approve the recommendations.

**Action: Approve the FY 2024 Transit Within Reach Projects.**

## **INFORMATIONAL ITEMS**

**1:00 P.M. 8. CARBON REDUCTION PROGRAM – STATE CARBON REDUCTION STRATEGIES**

*Erin Morrow, TPB Transportation Engineer*  
*Emma Cross, District Department of Transportation*  
*Shawn Kiernan, Maryland Department of Transportation*  
*Chris Berg, Virginia Department of Transportation*

As part of the new federal Carbon Reduction Program, state DOTs are required to consult MPOs as they develop their statewide Carbon Reduction Strategies. MDOT, VDOT, and DDOT will present their draft strategies and request comments.

**1:50 P.M. 9. INTERCITY BUS AND RAIL WORK SESSION RECAP**

*Andrew Meese, TPB Program Director, Systems Performance Planning*

Staff will review the work session held prior to the TPB meeting, noting highlights from the discussion.

**2:00 P.M. 10. ADJOURN**

The next meeting is scheduled for November 15, 2023.

## **MEETING VIDEO**

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[www.mwcog.org/TPBmtg](http://www.mwcog.org/TPBmtg)



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
MEMBERSHIP LIST**

October 18, 2023

2023 Officers: Chair Reuben Collins; First Vice Chair Christina Henderson;  
Second Vice Chair James Walkinshaw

	<b>Members</b>	<b>Alternates</b>
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DC Council	Brooke Pinto	Ella Hanson
DC Council	Charles Allen	Chris Laskowski
DC Council	Christina Henderson	Heather Edelman
DC-DOT	Everett Lott	Mark Rawlings
		Sandra Marks
		Anna Chamberlin
D.C. Office of Planning	Anita Cozart	Sakina Kahn
		Ryan Hand
		Rebecca Schwartzman
<b><u>MARYLAND</u></b>		
Bowie	Vacant	Mati Bazurto
Charles Co.	Reuben Collins	Jason Groth
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City of Frederick	Kelly Russell	David Edmondson
Gaithersburg	Neil Harris	Dennis Enslinger
Greenbelt	Emmett V. Jordan	Rodney Roberts
Laurel	Brian Lee	Christian Pulley
Montgomery Co.	Marilyn Balcombe	
Montgomery Co. Exec.	Marc Elrich	Christopher Conklin
		Hannah Henn
Prince George's Co.	Eric C. Olson	Wala Blegay
Prince George's Co. Exec.	Oluseyi Olugbenle	Victor Weissberg
Rockville	Bridget Newton	Emad Elshafei
Takoma Park	Cindy Dyballa	Shana Fulcher
Maryland DOT	Samantha Biddle	Joseph McAndrew
		Heather Murphy
Maryland House	Marc Korman	Kris Fair
Maryland Senate	Nancy King	
<b><u>VIRGINIA</u></b>		
Alexandria	Canek Aguirre	
Arlington Co.	Takis Karantonis	Dan Malouff
City of Fairfax	Catherine Read	Tom Ross
Fairfax Co.	Walter Alcorn	Jeffrey C. McKay
Fairfax Co.	James Walkinshaw	Rodney Lusk
Falls Church	David Snyder	
Fauquier Co.	Richard Gerhardt	Adam Shellenberger
Loudoun Co.	Matthew Letourneau	Rob Donaldson
Loudoun Co.	Kristen Umstattd	Lou Mosurak
City of Manassas	Pamela J. Sebesky	Ralph Smith
City of Manassas Park	Jeanette Rishell	
Prince William Co.	Ann B. Wheeler	Ricardo Canizales
Prince William Co.	Victor Angry	Paolo Belita
Virginia DOT	John Lynch	Maria Sinner
		Amir Shahpar
		Bill Cuttler
Virginia House	David A. Reid	
Virginia Senate	David Marsden	
<b><u>WMATA</u></b>	Allison Davis	Mark Phillips
<b><u>EX OFFICIO/NON-VOTING</u></b>		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	Daniel Koenig
NCPD	Julia Koster	Marcel Acosta
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**

777 North Capitol Street, NE Suite 300  
Washington, DC 20002





**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Public Comment for the October 2023 TPB Meeting  
**DATE:** October 18, 2023

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email ([tpbcomment@mwkog.org](mailto:tpbcomment@mwkog.org)), online ([mwkog.org/tpbcomment](http://mwkog.org/tpbcomment)), Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), mail, and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Public comments received from the Visualize 2050 feedback form are shared with the TPB Technical Committee at their monthly meeting. Comments received after the October 2023 Technical Committee meeting will be shared at November’s meeting.

Between noon at Tuesday, September 19 at noon on Tuesday, October 17, 2023 at noon, the TPB received 44 project-specific comments and eight project suggestions from the Visualize 2050 Initial Project List Feedback Form and six comments submitted via email. There are seven comments submitted via email, one comment via voicemail, and two requests for live public comment.

The comments are summarized below. All full comments are attached to this memo.

**PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM**

**Comments on District of Columbia Projects**

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
District-wide Bicycle and Pedestrian Management Program	2					2
East Capitol Street Corridor Mobility & Safety Plan			1			1
Pennsylvania Avenue NW Protected Bicycle Lanes	2					2
South Capitol Street Trail	1					1
Union Station to Georgetown Streetcar Line	1					1
<b>TOTAL PROJECTS</b>						<b>7</b>

There is one project suggestion for the District of Columbia.

**Comments on Maryland Projects**

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Addison Road I	1					1
I-270 Innovative Congestion Management					1	1
I-70/US 40 Corridor					1	1
MARC Improvements	2					2
MD 85 Corridor					1	1
Op Lanes Maryland Phase 1					1	1
US 15 Corridor					1	1
<b>TOTAL COMMENTS</b>						<b>8</b>

There is one project suggestion for Maryland.

**Comments on Virginia Projects**

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Alexandria 4th Track	1					1
Boone Blvd Extension					1	1
Braddock Rd Improvements	1					1
Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)					1	1
Braddock Rd Improvements (I-495 to Burke Lake Road)				1		1
Fairfax County Parkway Improvements					1	1
Franconia to Occoquan 3rd Track Project	1					1
Franconia-Springfield Parkway (and SOV)					1	1
Frontier Drive Extension					1	1
Greensboro Drive Extension					1	1
Herndon Metrorail Intermodal Access Improvements		1				1
Herndon Metrorail Intermodal Access Improvements - Phase II					1	1
I-495 Improvements					1	1
I-95 Reversible Ramp (EPG Southern Loop Road)					1	1

Lee Highway Widening					1	1
Long Bridge VA - DC	1					1
New Herndon Station Park and Ride Garage					1	1
Richmond Highway Corridor Improvements					1	1
Rock Hill Road Overpass Improvements				1		1
Rte 7 Corridor Improvements - Phase 2					1	1
Shirley Gate Road Improvements					1	1
Soapstone Drive Connector				1		1
Town Center Parkway (underpass DTR)					1	1
US 1 Bus Rapid Transit			1			1
VA 123 Widening (Fairfax)					1	1
VA 286 - Popes Head Road Interchange					1	1
VA 7					1	1
VA 7, Widen					1	1
Widen East Spring Street					1	1
<b>TOTAL COMMENTS</b>						<b>29</b>

There are four project suggestions for Virginia.

**Multi-Jurisdictional Project Suggestions**

There are two multi-jurisdictional project suggestions.

**PUBLIC COMMENT**

**George Aburn – Comment and Letters via Email – September 21, 2023**

Aburn followed up on a comment that he submitted as a third party, requesting clarification on submitting comments on behalf of other individuals. There is a supplemental attachment with TPB’s response including the policy on accepting comments from a third party.

**George Aburn – Comment and Letters via Email – September 28, 2023**

Aburn forwarded public comments and attachments submitted to the MWAQC and CEEPC at their September 27, 2023 meetings.

**George Aburn – Comments and Letters via Email – September 28, 2023**

Aburn forwarded public comments and 18 attachments submitted to the MWAQC at their September 27, 2023 meeting.

**George Aburn – Comments and Letters via Email – October 10, 2023**

Aburn forwarded public comments and attachments submitted to the MWAQC and CEEPC for their October 10, 2023 meeting, with feedback for the TAC.

**George Aburn – Comments and Letters via Email – October 10, 2023**

Aburn submitted comments directed to the TPB's Community Advisory Committee and Access for All Advisory Committee regarding environmental justice issues, specifically air pollution hot spots, in the National Capital Region.

**George Aburn – Comments and Letters via Email – October 17, 2023**

Aburn submitted comments with two questions for the TPB regarding transportation-related air pollution hot spots, and the TPB's climate goals and associated carbon reduction strategies. He included several attachments.

**Gail Sullivan – Comment via Voicemail – October 15, 2023**

Sullivan, a member of the TPB's Community Advisory Committee (CAC), submitted a comment concerning regional bus and rail service. At their October 2023 meeting, the CAC received an update on WMATA's Better Bus Network Redesign. She expressed concern about adequate time to safely transfer between buses and/or rail, bus bunching, and operators stopping without blocking oncoming traffic.

**Bill Pugh, Coalition for Smarter Growth – Comment via Email – October 17, 2023**

Pugh, Senior Policy Fellow with the Coalition for Smarter Growth, provided comments on the state Carbon Reduction Strategies on the October TPB agenda. His comments focus on recommendations for the state Carbon Reduction Strategies to reflect TPB's adopted policies, including 1) referencing TPB's greenhouse gas reduction goal and endorsed strategies, 2) reflecting findings from the TPB's Climate Mitigation Study, 3) including quantified targets for per capital VMT reduction and EV adoption, 4) addressing increased GHG from state highway capacity expansion plans, and 5) demonstrate levels of implementation that DOT's strategies would need to achieve VMT, EV, and GHG targets.

Visualize 2050 Initial Project List Comments

**Public Comment Received from February 15 – October 17, 2023**

The comments outlined below were received from the Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – October 17, 2023. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

**Table 1. District of Columbia Project Comment**

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/28/2023	Union Station to Georgetown Streetcar Line	Project webpage	Neutral		
3/22/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree		Mark Scheufler
4/13/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly disagree	the existing bike lanes have constrained and restricted traffic flow. This program does not increase traffic throughput, it in fact impedes it. Secondly, because the bike lanes are both on the right hand side of the road and the fact that it is slowing traffic has increased the danger to both bike riders, pedestrians, and drivers by forcing the drivers to make a right hand turn from the middle lane.	
4/13/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly disagree	Given the constraints to traffic from the bike lanes, further impeding traffic in a high traffic area by taking away lanes for a street car makes no sense. If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars.	

5/2/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	The current streetcar route does not provide significant transit benefits because the route is too short to connect many destinations on a trip. The extension west (together with the currently planned extension east to Benning Road) has the potential to fill a significant transportation gap and should be used together with mixed-use development along the corridor to create an excellent east-west corridor for DC. There would be significant equity benefits by connecting east of the river neighborhoods with downtown DC, and there is potential to facilitate tourism as the Streetcar could support trips taken from Georgetown or the white house area to reach difficult-to-reach areas like H Street Corridor or the Anacostia River.	Eric Englin
5/31/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
5/31/2023	Union Station to Georgetown Streetcar Line		Strongly agree		
6/14/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree		
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Good east west transit is essential to DC, and therefore I strongly support the Georgetown to Union Station streetcar project	
6/14/2023	Pennsylvania Avenue NW	News/media	Strongly agree	Protected bike lanes are important to encourage safe cycling, I strongly support this project so that	

	Protected Bicycle Lanes			cyclists will be protected from vehicle traffic on Pennsylvania Ave.	
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Friend/colleague	Strongly agree	nowhere near ambitious enough. our planet is literally on fire	Karthik Balasubramanian
6/14/2023	East Capitol Street Corridor Mobility & Safety Plan	News/media	Strongly disagree	engineers unjustifiably dropped protected bike lanes. cowards	Karthik Balasubramanian
6/14/2023	C Street NE Implementation	Neighborhood/civic association	Strongly agree		Karthik Balasubramanian
6/14/2023	South Capitol Street Corridor	Neighborhood/civic association	Strongly agree		
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	We need to provide alternatives to cars and that includes making our streets more friendly & safe for pedestrians, bikers & mass transit and less inviting for cars.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	A high frequency Streetcar is necessary for providing better transit connections to locations currently served by bus. Along K and M streets. Since direct Metro service between the two high volume destinations of Union Station and Gtown is not provided, a streetcar line with frequent service would provide a better and more reliable connection. It is important, however, that the streetcar operate in a dedicated transit way, and not in mixed traffic, given congestion along the route. It's also important that service be frequent - at least every 10 minutes, otherwise ridership will be lower than expected. People in DC just don't have the luxury of scheduling their lives around when transit will arrive. Time is money.	Paul Brown
6/14/2023	South Capitol Street Corridor	Advocacy organization	Strongly disagree	Given commitments in various planning documents to combat climate change and	

				encourage more environmentally sustainable development patterns and transportation, we should not pursue roadway widening projects unless it is to incorporate high capacity transit. Please include high capacity transit in this project to encourage transit and make it competitive to the automobile in this corridor.	
6/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Agree	DC needs more high capacity transit/Bus Rapid Transit lanes to promote alternatives to the automobile and reduce congestion. Besides K st, Pennsylvania Ave is a perfect candidate as it has the space for dedicated bus lanes. Please incorporate bus lanes into the design.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	An east-west high capacity transit option is critical to reducing congestion downtown and promoting environmentally sustainable transportation. Please get this project finally off the ground and also consider further extensions to Rosslyn/up Wisconsin Ave.	
6/14/2023	Union Station to Georgetown Streetcar Line	Friend/colleague	Strongly agree	Alternative methods to driving are great! This will help relieve congestion, help people get to where they need faster, and reduce pollution since there are fewer drivers.	Andy
6/14/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Alternatives to driving are great. This will reduce congestion, reliance on cars and create safer roads.	
6/14/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree	Building alternatives to driving are great, especially in the city.	
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Neighborhood/civic association	Strongly agree	agree 100% with any and all District bicycle and pedestrian management plans. This city MUST slow down in vehicular traffic	
6/14/2023	District-wide Bicycle and Pedestrian	Neighborhood/civic association	Strongly disagree	Enduring the devastation of my local shopping center, 17th st., due to the unnecessary and unused so-called "protected"bike lanes. I, a life-	Suzanne Legault

	Management Program			long cyclist, have given up riding in the city. The so-called bike lanes are jammed with delivery trucks (or even police cruisers), forcing me into hostile traffic--already furious at the loss of a lane.	
6/15/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree		
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	This is an important project to improve mobility and safety and advance the region's climate and air pollution goals.	
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/15/2023	Union Station to Georgetown Streetcar Line		Disagree	Enhancing transit between Georgetown and Union station along K Street sounds great, but I question the cost of a light-rail line compared to dedicated bus lanes. A busway could be well designed and could also ideally enable express buses from I-66 to have direct access to stops in DC without a transfer, which could help to address the Rosslyn station bottleneck on Metro and could function as an Orange/Silver line express from stations like Vienna and Reston or West Falls Church into DC.	
6/17/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are great, I love streetcars. Also this would connect me with my office and I would use it 6 times per week	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	More bikes is critical to our transportation future.	Kevin O'Brien

6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	DC is making progress on Bike and Pedestrian issues but needs to do more.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more public transportation in DC and I strongly support building more streetcar lines, specifically extending the H Street line via Union Station to Georgetown utilizing K Street. And please let's not wait until 2050 - how about doing this by 2030?	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree	I strongly support streetscape improvements to Connecticut Avenue - please re-make Connecticut Avenue into a complete street with improved pedestrian crossings, bus stops and protected bike lanes so it is an Avenue for DC residents and not one designed around the needs to MD Commuters.	
6/23/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	News/media	Strongly agree	I strongly support extending the PA Ave protected bike lanes to Georgetown and by 2025 not 2030.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Please include the Glen Echo Trolley Trail in your 2050 plans for a rail to trails conversion to add a multi-use trail for pedestrian and bicyclists.	
6/27/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree		
6/27/2023	South Capitol Street Trail		Strongly agree		
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	Please! We need more bike and ped infrastructure	

6/27/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more miles of streetcar!!	Jason Schwartz
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/27/2023	Benning Rd Bridges and Transportation Improvements		Strongly agree		
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree		
6/27/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Strongly agree	Protected bike lanes make conditions safer for all road users	
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are more efficient than cars, and we should be taking space from cars anyway	
6/27/2023	Florida Ave NE Streetscape	News/media	Strongly agree	Taking space from cars and giving it to bike lanes and sidewalks is good policy!	
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/30/2023	District-wide Bicycle and Pedestrian Management Program (Vision Zero high-injury network and	Friend/colleague	Agree	Cars and trucks are getting heavier either because people purchase larger ICE vehicles or because EV batteries are inherently heavy. Heavier vehicles cause more damage in accidents. So providing bikers and pedestrians super safe lanes for walking and biking (which is the essence of Vision Zero) will reduce injuries and death.	

	intersection projects)				
7/5/2023	Pennsylvania Avenue NW Protected Bicycle Lanes (Bus Priority Program improvements (multiple corridors))		Strongly agree		
7/14/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree	The streetcar would be much more useful if it were longer and connected more residents.	Luke Mueller-Oden
7/14/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	I would like to bike to work but it doesn't feel safe since there aren't any protected bike lanes connecting me to the office. I'm sure many others feel the same and would like to see infrastructure improvements	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Project webpage	Agree	Building protected bike lanes on the major avenues is key to connecting the city for cycling. Although I do wonder why Pennsylvania ave was chosen rather than Massachusetts ave, which could potentially be longer and connect to more existing bike infrastructure	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue SE	Project webpage	Strongly agree	This is a great project which would connect many DC neighborhoods and centers of employment by bike!	Luke Mueller-Oden
7/15/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Friend/colleague	Strongly agree	The proposed plan will improve bicycle and pedestrian infrastructure, as well as the streetscape, in an unattractive and hostile area of downtown. It will put underutilized capacity to more effective use and improve safety and the street use experience for cyclists, pedestrians, and transit users.	

7/29/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	These improvements are regionally significant. Other jurisdictions should also package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Visualize 2045, by excluding many of these small projects, undervalues the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	South Capitol Street Trail		Strongly agree		Bill Pugh, Coalition for Smarter Growth
7/29/2023	East Capitol Street Corridor Mobility & Safety Plan	Project webpage	Agree		Bill Pugh, Coalition for Smarter Growth
8/31/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars need to be expanded to other destinations to meet climate goals, reduce traffic and help lower income individuals, while supporting more density.	Adnan Masri
9/6/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Build it immediately	Mostafa EINahass
9/13/2023	Benning Rd Bridges and Transportation Improvements	Advocacy organization	Neutral	Road diet for all the roads around it	Mostafa EINahass
9/15/2023	South Capitol Street Trail	Advocacy organization	Strongly agree		Mostafa EINahass
9/15/2023	District-wide Bicycle and Pedestrian	Advocacy organization	Strongly agree		Mostafa EINahass

	Management Program				
9/16/2023	Pennsylvania Avenue SE	Advocacy organization	Neutral	Pennsylvania ave should undergo a road diet	Mostafa Elnahass
9/16/2023	South Capitol Street Corridor	Advocacy organization	Neutral	South Capitol Street should undergo a road diet with protected bicycle lanes implementation	Mostafa Elnahass
9/16/2023	C Street NE Implementation	Advocacy organization	Strongly disagree	Road diet and pedestrian, cycling improvements	Mostafa Elnahass
9/16/2023	Florida Ave NE Streetscape		Neutral		
9/22/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Friend/colleague	Strongly agree	Idk	
9/25/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	The area has neglected alternatives to car transportation for decades and more should be allocated to bring the other options up to competitive, if not preferred, options. Everyone that drives a car is outside of the car at least some of the time. People outside of cars should be the priority and cars accommodated later instead of the other way around.	David Duffy
9/25/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Project webpage	Strongly agree	Protected bike lanes are the single best thing that can be done to encourage modal shift. The streets as they are are exceedingly hostile and dangerous to be on a bike. Giving physical separation from dangerous cars has been shown to increase usage of bike lanes by 70% ( <a href="https://nitc.trec.pdx.edu/news/research-reveals-perceptions-safety-and-use-protected-bike-lanes">https://nitc.trec.pdx.edu/news/research-reveals-perceptions-safety-and-use-protected-bike-lanes</a> ).	David Duffy
9/25/2023	South Capitol Street Trail	Project webpage	Strongly agree	DC is the only local jurisdiction serious about alternative modes of transportation and deserve the money to make it happen.	David Duffy
9/25/2023	East Capitol Street Corridor Mobility & Safety Plan		Neutral	To the extent this project prioritizes pedestrians and cyclists, I support it.	David Duffy

10/2/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	I support this program because it reduces carbon emissions, creates safer conditions for vulnerable road users, and supports a more vibrant, people-friendly district. The Vision Zero initiative should be at the forefront of all traffic-based projects within the district. Let's make safer, more accessible, and greener traffic solutions.	
10/2/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree		Rebekah King

**Table 2. District of Columbia Project Suggestions**

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	Eric Englin
6/14/2023	Bus lanes on every arterial road in DC.	Karthik Balasubramanian
6/14/2023	Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have be implemented in NYC on 14th St.	Suzanne Legault
6/18/2023	Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation	Brian Lutenegger
6/25/2023	Washington Union Station Expansion Project	David Yaffe
6/30/2023	Vision Zero high-injury network and intersection projects, with accelerated implementation -- see earlier comments re this projects included under DC bicycle and pedestrian management program	
7/14/2023	The Washington Union Station Expansion Project should be included, as should the Blue line loop metro expansion. There should also be a commitment to build protected bike lanes along every major avenue in DC, along with commensurate infrastructure connecting them at the circles where the avenues meet.	Luke Mueller-Oden
7/29/2023	Bus Priority Program improvements (multiple corridors) - these are regionally significant, very beneficial projects that support TPB's policy framework and should be included in Visualize 2050	Bill Pugh, Coalition for Smarter Growth

7/29/2023	Washington Union Station Expansion Project	Bill Pugh, Coalition for Smarter Growth
9/15/2023	395, 295, 695 highway removal	Mostafa EINahass

**Table 3. Maryland Project Comment**

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270"	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	
3/17/2023	MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher

	MD-28 Into Dulles, VA				
3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible.	Mary Stickle
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickle
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line does not run frequently enough to be well used as it could be.	Mary Stickle
3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		I submit this article from WAPO, in case you missed it. Good points. <a href="http://www.washingtonpost.com">www.washingtonpost.com</a> washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk	Arlene Montemarano

				<p>away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	
3/26/2023	Op Lanes Maryland Phase 1 ( Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	<p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula <math>Q = Mc\Delta T</math> where Q</p>	Arlene Montemarano

				is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and $\hat{T}$ the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases ( $\hat{T}$ ). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk
4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and	Jonathan Krall

				dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	
6/6/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	Adam Carlesco
6/13/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not considered at all from air to water to hazardous waste, etc.	
6/14/2023	Brunswick Line	News/media	Strongly agree	All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan	
6/14/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to	

				Frederick should be a part of the 2059 vision plan	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	Good Brt is important for this region- I support this project in the 2050 vision plan	
6/14/2023	MARC Improvements	News/media	Strongly agree	Marc all day, weekend, and bidirectional service on all lines is important door reducing car dependency in this region. I strongly support Marc service improvements on all lines.	
6/14/2023	MARC Run-through service to L'Enfant Plaza	News/media	Strongly agree		
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree		
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		

6/14/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree		
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	George Hite
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Ineffective to try to build out of congestion.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	Important improvement to reduce commuting along by auto	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	Support TOD around BRT stations. Grade-separated intersections would undermine that possibility.	
6/14/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	This demand should be handled by the ICC.	
6/14/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Don't further divide White Flint area.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households.	Ethan Goffman
6/14/2023	MARC Improvements	News/media	Strongly agree	We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars.	Ethan Goffman
6/14/2023	Brunswick Line	News/media	Strongly agree	We need greatly improved train service, not more sprawl.	Ethan Goffman

6/14/2023	Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties)	News/media	Strongly agree	We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car.	Ethan Goffman
6/14/2023	MARC Improvements	Advocacy organization	Agree	Encourage greater MARC usage	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Important opportunity to improve transit and land use in the 355 corridor	
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	Need to provide better and more frequent bus service in the New Hampshire Ave corridor	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Dense corridor that could support higher transit usage with better service.	
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that.	Jacob Allen Barker
6/14/2023	MARC Improvements	Advocacy organization	Strongly agree	All current MARC lines need to run all day bidirectionally. We need to make more places in the state accesible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state.	Jacob Allen Barker
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker

6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality.	Andrea Cimino
6/14/2023	Montrose Parkway	Neighborhood/civic association	Strongly disagree	I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some bike lanes have already been built in this area (on Nebel St) and I'd love to see more, as I am a regular bike commuter.	Andrea Cimino
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution.	Andrea Cimino
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization		This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county	Andrea Cimino

				because it will help low income people, people without cars, the environment, and the climate.	
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	I-270 Innovative Congestion Management (Project to add toll lanes on interstates 270 and 495 between the American Legion Bridge and Frederick, MD)	News/media	Strongly disagree	Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes - either rail or bus, or both. And, HOV lanes should be segregated - The overwhelming majority of	Douglas Sedon

				drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT.	Paul Brown
6/14/2023	Camden Line	Advocacy organization	Strongly agree	More frequent bidirectional MARC service on the Camden line ( and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit ) train service rather than the current loco-pulled diesel trains.	Paul Brown
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list.	
6/14/2023	Brunswick Line (Direct rail service to BWI)		Strongly agree	Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension.	
6/14/2023	Brunswick Line (Would like to see excursion trains to	News/media	Strongly agree	I support the Brunswick train as!it takes cars and drivers off the road as too tolerant of aggressive drivers	Steve Warner

	Harper's Ferry with ADA accessible at HF, al sd o extend MARC to Oakland Maryland on account of ski resorts )				
6/14/2023	MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland )	News/media	Strongly agree	I again believe rail is better than highway construction	Steve Warner
6/14/2023	MD 97 at MD 28 Interchange	News/media	Agree	Several historical buildings should not be sacrificed for stupid car traffic	Steve Warner
6/14/2023	Presidential Parkway	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc).	

6/14/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Nothing should be done to I270 that will enable more vehicles. More vehicles will cause more air, noise, and water pollution in the immediate and wider areas, which will negatively impact the health of people of all ages. Traffic can be addressed by encouraging work-at-home policies, I270 lanes dedicated to public transit electric vehicles, and better public transportation throughout the area. The goal should be to have most I270 use be by public transit vehicles, service vehicles, and local cargo delivery (long distance delivery should be by train, not truck or plane), by 2050.	Roselie Bright
6/14/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Although I support renovating the bridge over the Potomac for structural integrity, I oppose all efforts to install toll lanes, add lanes, or use the public-private partnership for any part of the project. Additional vehicle capacity will only increase traffic in a few years and encourage further degradation of our air, water, and ambient noise, all of which will hurt the health of people who live in and travel through the area. Better ways to address congestion include work-from-home policies, one or more lanes dedicated to public transit buses, and wider, attractive, and useful public transportation. The goal for 2050 should be that most users of I495/I270 are buses, service vehicles, and local cargo trucks (long distance cargo transportation should be by rail, not trucks or planes). The P3 partnership idea should be scrapped because it put all risks of the project on taxpayers and all benefits on the private company, and locked Maryland into the deal for decades.	Roselie Bright
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most	Nic Kotschoubey

				people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Nic Kotschoubey
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead	
6/15/2023	MARC Run-through service to Virginia	News/media	Strongly agree	This kind of reform is the minimum requirement for bringing passenger rail service up to global standards	
6/15/2023	I-270" (MD OP Lanes Phase 1)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls	Robin Gross
6/15/2023	Op Lanes Maryland Phase 1	News/media	Strongly agree	The American Legion Bridge is one of the worst traffic bottlenecks in the region. The addition of Express Lanes across the bridge and I-495 will help relieve this huge bottleneck, enable fast and reliable express bus service, and HOV-3 free will incentivize people to carpool. This project has been studied extensively and is by far the best solution with tolls paying for the new capacity and providing huge opportunities for transit that currently is not viable between Maryland and Virginia. I used to live in Maryland and commute to Northern Virginia (what could be a 20-minute commute from Bethesda but traffic would regularly take 45+ minutes each way). I wound up moving to Virginia so Maryland lost my tax	

				revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving.	
6/15/2023	MARC Run-through service to Virginia	News/media	Agree	It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City.	
6/15/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Agree	This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park.	
6/15/2023	US 1 Corridor		Agree	Route 1 is somewhat ugly and this could be a nicer gateway to College Park.	
6/16/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly agree	I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland finances. Even worse, it does not solve the congestion problem. Please kill this project and look at the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high	

				tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/16/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	<p>The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Even if, on average, congestion was reduced, there are no average drivers – only those who have the money to pay and those who don't. So much for equity! Ironically, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion. Does it also mean that the tolls are already too high? The project also would create new bottlenecks to promote future toll-lane expansion – specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project's environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital – just to name a few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At</p>	

				<p>the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?</p>	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	
6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Brian Lutenegger
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The money should be spent upgrading the BRT.	Alex Demarais
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	

6/19/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
6/19/2023	US 29 Corridor		Strongly disagree	This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways.	
6/19/2023	Veirs Mill Bus Rapid Transit		Strongly agree	This project is critical to serving one of the state's highest ridership bus routes.	
6/19/2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree	This project is critical to achieving success in BRT in MoCo.	
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expanding I-495 and I-270 will private toll lanes will not address congestion but will simply shift bottlenecks to different parts of the region. It will have devastating impacts on our natural resources and communities and exacerbate air and climate change pollution. Please remove this project from the long range plan.	
6/23/2023	MARC Improvements	News/media	Strongly agree	Making MARC more attractive is a massively important step towards reducing emissions from automobiles.	Thomas G Zeller
6/23/2023	I-270"	Neighborhood/civic association	Strongly disagree	commuting traffic can be met by other traffic calming measures. The environmental degradation is not worth the limited benefit.	Elliott Levine
6/23/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Montrose Rd and Parkway borders a number of communities. Traffic coming off of I270 is already driving at 60 MPH! It would be deadly for bicycle riders and pedestrians to cross the road without taking your life in your hands.	Elliott Levine
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/WaPo)	Strongly disagree	For the sake of our children, grandchildren, and great grandchildren, we must move away from automotive transportation and for-profit road building.	Hal Ginsberg

6/23/2023	I-270"	Advocacy organization (Washington Post)	Strongly disagree	No more road expansion. Our focus should be on clean green energy/public transit.	Hal Ginsberg
6/24/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	I oppose this plan because it centers around building more road capacity, rather than reducing the need for driving through transit and other enhancements. More driving will quickly use up the increase road capacity and cause more air pollution and emit more greenhouse gases.	
6/24/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	a very large amount of money on a unneeded project that will cause much harm to the environment and provide little return on investment and be limited to those with the money to pay the tolls	Bob R
6/24/2023	Brunswick Line	historical knowledge of line	Strongly agree	this is actually far less than the true need. this route is a major corridor for freight and passengers have suffered from lack of service due to this overuse of this limited rail line. it desperately needs significant up grading,	Bob R
6/25/2023	MARC Improvements	News/media	Agree	marc and amtrak upgrades are both needed to improve service and reliability on the widely used railway, maglev should NOT be supported, use maglev funds for marc and amtrak	
6/25/2023	Brunswick Line	News/media	Agree	our local railways need maintenance and updates to better serve users	
6/25/2023	I-270"	News/media	Strongly disagree	i have serious environmental concerns regarding this project, we can not continue to strip our land bare of trees and plants that help protect us from the sun, retain water, and counteract global warming	
6/25/2023	MARC Improvements	News/media	Strongly agree	marc and amtrak both need maintenance and upgrades to provide more reliable and improved service on our widely used railways, maglev should NOT be funded, use maglev funds to help marc and amtrak	

6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (I live next to I-170 in Rockville, MD.)	Strongly disagree	The proposed plan has too many negative impacts.	
6/25/2023	Op Lanes Maryland Phase 1	News/media		Does not stand up to scrutiny vis a vis equity, sustainability, environmental protection and environmental justice	
6/25/2023	I-270"	News/media	Strongly disagree	Environmental	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Environmental concerns are my biggest concern. More pavement is not the answer. Other major cities have found unique ways to handle traffic. The benefits are only for the toll company and the wealthy as I do not believe the tolls lanes will alleviate congestion in the free ones. Too many issues not addressed in the plan.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The Hogan administration talked about balanced transportation when transit capacity to Frederick was measured in the hundreds and highway capacity in the tens of thousands. They proposed to address this 'balance' by adding yet more lanes, a 'pave the earth' approach. Not one more penny on highways until true balance is achieved.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	toll lanes will only add to congestion and no one will pay the tolls	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Research shows that any improvements in congestion from adding more lanes are temporary don't address underlying issues. The environmental implications and inequities that will be perpetuated by this project also make this project a non-starter.	

6/25/2023	I-270 Innovative Congestion Management	News/media	Strongly agree	Maryland's Legion Bridge and I270 are solvable bottlenecks if proposed expansions are approved. I live in Rockville and traveling north to Frederick is a slow and dangerous ride. Going from 6 lanes where I live down to two is just wrong for such a busy corridor. Our neighbors in VA are doing an excellent job in widening their portions of the beltway and 95. Maryland's roads are third rate. Those who complain about added pollution and environmental issues are the same folks who opposed I200 for decades. And they have been proven totally wrong as 200 is a blessing for pulling traffic off 95 and the beltway. Please start the work to widen the Legion bridge and 270 to Frederick! Thank you.	Brad Botwin
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This is a project that defies the urgent need to address climate change, water pollution, and area mobility. The current segment of the larger, super destructive and ineffective project, would result in such bottlenecks that the entire project would become inevitable. Our recent experience with COVID also indicates we need all the parks we can get. Aside from destroying natural areas, the project would also harm neighborhoods and leave most people stuck in traffic or having to pay very high tolls. The purpose and need statement simply defined away alternatives to roadways, yet that is how we best address our crisis: reducing the need to travel by better development patterns, and then by greatly increasing BRT and MARC service. BRT service needs to be a network, not just a couple of isolated lines.	Anne Ambler
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	The proposed toll lanes will only make traffic worse and will mostly benefit private contractors. Please focus instead on removing potholes and maintaining safe roads and bridges on I-270.	Mark Laubach

6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More lanes on 270 will only contribute more crowded traffic and will quickly have no use. If you build it, more cars will come. How about alternatives like high-speed buses. There are many good suggestions online from concerned citizens and organizations. See <a href="https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/">https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/</a> for one example.	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Agree	Traffic relief on the Beltway and I-270 is long overdue. Transit cannot solve the problem. More lanes are needed. I am regularly caught in backups even mid-day on the Beltway. I would prefer more lanes without tolls to a toll project. Raise the gas tax to pay for the lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is a toll lanes project with a private entity: these never work out like they're supposed to. The environmental impact studies were rushed and incomplete. It is not compatible with our state's environmental goals, it will worsen our water quality while jacking up our water and sewer bills, and it may mean bulldozing my house for something I can't afford to drive on.	
6/25/2023	I-270"	Advocacy organization	Strongly disagree	Widening 270 with expensive toll lanes will not improve traffic congestion. Only the wealthy can afford the proposed tolls (with profits going to private companies) and traffic will only increase in the other lanes. The current contract must be dissolved altogether and an honest evaluation made of traffic solutions. Yes, this means starting over but the current P3 project is an abomination that cannot be fixed. It must be stopped altogether.	Linda Rosendorf
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree		

6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<p>1) The OP lanes proposal is socially unjust, leaving those who can't afford the OP lanes in worse traffic. Traffic at OP lanes junctures with local roads would be awful. Apartment complexes and households would be closer to highway exhausts and noise. 2) The OP lanes proposal to expand the beltway and American Legion Bridge comes with huge environmental costs at the juncture in time where we absolutely need to reverse the direction of climate change. Induced demand for commuting by cars would, in any case, fill up the expanded lanes soon after the construction project was completed, and after years of construction caused traffic jams. 3) Alternative plans to P3 OP lanes proposals were not given serious, judicious, and publicly open consideration. 4) Transurban's consortium would rule the beltway and force expansion of their model for the next 50 years. Any plans that reduce their expected cash flow would have to be approved by the Consortium, and be compensated by taxpayers. The taxpayers would be footing the bills for many hidden costs to infrastructure adjustments and improvements required by highway expansion. 5) Expanding the American Legion Bridge only pushes the traffic 495 bottleneck a mile further into Maryland and gives Transurban or other P3 consortium's justification to continue expansion. 6) Plummers Island nature research reserve, home to the Washington Biologists' Field Club (WBFC) for 122 years, part of the C &amp; O Canal National Historical Park, would be devastated by the proposed expanding the American Legion Bridge. Rare plants and animals and their habitats, and WBFC long-term research projects, would be irreversibly and damaged.</p>	
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6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	Toll lanes have done exactly NOTHING to ease traffic in VA (I sit in it; I speak from experience). I object to the environmental repercussions as well.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	A road to nowhere – not well thought out, doesn't include alternative transportation possibilities... as long as development continues at the current pace, the problems north of these toll lanes will continue, backups will continue... we need solutions that include mass transportation and cut down on economic and environmental waste. These toll lanes are a boondoggle. I voted Democratic in the recent election for MD governor to put an end to these toll lanes. The process was not fair and open. Take a serious, open and informed look.	Caol Drew
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	One car crash delays thousands of people on the beltway or 270. How freaking damaging would years of construction be? Also, i would lose or lose value in a condo i own on Azalea Dr in Rockville due to construction. And, MD cares not about the environment, but i know the damage would be extreme and never mitigated based on living next to the damn icc. Maryland cant take care of existing roads, dont build any more.	Mary
6/25/2023	I-270"	Advocacy organization	Strongly disagree	Will damage my neighborhood which abuts I270 in Rockville. Installing reversible lanes would be a much cheaper and less destructive alternative. It hasn't received much study, possible because it means less money for contractors.	
6/25/2023	I-270"	Neighborhood/civic association	Strongly disagree		

6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
6/25/2023	I-270"	Advocacy organization	Strongly disagree	toll roads has failed in Virginia and will be terrible for the Maryland communities surrounding the highways. it will also just make traffic worse and driving more dangerous.	Kyra Freeman
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The reasons and data justifying this project are questionable.	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	It will require large taxpayer subsidies, wasting scarce capital funding that would be better used to expand rail transit. Middle-income drivers who can't afford the tolls will subsidize the wealthy who can afford them. It will make traffic worse in Maryland by relocating the traffic jam where the toll lanes end from Maryland to Virginia. It will transfer jobs from Maryland to Virginia, because the CEO who lives in Potomac or West Bethesda will find it easier to drive to Tysons than to job centers in Maryland.	
6/25/2023	Brunswick Line	Advocacy organization	Strongly agree	This urgently needed project, as currently described, is set up to be impossible to implement. The section of third track between Silver Spring and Union Station is the most difficult to implement on the entire line, it should not be in Phase 1. Rather, initial sections of third track should be located from the White Flint area westward, starting with the Barnesville Hill.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Widening I270 will only increase traffic, congestion, and air pollution. More should be done to improve and expand mass transit.	
6/25/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	When Clarksburg was planned to be developed to a "corridor city," the plan counted on the CCT for speedy, climate-friendly transportation to employment centers down county. Although the routing has, last I saw, meant it was no longer	Anne Ambler

				speedy, it still would provide a needed transit link, perhaps more to other spots on the route than to the down county.	
6/25/2023	Middlebrook Road Extended Widening	Friend/colleague	Strongly disagree	No additional roadways are needed in this area; transit options are needed. Road construction here would irreparably damage valuable wooded land and foster yet more sprawl. Visualize 2050, by its very name, should be focused on what will benefit our area in 2050, not what will make mobility and climate change worse, as well as hampering our resiliency to flooding.	Anne Ambler
6/25/2023	Montrose Parkway	News/media	Strongly disagree	What is needed in this area is BRT on Rt. 355 and on Randolph/Montrose, NOT an extension of Montrose Pkwy.	Anne Ambler
6/25/2023	MARC Improvements	Advocacy organization	Strongly agree	Making MARC work for more commuters is a no-brainer, given the current climate crisis. This should be a priority.	Anne Ambler
6/25/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on Rt. 355 is a vital part of a BRT network.	Anne Ambler
6/25/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	This is an important part of a BRT network.	Anne Ambler
6/25/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	Important part of a BRT network.	Anne Ambler
6/25/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Vital link in a BRT network.	Anne Ambler
6/25/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Economically stupid. Environmentally devastating. *Encourages* congestion. Ignores overwhelming, long-term opposition and tries to bury legitimate scientific evidence.	EM Ryan
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are numerous downsides. The only people who would benefit are those wealthy enough to pay the proposed tolls. Everyone else would be stuck in even worse traffic congestion. The	Sherman Johnson

				HOT/Lexus lanes are un-American. Our PUBLIC highways should be open to ALL motorists, 24/7, and financed with motor fuel taxes -- as we've done for decades. HOT/Lexus lanes would only divide our society even further. They are dead wrong and the plan should be terminated with prejudice.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Research shows that expanding highways does not solve the congestion problem in the long run. We need to use that money to invest in public transportation and safe bike and pedestrian lanes.	Shilpa Shenvi
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project is inequitable, environmentally destructive, unsupported by reliable data, and guaranteed to make congestion worse than it is now for the majority of drivers.	Jennifer Whalen
6/25/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Would be detrimental to the environment and communities. Would only make the traffic worse.	Kathleen Pirolo
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The environmental and community impacts have not been fully assessed. Toll lanes have been demonstrated to create more congestion. No one will pay the outrageously high fees to use toll lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Terrible for the environment. Will not relieve congestion.	Mary Anne Hess
6/26/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	As a long-term aid to reduce traffic congestion, I would prefer a train system (extending the Metro) as occurs in the NY City area. Widening highways is a temporary, highly expensive fix. Widening 270	Edward M. Barrows

				and the Beltway would cause much environmental harm in an already overstressed, too polluted part of the U.S.	
6/26/2023	I-270"	Advocacy organization	Strongly disagree	The case for toll lanes provides neither compelling data nor argument for how the approach provides long-term, sustainable traffic relief. Costs, financial and environmental, are long-term. Benefits do not appear to be.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It's going to hurt the environment, the people that live around it and it's not going to help traffic. It's only going to cause more cars fit on the road and sit in traffic.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It is beyond belief that this project is moving forward when it has never had independent financial and legal review, the Capital Beltway Accord has not been released; and key traffic modeling, pollution data, and mitigation plans are missing. This is going to get bogged down and waste time that is better spent on real issues affecting people. And there are better ways to deal with congestion.	
6/26/2023	Corridor Cities Transitway (CCT)	I've been active with organizations, civic assoc, and gov't for decades	Strongly agree	This is a key component to reducing vehicle congestion north-south and has been delayed way too long. Before any proposals are examined for I-270, the CCT mitigating effects should be included in those studies. Without giving the public aggressive rapid transit options, all other congestion relief will fail. There is a great need to connect these points with CCT BRT.	
6/26/2023	I-270 Innovative Congestion Management (I-270 projects)		Strongly disagree	The P3 project, as pursued by Gov. Hogan, was ill conceived and poorly studied. Adding lanes to I-270 will not reduce congestion, as numerous studies have shown, but will cause great harm, siphoning needed funds from more effective projects. Please go back to the drawing board and work with transit-oriented and environmental organizations to come up with an appropriate	

				rebuild for the American Legion Bridge and transit solutions for upcounty.	
6/26/2023	MARC Improvements (Including MARC run-through to VA & L'Enfant Plaza)	Long-time activism on transit issues as citizen	Strongly agree	Reliable, safe, and frequent MARC service is key to removing single car vehicles from our road grid. It has proven to be effective when it can be counted on by commuters.	
6/26/2023	MD 355 Bus Rapid Transit	Gov't presentations and North Bethesda planning	Strongly agree	BRT on Rt. 355 is a critical element to creating a "boulevard" in North Bethesda. As the number of residential units increase along this corridor, supplementing the Red Line by having dedicated bus lanes will allow residents to move easily up and down the Pike without using their cars as frequently. BRT must include dedicated bus lanes to work.	
6/26/2023	Montrose Parkway	Long-time activist in North Bethesda	Strongly disagree	This is a dinosaur remnant of a failed policy to run highway-style roadway through an urbanizing area. It is environmentally unsound and totally unnecessary. The only worthy project is to separate the grade at the CSX tracks, and there are several better proposals to accomplish that goal. Redesign the project to grade separate the tracks on Randolph Road, and leave it there.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Disagree		
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is an ill-conceived project that poses great threats to our watershed, historic places, and taxpayers. Aside from the project's flawed environmental review, it will not relieve congestion and only serves those who can afford tolls. It does nothing to reduce the ever-increasing amount of dangerous interstate truck traffic from the unexpanded "free" lanes. Additionally, a P3 financing model for a massive infrastructure	

				project like this will not work as intended (except to benefit foreign owners and their investors) and essentially hands over defense critical infrastructure to foreign ownership. This is not a forward-thinking "2050" transportation project. It is a 20th century solution that doubles down on the ills and injustices of the original Interstate Highway construction.	
6/26/2023	I-270"		Strongly disagree	Do not widen 270. It will only make traffic worse and cost the common man more money to get around.	
6/26/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The toll lanes are inequitable and will cause more congestion. I was around and commute from Montgomery county to Tysons corner and the toll lanes have made it worse for 99% of all commuters. The tolls are too high and very few people use them. Which makes more traffic on fewer nontoll lanes worse.	Phyllis Epstein
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		Dr. Donna Hoffmeister
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling.	
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Plans to expand I-270 would lead to major increases in vehicle traffic and environmental pollution, rather than alleviating traffic congestion.	Jeanne Anastasi
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am Kevin Thatcher Gerike, and I live on Lawndale Ct in Silver Spring, Maryland. I live in the Indian Springs Neighborhood, which is in danger of becoming more polluted, louder, and destroyed with the proposed widening of the Capital Beltway. With an increase in the road width and additions of toll lanes, the project will	

				<p>devastate our community and other communities near the Beltway. We will lose our neighborhood park and YMCA. There will be more noise from construction and increased traffic on the road. The value, safety, and security of our homes will be ruined. The project will NOT reduce traffic congestion, but the construction and increase in traffic WILL pollute our air and increase the noise in the neighborhood. In addition, the project is horrendous for the environment and will wreak havoc on local ecosystems that are already disjointed and polluted from the existing Beltway. My husband (LaDereke Grant) and I oppose this project and urge you to reject any version of the project in favor of better, smarter choices. We advocate for light rail built on the entire Capital Beltway loop to reduce traffic and the addition of Bus Rapid Transit. We need to advocate for smarter, safer, more sustainable modifications of the Beltway and implement good, frequent public transit options throughout the county to reduce the traffic not only on the Beltway but other roads such as Colesville and University. In this day and age, we must advocate for traffic-reducing measures and advocate for more public transit options that also include more bike lanes. Very Respectfully, Kevin Gerike and LaDereke Grant Lawndale Ct, Silver Spring, MD</p>	
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree	<p>The Op Lanes won't resolve congestion. In fact, the Maryland-National Capital Park and Planning Commission found that it would only move the bottlenecks from McLean, creating severe congestion on I-270 North, the Inner Loop of the Beltway on the top side of the Beltway and the</p>	Barbara Coufal

				Inner Loop in Prince George's County. MDOT should cancel the project and study alternatives to HOT lanes.	
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are effective and more environmentally responsible ways to deal with traffic such as transit, incentivizing telework and better land use planning.	Nancy Soreng
6/26/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This P3 project has been a disastrous boondoggle since its inception. It would enrich private companies while harming the environment. With tolls up to \$50, it would be very inequitable, favoring the wealthy and making traffic far worse for the overwhelming majority of drivers. <b>IMPORTANTLY, THIS PLAN WILL NOT IMPROVE TRAFFIC CONGESTION.</b> The current project must be thrown out and a carefully thought out plan for traffic management be considered. This horrible project has already cost Maryland taxpayers a huge amount of money and continues to do so. <b>STOP THIS NOW!!!</b>	Linda Rosendorf
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding express toll lanes to 270 would be extremely destructive. It would harm neighborhoods, damage the watershed, and reduce tree cover that is so essential for wildlife. As experience in other cities has shown, widening highways actually increase the amount of traffic rather than decrease it, as people fill in the extra space. This would be contrary to our climate change goals in Montgomery County and undermine transit projects that are in the works. In addition, the planners failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and	Shannon Shea

				eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
6/26/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Expanding this road further would further divide the White Flint area, which is already splintered (which reduces a good sense of place) and difficult to get around without a car. It would be the opposite of our commitments to reduce greenhouse gases and expand walking and biking. Instead, we should invest in the local street network, transit (especially BRT), and protected bike lanes.	Shannon Shea
6/26/2023	MARC Improvements	Advocacy organization	Strongly agree	I strongly support improvements and expansion to MARC service, particularly adding service on weekends and having it go both ways during the morning and evening to expand access. Improving and expanding the service would enable more sustainable travel between Frederick County, Montgomery County, and Washington D.C. It could reduce car traffic as well.	Shannon Shea
6/26/2023	MD 355 Bus Rapid Transit	Neighborhood/civic association	Strongly agree	Bus Rapid Transit can be a backbone of a sustainable transportation system, especially when combined with Metro, MARC, protected bike lanes, and excellent sidewalks. BRT should be prioritized on 355 to reduce traffic and ensure buses do not get stuck in traffic. This project would reduce our greenhouse gas emissions, local smog-causing pollution, and reduce the need for residents to rely on driving.	Shannon Shea
6/27/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I believe this is a project destructive to the environment and neighborhoods and an ineffective way to address traffic congestion	

6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	My neighborhood will suffer tremendously. Will have negative environmental impact. Won't fix the problem	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	I strongly oppose widening I-270 and I-495, and any project that proposes to widen these and other freeways should not be included in Visualize 2050. Our goal, related to transportation, should be to efficiently and sustainably provide mobility in a manner that reduces greenhouse gas emissions, promotes compact development patterns, and ensures equitable access to transportation options. Widening a freeway is antithetical to all of these aims, and prioritizes motor vehicle throughput at the expense of other investments that could meaningfully move the needle on climate change, sustainable growth, and equity. I-270 and I-495 should instead have a form of congestion pricing (without widening) that manages access, with revenue going directly to investments in regional bus rapid transit, improved bus and metro service, improved MARC service to convert it to a true regional provider with all day operations and through-running to VA, and pedestrian and bicycle infrastructure for last mile connections to transit stops. It is absolutely unacceptable that today – with everything we know about the mistakes of the past and their harmful impact on our communities and the climate – we are still considering freeway widening projects. More lanes have never, and will never, solve a problem of vehicle congestion in a large metro area, since freeways and widening projects induce more driving and unsustainable growth patterns. It is beyond time to move on from this terrible legacy. Please remove this project from the LRTP.	

6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	As seen with the I-66 expansion, the project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Jacob Goldberg
6/27/2023	MARC Improvements	Neighborhood/civic association	Strongly agree	Improved public transportation does much more to assist sustainable growth in the region	Jacob Goldberg
6/27/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Support public transit and more sustainable growth in this area	Jacob Goldberg
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Promote sustainable growth in this region	Jacob Goldberg
6/27/2023	MARC Improvements	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Camden Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Brunswick Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young

6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Corridor Cities Transitway (CCT)	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It will create more congestion and pollution. Will not work as someone aspects Public transportation is solution	
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Lack of environmental study, would only benefit those who can afford the toll lanes and I already cannot use my balcony facing #495 and I-270 due to exhaust fumes and pollution.	
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I support the no build plan for Op Lanes Maryland. The expensive toll lanes will only serve the wealthy and the occasional emergency use. On 270 north, traffic will buckle and slow on the free lanes before and after termination of the toll lanes at RT 370 and accidents will occur as cars merge. Induced demand will cause more to drive rather than riding MARC and Metro, a much more	Gail Landy

				<p>equitable option for all populations. Within a short interval traffic will rebound negating the small benefits provided by widening the interstate. Congestion has already decreased with the advent of at least part time telework and rush hour is less predictable as work schedules have changed. Highway expansion will increase air pollution, storm runoff, and greenhouse gas emissions that enhance climate change. The solution is prioritizing funding for transit and increasing safe access, availability, and reliability for riders. Climate change incurs reducing car travel and increasing provisions for bicyclists and pedestrians in urban settings that provide shopping, entertainment, and housing near employment or close to transit. Expanding highways induces sprawl which is not the vision for the future. Often it most impacts lower income neighborhoods that don't benefit from the more roads and many do not own cars. The goal of the future urban center is to provide safe provisions for walking and biking and reduce vehicle traffic and provide spaces where cars are not permitted. European countries have already adopted this theme and brag about high speed trains providing travel between nations. Goal is to reduce funding for new and expanded highways and prioritize repair and funding for transit. No other option exists for reducing the possibility of catastrophic climate change and cities will better serve people with this transition.</p>	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	<p>I can't believe this project is still on the list of greenlighted projects! I reviewed the environmental impact study, which was seriously flawed because it did not consider the project's potential impact on climate change. Building HOV lanes for 495 would negatively affect</p>	

				communities along the highway without providing ANY benefit to those communities. Better regional transit needs to be built to get commuters off the road. Then the existing lanes should be sufficient for long-distance travelers. Many studies have shown that increasing road capacity only increases the traffic and urban sprawl.	
6/27/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Just a great idea to have more broadly linked regional rail	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly.	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan is a terrible idea	
6/27/2023	I-270"	News/media	Strongly disagree	Widening/expanding this freeway is a terrible idea.	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Neutral	Just toll all the lanes. You don't need to put down new pavement. Start charging 10 cents a mile and see how many giant SUVs with one person in them keep clogging up the highways.	Daniel Stephen Marcin
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Other lanes wouldn't be needed if mass transit stepped up. Rail, bus.	
6/27/2023	North Bethesda Transitway Bus Rapid	Project webpage	Neutral	Must have RideOn #30 bus restored to make it feasible for Pooks Hill Road residents. 40 minutes between buses is too long.	

	Transit (BRT) Project				
6/27/2023	MD 355 Bus Rapid Transit	Advocacy organization	Neutral	Must have pre-pandemic routes for RideOn Bus 30 restored so buses run no longer than 30 minutes apart. 20 would be much better.	
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Climate Change concerns require forward-thinking solutions that limit the use of fossil fuels. This irresponsible project will ENCOURAGE more fossil fuel use in a highly inequitable way. Money and legislation should be directed at discouraging vehicle traffic and encouraging public transportation and telecommuting, not supporting the use of fossil fuels.	Christy Bumanis
6/28/2023	MARC Improvements	News/media	Strongly agree	It is one area that already has an infrastructure. It should just be improved and the frequency of service must be improved.	John Fay
6/28/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree	If any major roadway should be included, Randolph Rd. tops the list. Running from the edge of Prince Georges County to White Flint, it carries a huge number of cars, trucks and buses, especially during rush hours. Let's have a break.	John Fay
6/28/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan is an environmental disaster and contrary to slowing climate change. Better solutions must be found than encouraging more cars and driving.	Alison Bennett
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be ineffective as it would create new traffic bottlenecks and encourage more highway usage thereby continue congestion, damage numerous parks, trees and streams, generate unacceptable levels of climate-damaging greenhouse gas emissions, create air pollution which would cause heart disease, various cancers, various respiratory diseases and premature death, and not be equitable as the toll lanes would be too expensive for most drivers and the project was chosen instead of more	Brian Ditzler

				transit which would serve more people, even those without cars.	
6/28/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	BRT on US 29 would get more people out of their cars which would lessen traffic congestion, climate-damaging greenhouse gas emission and health-damaging air pollution. It would help business development along the US 29 corridor and in Silver Spring.	Brian Ditzler
6/28/2023	MARC Improvements	News/media	Strongly agree	MARC improvements would get more people out of their cars which would lessen traffic congestion in I-270, reduce climate-damaging greenhouse gas emissions and health-damaging air pollution, and ease commuting worries of many local residents.	Brian Ditzler
6/28/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	BRT on 355 would get more people out of their cars which would reduce congestion in I-270 and Rockville Pike, reduce greenhouse gas emissions and lessen health-damaging air pollution. It also would be good for businesses long MD 355.	Brian Ditzler
6/28/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	BRT on MD 650 would get more people out of their cars, and thereby reduce traffic congestion, reduce greenhouse gas emissions and reduce health-damaging air pollution. It also would be good for businesses along New Hampshire Avenue and adjacent areas.	Brian Ditzler
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Not only will this project have a substantial negative impact on our community but it won't solve the problem of traffic congestion. The TPB needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable as alternatives to travel in private vehicles. Other alternatives are the creation of employment centers around major transit hubs, along with close-in affordable housing for our public work force to ensure that they can live near their jobs rather than miles away in transit deserts.	

				Telework and staggered work schedules are also better options than adding lanes to a roadway that is already wider than the New Jersey Turnpike. Creating demand pricing toll lanes while reducing the number of lanes available to the general public is inequitable and rewards those of higher incomes. Moreover, the EIS was severely flawed and did not study other viable alternatives to building more lanes. It is addressing a 21st century issue with a 1950s solution. We can do better than this.	
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting. Please remove this project.	Steve Wardell
6/28/2023	Op Lanes Maryland Phase 1	News/media (I first found out about it from Gov. Hogan's Sept. 2017 public announcement. I've been studying it and vigorously opposing it for over five years. MDOT's own materials say the HOT lanes' financial viability depends on the operational failure of the regular lanes. And their	Strongly disagree	As I wrote above, years of study have found that the Op lanes will make congestion worse, be terrible for the environment which we all depend on, be grossly inequitable for many reasons, and is opposed by most Montgomery County elected officials and general public. Montgomery County will be impacted by this ruinous project more than any other. In general terms, anyone who has actually studied this project opposes it unless they are contractors who will make money building it. The minority of the public who supports it have been given the misinformation that it would shorten their commute. It will actually make it worse, unless they can pay \$50/day on a regular basis. That is what a person would need to budget if they planned to use the	Sally Stolz

		own travel time tables she drivers in the general lanes are in most cases no better off or worse off if the Op Lanes are built. In addition, the environmental effects are calamitous, the inequity of a road that provides a slower and less safe trip for poor people, the huge financial risk (look at the Purple Line P3) and the enormous public opposition should all make removing the Op Lanes from the list of approved projects compelling)		HOT Lanes for commuting on a daily basis, from Gaithersburg to Tysons, Va. Needless to say, after the many years of construction when EVERYONE would suffer, this project would benefit only a tiny number of very wealthy people. In a cost/benefit analysis it is a total failure. Please remove the Op Lanes project!	
6/28/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (	Advocacy organization	Strongly agree	I support improving transit by including rail on this bridge. With rail on this bridge we can make the regional transit system for efficient and effective. To get cars off the road, we much have an efficient, economical, and reliable transit system.	Sally Stolz
6/28/2023	Brunswick Line	Advocacy organization	Strongly agree	We need to increase service on the Brunswick line to give more people the option of commuting by transit. Ideally the Brunswick line would run all	Sally Stolz

				<p>the same hours as the metro, including nights and weekends. These trains are already providing efficient, reliable and cost-effective travel, and they are heavily used. They are keeping many cars off I-270 and the beltway. If we increase their service times, we will reduce the number of cars on I-270 and I-495. This will improve congestion, whereas the Op Lanes project will just make congestion worse.</p>	
6/28/2023	MARC Improvements	Advocacy organization	Strongly agree	<p>In the "Brunswick Line" section I wrote a lot, so I will summarize. Better transit options WILL result in getting more cars off the road. Ultimately that is the only way our transportation options can keep up with population growth here. When you widen a road, drivers will come! The road will quickly be congested again. If you provide efficient, reliable, economical transit, you'll have a system capable of handling regional growth. It is a big investment, but will pay for itself by ACTUALLY reducing road congestion and reducing our collective carbon footprint! And it benefits EVERYONE. Drivers find less cars on the road and transit riders find more convenience and options. We can do this!</p>	Sally Stolz
6/29/2023	Op Lanes Maryland Phase 1 (I assume the above title refers to the plan to add yet more lanes to the Beltway in Montgomery and PG counties)	News/media	Strongly disagree	<p>Where to begin... "induced demand" probably sums it up best. Visit the Katy Freeway in Houston, or look what happened when lanes were added to 270 back in the day. How long did it take for traffic to build back up again? Not long. The way to get people out of private cars clogging our roads and into public transit (thereby shoring up WMATA) is to disincentivize using private cars - but this project will do the exact opposite! By the way, have you heard about climate change? Paving impermeable surfaces where we now have acres of CO2-absorbing parkland seem a good idea to you? Have you even re-evaluated the need</p>	Nan Wellins

				<p>at all, in light of post-pandemic hybrid work models (is anyone back in office M-F 9-5)? Please stop talking about "soul crushing traffic" and do something about "climate- and green space-crushing traffic" by shifting Eisenhower-era thinking into the 21st century. Incentivize telework (employer subsidies?); invest in increasing MARC and WMATA and decent bus service; reversible lanes; etc. There are a dozen things at least that could be done here apart from ripping out parkland and creating Lexus lanes. And finally - I'd bet serious money (which I don't have a lot of) that in the end the Maryland taxpayer will end up footing the bill for these lanes. I'm sure the contractor, should one appear, would include provisions buried in the fine print on page 63 sticking us with the bill under this, that, and the other condition. They have the dosh to hire top lawyers in the private sector who'll run rings around our state attorneys. No thank you!</p>	
6/29/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	<p>This project, as currently configured, will ultimately do more damage than it will provide substantial and lasting benefit. The damage includes localized destruction of numerous environmental, historic, and community resources. It will also produce negative instead of positive impacts on regional traffic conditions by perpetuating traffic patterns and even worsening congestion for most travelers who cannot afford or do don't wish to pay what could be high fees for highway usage. A slightly (one lane in each direction) reconfigured American Legion Bridge deck, and similarly reconfigured existing I-270/495 could, on the other hand, include a reversible lane in each direction for rush hours that would provide congestion relief without extensive additional land required. Additional</p>	

				transit and transit-oriented development on the eastern side of the beltway would also improve conditions over time.	
6/29/2023	MD 28/MD 198 Corridor Study	News/media (COG information)	Strongly disagree	When the ICC was proposed and built, MDOT and political supporters said that the ICC would obviate any need for work on this other corridor. A "Study" usually indicates only the first step toward recommending expansion projects, which are not necessary.	
6/29/2023	US 15 Corridor	News/media	Strongly disagree	While there is occasional rush hour congestion from the Route 40 to the Motter Avenue interchanges (and vice versa), the rest of US 15 is almost always free-flowing. Conditions do not justify a widening project in this corridor. In the short stretch mentioned above, widening would have substantial adverse effects on neighboring property, a cost too high to bear for the modest and necessarily temporary relief it might provide.	
6/29/2023	Montrose Parkway	News/media	Strongly disagree	Any further expansion of Montrose Parkway is unjustified by the minimal benefits it might provide. Widening would serve to further separate neighborhoods and daily activities, and would make attempts at pedestrianizing these areas dangerous and futile. Instead, added funding for those and related area fixes, such as embracing BRT, would provide for a higher local quality of life.	
6/29/2023	US 29 Corridor	News/media	Strongly disagree	10-15 years ago, the 29 corridor underwent grade separation in several locations. The ICC's interchange and Briggs-Chaney Road complexities are already a fact. Constructing additional grade separations would make recent transit improvements less useful and would preempt new neighborhood and neighborhood access around BRT stations on 29.	

6/29/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brendan Wray
6/29/2023	Addison Road I	Advocacy organization	Disagree	This project would expand already wide and unsafe roads, making safe pedestrian and bike access to Blue Line stations even harder and undermining efforts to create walkable neighborhoods near transit.	Brendan Wray
6/29/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction (I-495/Medical Center interchange)	Project webpage	Strongly disagree	The I-495/Medical Center project would modify the current safest bike/walk route in a 10-mile stretch to cross I-495 and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Largo Town Center neighborhood.	Brendan Wray
6/29/2023	Addison Road I (Maglev)	Advocacy organization	Strongly disagree	Oppose maglev projects on the basis of cost and effectiveness - can make a greater difference with other targeted projects already in the plan.	Brendan Wray
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club & it's in the news)	Strongly disagree	I oppose this project and think it should be removed. Equity issue – Toll lanes benefit only those with incomes high enough to pay the *expensive* rates. Traffic flow – great for the people in toll lanes, but 90% of the cars/trucks will be pressed into the remaining lanes. Climate – this project promotes our reliance on cars. Given the increasing forest fires, floods, drought, and heat waves, we need to promote better & more frequent transit (MARC Brunswick line parallels much of I270) and encourage people to use cars less frequently.	

6/30/2023	US 29 Corridor	Advocacy organization (and I live near Rt 29)	Disagree	I strongly <b>**support**</b> US 29 FLASH BRT improvements, However, I disagree with the \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Tina Slater
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club, newspapers)	Strongly disagree	EQUITY – toll lanes accessible only to those with more money; all other cars/trucks will be pressed into existing lanes. NEED to PROMOTE TRANSIT - - MARC Brunswick Line parallels much of the route and takes people from Frederick to DC (and from there to NoVa); we should invest the \$\$\$\$ in MARC and Express Buses. CLIMATE – drought, forest fires, record heat waves – we canNOT keep accommodating SOVs. Govt should be promoting mass transit over cars. We can no longer deny that Climate Change is upon us.	Tina Slater
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	US 29 is crowded during rush hour. BRT in <b>*dedicated lanes*</b> in the median will make FLASH a TRUE BRT. The FLASH bus will travel quickly, bypassing cars stuck in traffic. Let's <b>*reward*</b> people who use transit, helping the climate, and reducing the number of vehicles on the road.	Tina Slater
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	Instead of MD investing \$\$\$ in I-270 Op Lanes, let's invest in MARC expansion – adding third tracks in key locations to reduce conflicts between passenger and freight trains. Note that MARC Brunswick Line parallels I-270 for much of the way.	Tina Slater
6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	This BRT would connect Bethesda to Rockville and to places North. Rockville is the hub of County Gov't and also a campus of Montgomery College. Connecting people from South MoCo to Activity Centers North of Rockville will be a bonus for people currently taking transit. It also would be a fast/convenient way for current drivers to get	Tina Slater

				around the county and leave their cars at home. Do it for EQUITY, do it for the CLIMATE.	
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (and Advocacy organization, news/media)	Strongly disagree	It is a proven fact that increasing lanes does NOT reduce congestion. The very plan of creating a 'faster route' through traffic congestion accessible to rich people, while the poor folk sit in traffic is undemocratic and elitist. The environmental damage of such a project is completely underestimated. One need only look at the devastation in Virginia on the other side of the American Legion Bridge to see it. The atmosphere is heating up and replacing forests and shrubs with blacktop is an insane idea. We're not in as much trouble as other states yet - but projects like this assure that we will be. There must be a solution to the terrible traffic congestion - I agree completely. We MUST give people an alternative to driving! An efficient public transit system must be top priority. Every rider on BRT is not driving a car. Existing rail must be upgraded and increased in capacity. New rail alternatives, perhaps a monorail as proposed on 270, would be reasonable. No more blacktop! It's not a viable solution. And it will damage much more than just adjacent homeowners' property. Stop this insane project now.	Patty McGrath
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – proposes \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid	Patty McGrath

				transit stops. Environmental and human livability must be prioritized.	
6/30/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	This would M-83 expansion project pushing reliance on auto traffic instead of prioritizing public transit. We MUST provide realistic alternatives to workers via PUBLIC TRANSIT. Blacktop is NOT the answer. M-83 was deeply opposed by residents who were assured it would NOT be extended. The environmental consequences of blacktop highways in place of forest buffers are damaging our air and water.	Patty McGrath
6/30/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. Upcounty residents must be given public transportation alternatives to driving!	Patty McGrath
6/30/2023	Montrose Parkway	Advocacy organization	Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	Patty McGrath
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	In MARC we have the infrastructure to revolutionize how people commute to MD, DC and Virginia! Let's invest in the upgrades and get on with adding more capacity to make it a realistic alternative to driving!	Patty McGrath
6/30/2023	MARC Run-through	Advocacy organization	Strongly agree	Here we have a realistic alternative for upcounty residents to reach DC without lengthy transfers -	Patty McGrath

	service to L'Enfant Plaza			which cause so many to DRIVE instead of using public transit. We need public transit to be RAPID. This proposal could get us there.	
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Proposed toll lanes on American Legion Bridge, Beltway and I-270 will just increase car/truck traffic in long run and are not well designed. Any redesign of the bridge should include space for Metro (even if installed later) between Bethesda and Tysons Corner (at least) as well as for BRT and biking. We need more public transit, not more road lanes to reduce congestion long term.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	No More Roads -> move to public transportation and other non-fossil fuel modes of movement	rg
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	I think we should be spending our time, effort and money and projects that explicitly decrease greenhouse gas emissions, like mass transit, projects that support walking and biking, etc.	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Expansion of the highway is directly in conflict with our need to cut greenhouse gases and other pollutants and there are far better, more efficient, and healthful ways to provide transportation support	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	As a concerned resident, I strongly oppose the expansion of 270. It is disheartening to witness our region's road building efforts fail to alleviate traffic congestion. Instead of finding effective solutions, these expansions only contribute to the problem by encouraging more spread-out development, leading to increased driving and traffic.	Lisa Clemans-Cope

6/30/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The expansion of I-270 to carry more cars, and utilizing expensive tolls to maintain it, is counterproductive to efforts to reduce use of cars, reduce GHGe by cars, and develop effective mass transit alternatives to result in a more sustainable transportation system.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has serious environmental failings & would disturb important historical sites. The study on it failed to include a reasonable alternative which would have significant transit portions as well as some road improvement.	
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The climate impact of expanding roads and adding toll lanes to I270 is too high and unethical. It is antithetical to smartgrowth and should be abandoned as transportation solution.	
6/30/2023	Presidential Parkway	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs	Frances Stewart
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	MARC has the potential to significantly improve transportation and decrease emissions in many areas of Maryland, but it's schedule is too limited and it has been plagued with problems.	Frances Stewart
6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	MD 355 is an important route in Montgomery County, and it has terrible traffic. Bus Rapid Transit is a way to quickly and affordably decrease traffic and emissions and to improve access to transit.	Frances Stewart

6/30/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project would decrease traffic and pollution in a heavily traveled area and would improve transit access.	Frances Stewart
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening 270 won't solve our traffic woes and is about the worst possible choice for the climate. Toll lanes will only add to economic inequity. We need climate-friendly mass transit solutions	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	We do not need to add more lanes. We need to get people out of their cars and drastically reduce VMT in order to reach our climate goals. Please invest in public transit instead of highway expansion.	Philip Bogdonoff
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague (Also from neighborhood and civic organizations)	Disagree	This project concentrates on building roads and unaffordable toll roads which will only increase traffic, not solve congestion, and its overall approach does not promote transit which is the transport mode that will not only address congestion but be environmentally progressive. The project is very destructive of environmental features in Montgomery County and is a 'taking' of too many homes and civic structures.	Elaine Emling
6/30/2023	I-270"	Advocacy organization	Strongly disagree	Toll lanes do not solve traffic problems. We need better transit in order to solve help with congestion and traffic flow.	Bonny Eisenbise
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Rapid transit and monorail on 270, reverse lanes, anything but what is proposed. I strongly oppose this project and want its removal from the 2050 Plan. it should not be included in visualizing 2050. why is it that the project above has been listed that way, so unclear, confusing to many people who did not persist.	sylvia diss
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Adding more lanes to roads doesn't work for long, as has been proven in many cases, and I would like to see us shift away from individual cars and	Cathie Nelsen

				find solutions to our traffic problems, which are certainly real, that add mass transit. I was very against the private/ public plan, with its toll lanes that create another inequality for less affluent among us, and it's long term costs to us. I know this is a very hard problem to solve, so, I wish you all the best in finding a better way forward. Cathie Nelsen	
6/30/2023	I-270"	Project webpage	Strongly disagree		nanci wilkinson
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am strongly opposed to the Beltway/270 Toll Lanes expansion and I would like this to be removed from the 2050 Plan.	Rosie Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I oppose the Beltway/270 Toll Lanes expansion and would like this removed from the plan totally. It makes no sense to encourage automobile traffic expansion.	Eleanor Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1 (beltway/270 toll lanes expansion)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/media)	Strongly disagree	To save a liveable world for humanity we must transition as quickly as possible to transportation and land use that preserves our forests, prioritizes mass transit and safer bikeable, and walkable areas and decreases our dependence on cars. This project does just the opposite.	Stuart Simon
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Adding more lanes to highways in an already densely developed area. It will be extremely destructive to neighborhoods, parkland, existing infrastructure. It will increase greenhouse gasses at the time we are trying to reduce/eliminate	

				<p>them. Signing a contract committing our grandchildren to pay for an expanding network of toll roads which by them will be obsolete makes no sense. No Transurban public/private partnership has been financially advantageous to the government partner. There has been no discussion of common goals and priorities among the partners. The risk of the occurrence of an economic and financial crisis is a major example. Privatizing the profits and leaving all the risk to the public partnership is a huge risk. A clear discussion on common goals and priorities among the partners early in the process is necessary to establish agreed goals and priorities and to effectively define and share risks. More discussion and visioning by taxpayers is necessary to develop future transportation objectives. It is time to increase funding to maintain, improve service, and expand our transit network.</p>	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		
7/1/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	<p>I do not support the plan for adding multiple toll lanes because of the environmental impact, loss of human and animal habitats, parks, and resultant disturbance to the area during and after completion of the project. Consideration of alternate solutions and a reassessment that accounts for the recent and likely lasting changes to the way that people work, commute, and live should be undertaken. Please do not make me regret my first home purchase. There must be a different path forward.</p>	

7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Sadly, adding more roads/lanes never solves the problem. We need more alternatives to driving, including Bus Rapid Transit. And we need more Transit-Oriented Development. Build more housing near transportation hubs!	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be destructive to neighborhoods, parks, tree canopy and streams and would still leave drivers stuck in traffic or paying high tolls. Transit-oriented projects in Prince George's County and eastern Montgomery County would be a better alternative in addressing the E-W jobs imbalance.	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan adds confusion with additional lane changing, ugliness with excessive signs, and separate lanes for the wealthy. Why not add more commuter parking lots and bus routes along 270?	
7/1/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree		
7/1/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This entire project is going to put the climate in further jeopardy, our settled communities carved up and damaged, and our fiscal health subject to the whims of a private corporation for five decades ahead. All evidence suggests that the benefit is illusionary, and traffic will be as great or greater of a problem in a very short time. We need to offer alternatives to private automobile reliance, and discourage more and more cars being on the road. The plan to widen roads will do harm and is most self-destructive. It needs to be scrapped completely. Future generations will either thank you or curse you for the conditions that will be created if the project is allowed to proceed.	Arlene Montemarano
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We have exceeded most of the planetary boundaries, per a recent Nature article. The least	Jim Laursen

				we need is more roads! We need to power down enormously and stop destroying our only home.	
7/2/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	Mid county highway extended has been removed from vision 2045. There is no need for widening Middlebrook Road ext. It goes nowhere	Margaret Schoap
7/2/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on 355 has been a master plan for 13 years. It needs to be finished with dedicated lanes and be the priority transportation project for Upcounty.	Margaret Schoap
7/2/2023	I-270"	Advocacy organization	Strongly disagree	I have reversible lanes on 270 and no toll lanes	Margaret Schoap
7/2/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has been very poorly devised and implemented so far. It will NOT improve existing transportation issues. There many things that were short-circuited to get to point that exists. A lot of information has not been released to the public as is should be and required. Alternatives which would help with the transportations were ignored or tossed aside. This entire project needs to "go back to the drawing board" and start from the very beginning with much more public input and not hide information from the public.	
7/5/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/5/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/5/2023	Middlebrook Road		Strongly disagree		

	Extended Widening				
7/5/2023	MD 28/MD 198 Corridor Study			MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built	
7/5/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
7/5/2023	Op Lanes Maryland Phase 1		Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Garbage idea that will increase emissions and damage the environment. Focus on expanding public transit and incentivizing telework.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This expansion is terrible start to finish. Scrap the plan!	G Magary
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We need to fund transit and work to reduce traffic. Our environment desperately needs this change! The earth is warning quickly, even faster than anticipated.	
7/9/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Critical for the goal of reducing traffic. We must implement mass transit alternatives. The entire Clarksburg development was based on the development of the CCT.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Need less cars on the road, and less toll lanes too	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening already wide interstates isn't sustainable and brings air and noise pollution farther into our communities surrounding the	

				road. Toll lanes are attractive only if the free lanes are congested.	
7/9/2023	MARC Improvements	News/media	Strongly agree	We need more rail between Baltimore and Washington, DC. With the road congestion there, we need more options.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Toll lanes are not the answer to traffic problems; studies and real life examples prove this. Not to mention the environmental impact of building them is too high.	
7/9/2023	I-270 Innovative Congestion Management (I-495-270 and American Legion Bridge Expansion)	Advocacy organization	Strongly disagree	Climate change is not countered, environmental justice is unequal, I'm opposed to OPP lanes tolls, Moses Hall Cemetery destruction, National Park and Plummers Island destruction	Robert Soreng
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Expanding the Beltway is not a 21 century solution to the transportation problems of our region. It will increase the number of cars on the road and further damage our environment in other ways.	Betsy Devlin-Foltz
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expansion of I270 & I495 lanes are destructive of the long term well being of Maryland and the country. If anything an existing lane on each should be closed to cars & trucks and made rapid transit only lanes. This would be the right direction for Maryland.	Riley Casey
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Nothing about this plan prepares Maryland for a future where cars don't reign supreme. The only way to get to that point is to start building alternatives. Transit options that are convenient, frequent, reliable, and affordable will be used and would allow people to ditch their cars. Subsidize	Sarah Lanning

				transit at least as much as roads are subsidized. Furthermore, if there must be toll lanes, the state should own and operate them for the good of the state - not private company shareholders. If that means issuing bonds to pay for them, do it.	
7/9/2023	I-270 Innovative Congestion Management		Agree		
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Shortsighted, wrongly situated	
7/9/2023	I-270"		Strongly disagree	No tolls	
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Additional lanes will increase car traffic and greenhouse gasses not reduce them. Alternate ways to reduce congestion and gas emissions have been repeatedly put to government officials but largely ignored. No matter how many lanes are built, they will always be full of cars.	Rici Rutkoff
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Ineffective solution to the traffic problem. Will have no positive impact. Will only destroy environment, communities, and displace marginalized people.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I do not support expanding toll lanes, losing park and other lands, and increasing pollution.	

7/9/2023	Op Lanes Maryland Phase 1 (Lexus lanes for the rich.)	News/media	Strongly disagree	There are a large number of downsides associated with this proposal, and they are well known. One is that it is divisive and un-American to build semi-exclusive lanes for the wealthy on a PUBLIC right-of-way. Only the richest citizens would be able to use the proposed HOT/Lexus lanes on a regular basis. This proposal is the equivalent of allowing a corporation to build new wings on public schools, and then charge tuition high enough that the class sizes would remain small – say 15 students per teacher. Like our public schools, public roads should be available to ALL. If a corporation wants to build toll lanes, they can purchase the necessary land; get all the permits; and pay for the surveying, engineering, and construction. Then they can charge what the market will bear. But not with a pre-existing public highway. I-270 belongs to the public, all of us. It should continue to be funded by motor fuel taxes.	Sherman Johnson
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project was not done correctly with transparency. The decision to go with this project was arbitrary and NOT based on the facts. In addition, minimal public input was asked until many advocacy groups raised the issue. It was very political. With the Covid experience, the entire project needs to be started again from the very beginning to include an unbiased and non political view of ALL options!	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Severely harm the health and wellness of humans, animals, plants through years of construction, noise, pollution. Increase the number of cars on the roads instead of working towards less vehicle dependent alternatives.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<a href="https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/">https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/</a> The project won't alleviate congestion long term, will be hugely expensive,	

				and will have significant negative environmental and social impacts.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Will degrade environment, and add to further congestion through induced demand. Do not carry out at all.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	NO more highway expansion until transit/rail capacity is raised to a comparable level of service. We need balanced transportation options, not continually paving the earth.	Robert McGuire
7/10/2023	I-270" (I-495 expansion)	News/media (Washington Post)	Strongly disagree	Toll lanes and road expansion will only increase traffic, add to pollution, and destroy neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	My city council member	Strongly disagree	This project has been in the works for years. Time and again it has been shown to be environmentally dangerous, economically unsound, and an utterly inequitable approach to transportation planning.	
7/10/2023	I-270 Innovative Congestion Management	News/media (I see it in action on 270)	Strongly agree	Assuming this means entrance/exit ramp management, reversible lanes, and other alternatives to laying more concrete and, charging tolls, I strongly support this public-funded effort.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Disaster	steve shapiro
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree	There are other, more environmentally responsible means of improving travel times for necessary vehicle travel, other than expanding highways. This project would be ineffective, inequitable, and environmentally disastrous.	John Holden
7/10/2023	US 29 Corridor		Strongly disagree	The TPB should reject the \$124 million project -- approved in Fall 2022 by a 'lame duck' Montgomery County Council -- that would place two BRT-only lanes down the middle of US 29. This "MEDIAN Lane option" was studied, along with a "MANAGED Lane option." As noted in a County Council staff memo, "the Managed Lane option would be \$42.1 million (34%) less than the	John Holden

				Median Lane option,” and “the Managed Lane option is clearly superior in nearly every meaningful metric.” The Managed Lane option would also benefit ALL buses, including Metro, RideOn, and school buses, and not just BRT buses (as in the Median Lane option).	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding toll lanes to I-270 and the Beltway would be an environmental catastrophe and a financial boondoggle.	Steve Bruns
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Studies show the extra lanes will only add to more cars on the road. As a resident of a neighborhood impacted by this proposed expansion, I strongly oppose the added noise and pollution it will add to my home while at the same time harming the environment. Please focus on other initiatives to increase use of public transit options instead of adding more cars to an already congested beltway.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	More investment in public transit, less in traffic that will only increase congestion, contribute to climate change.	Geoff Thale
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Kathy Schmidt
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Hank Schmidt
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/10/2023	Op Lanes Maryland Phase 1	I have known about this proposed project for years.	Strongly disagree	Not needed, wrong approach for the future, disastrous for our environment and Maryland's future goals	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This plan will result in horrendous environmental consequences to our area. Our area should promote more public transportation and	Randi Field

				teleworking, NOT more cars. Our earth is at a tipping point and this project is reckless, ridiculously costly, and destructive.	
7/10/2023	Op Lanes Maryland Phase 1 (I-495/I-270 toll lanes)	News/media	Strongly disagree	Expanding highways, hurting the environment, uprooting people from their homes, and adding "expensive" toll roads has already been proven not to work (most recently in Virginia). Try other means as the public is very much against this solution.	Barbara Scott
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Funds committed to this project would benefit a third party contractor and not residents, businesses, or families. Please consider financial burdens on county residents (who use 270 regularly, multiple times daily, and rely on it) and environmental impacts as well.	Karen Olk
7/10/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Development of a road connecting Rockville's Gude Dr to Carnation Dr (via the Rockville Senior center parking lot) would be detrimental to the renowned Senior Center as well as the Woodley Gardens and College Gardens neighborhoods as a whole. These long-standing neighborhoods are one of the first in the DC area and currently home to a large number of young families in (what until recently was) affordable homes in Montgomery County. A "cut through" from Gude Dr would endanger the children in this neighborhood and effect quality of life and limb. Hundreds of families have their lives and life savings invested in these neighborhoods due in large part to the relative safety of the streets, low speed limits, limited access points which will be immediately and irrevocably annihilated by providing an alternate route to avoid 270 tolls. All local businesses and commuters avoiding 270 tolls will use local roads and endanger these families. Please reconsider this portion of future planning	Karen Olk

				as it will not offer benefit to our county, our city, or our neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We will never meet climate goals with more highways. Spend transportation budgets on mass transit, bicycle and micro mobility projects instead.	Paul Daisey
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project will increase vehicle traffic in an area where transit options should be increased.	Carol Schatz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Building toll lanes is a misguided transportation project from a fiscal, environmental, and practical standpoint.	John Kunz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan will increase traffic on the highways, thus increasing greenhouse gas emissions. Many studies have shown that increasing the number of highway lanes leads at best to a temporary decrease in congestion followed by more cars on the road and gridlock again. Find environmentally safe transit alternatives	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project will not help meet air quality goals. The project will not alleviate highway crowding in the long term. The project's environmental, personal property, and cultural/historical impacts are too detrimental. Evidence shows that similar projects haven't worked well elsewhere. It is a <u>_really_</u> bad idea!	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More concrete roadway will only result in more cars, more air pollution, more traffic deaths, more noise. Instead adopt/encourage the many other approaches to improving traffic congestion.	Stephanie Land
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This project is ill-conceived and will not provide overall improvements to our transportation network. Instead, it will wreak havoc on the environment and destroy neighborhoods, especially in Rockville where I270 follows the Watts Branch and Cabin John watersheds. It will only benefit those who are willing to pay tolls and	Wendy Aaronson

				that benefit is a marginal decrease in time on the road. Look at the ICC. It is overbuilt for the amount of use it gets and I495 is still a mess. Look at the VA toll lanes on I95. Folks prefer to sit in traffic instead of pay the toll. Meanwhile, VA has taken down thousands of trees. It is ugly. We're lucky we are in a drought or we would probably see mudslides and sinkholes. The American Legion Bridge could be improved for safety reasons, but don't encourage more driving with expansion of I495 and I270. This project should be removed from the long range transportation plan. There are far more important projects to focus on than this shoot from the hip solution by our former governor.	
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Private toll lanes are the wrong approach. If the public does not support toll lanes enough to fund them publicly up front, they should not be built. It is corrupt or at best paternalistic to suppose that the public will be glad to fund the levitate profits on the toll lanes with their toll money when the public clearly does not support up-front financing with a bond. We don't need more lanes. We need better growth management.	
7/11/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Rather than widening highways to accommodate more traffic, we need to expand the use of more alternate transportation options, such as buses. Also, highways tear up a natural landscape affecting all life and groundwater nearby.	Sandra Roberts
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/11/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction	News/media	Strongly agree		

7/11/2023	Op Lanes Maryland Phase 1	live near the proposed project	Strongly disagree	Every day now the news is dominated by climate-related disasters which will only intensify if a huge, controversial construction project like this is allowed to proceed. Amazing to me that it is still (sort of) alive.	Ross Capon
7/11/2023	Brunswick Line	have ridden the trains many times	Strongly agree	The region desperately needs better public transportation, which includes more frequent service on the MARC Brunswick and Camden Lines. The pandemic has marginalized rush-hour-only services, so it is important that MARC trains run all day.	Ross Capon
7/12/2023	Op Lanes Maryland Phase 1	Advocacy organization (Newspaper)	Strongly disagree	After reading about this plan I believe that it will be a significant factor preventing MD from reaching important climate control goals. We need to focus on a viable public transport system, safe walking and bike paths and more opportunities for remote work.	Lonni Millman
7/12/2023	Op Lanes Maryland Phase 1 (Beltway Expansion)	News/media	Disagree	As someone who regularly travels along the Beltway and within the Beltway and who has lived/travelled in other major metropolitan areas, I don't see expanding the Beltway as a good idea to minimize traffic, instead the back up on the feeder roads like Georgia and Connecticut will only get worse, more folks will move to outer suburbs and later will demands more roads from those of us who chose to live closer to our jobs and/or use public transportation. More roads will only lead to more congestion.	
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project has been shown to not resolve the long range transportation needs of our region. We need more public transport investment, and we need leaders who will think about things differently and be ambitious about solutions.	Katherine Woods

7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We need to increase transit and remote work and reduce vehicle miles traveled.	Mary Beaudoin
7/12/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly disagree	If these interchange improvements include putting a dedicated Median lane for BRT on Rte. 29, then this is a terrible option. Studies show that this is a much worse option than the Managed Lane option in terms of cost and congestion.	Mary Beaudoin
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Would be harmful to those most needing low cost transit and the environment. We need better low cost public transportation and fewer cars on road, not bloated profits for proprietary companies and more congestion.	Marianne Follingstad
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Express toll lanes do not do enough to resolve congestion and highway expansion is not what this region needs. Public transit-oriented development is less destructive to existing neighborhoods and the environment and needs to be explored for the region first.	
7/20/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The I-270 toll-lane project is not good for Woodley Gardens, Rockville, Montgomery County and for Maryland taxpayers. No version to the toll-lane plan will help Montgomery County residents. This plan was devised to maximize profits for a private contractor. We have 12 lanes of traffic (north and southbound) in Rockville and more lanes will not help the traffic flow when the bottlenecks are elsewhere. The majority of highway users will be worse off than they are now if this toll-plan moves ahead. The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Montgomery County. The toll roads will not address the need to move toward better public	Jeanine Gould-Kostka

				transportation options. The toll lanes will increase traffic in many neighborhoods by opening additional ramps for toll users. Our neighborhoods will be negatively impacted and the state has not laid out any plan to help with noise abatement. Please reject the toll-lane plan and to focus on sustainable and equitable options.	
7/20/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree		Rodolfo Pérez
7/20/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This project evolved from a DEIS and FEIS process that excluded any alternatives to adding the toll lanes. For example, before deciding to add more lanes to I-270 why not improve the MARC rail service that is PARALLEL to I-270?	Rodolfo Pérez
7/21/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Widening the Beltway in any form is not a solution to traffic congestion. The solution rather involves focusing on enhancing public transportation. on any given day at any time no matter how many lanes there are, one car or truck crash is all it takes to bring traffic to a standstill and providing more lanes only increases that inevitability. The beltway was NEVER meant to be for commuters. It was intended to BYPASS Washington DC. As such we need better options for commuters other than cars.	Deborah beebe
7/29/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The MD expansion of I-495/270 as currently proposed needs to be removed from the region's CLRP, as it is not consistent with TPB's policies. The project would be destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. MDOT failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the	Bill Pugh, Coalition for Smarter Growth

				East-West jobs imbalance, along with transit, HOV, telecommuting, and other travel demand management measures. MDOT has also not studied options for congestion pricing and usage fees that do not expand lane capacity and that address equity for lower-income drivers. These other alternatives and issues need to be studied first before the failed project is put back into the CLRP. Various studies (some noted in a review by TPB) show that induced demand is a real issue for express lane projects that increase total lane capacity, likely increasing VMT and GHG emissions.	
8/8/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
8/14/2023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	MD 355 Bus Rapid Transit is a critically important project for mobility on one of Montgomery County's most heavily used bus corridors. It is one of the highest-priority, highest-value projects in the transportation plan, and I urge the COG and county leaders to deliver the service enhancements as soon as possible.	Stewart Mader
8/14/2023	Brunswick Line	Project webpage	Strongly agree	Increasing service frequency on the Brunswick Line is one of the best ways Montgomery County, Maryland, and regional leaders can take advantage of existing rail infrastructure to provide more high-quality transit service to a variety of communities, including communities that are underserved by transit.	Stewart Mader
9/5/2023	Addison Road I	Project webpage	Strongly disagree	The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit. As designed, this project would expand already wide and unsafe roads, making safe access to the Blue Line station even harder	Bill Pugh

				and undermining efforts to create walkable neighborhoods near transit.	
9/5/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	This unnecessary widening project should be removed, especially with the suspension of the M-83 project and its removal from Visualize 2045. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	Bill Pugh
9/5/2023	MD 28/MD 198 Corridor Study	Friend/colleague	Strongly disagree	Remove from Visualize 2050. Note that MDOT, when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	Bill Pugh
9/5/2023	Montrose Parkway	Friend/colleague	Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT. The project is not consistent with TPB's policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	Bill Pugh
9/5/2023	US 29 Corridor	Friend/colleague	Strongly disagree	Remove from Visualize 2050. The project proposes a \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to	Bill Pugh

				transit. Also, it would divert resources from TPB's identified priority strategies and is inconsistent with TPB's policy goal to "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	
9/5/2023	Bus Rapid Transit: US 29 - Phase 2	Friend/colleague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	MD 650 New Hampshire Avenue BRT	Friend/colleague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Friend/colleague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Friend/colleague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	Veirs Mill Bus Rapid Transit	Friend/colleague	Strongly agree	The project supports multiple TPB goals and strategies, including the aspirational initiative to "Expand Bus Rapid Transit and Transitways."	Bill Pugh
9/5/2023	MARC Improvements	Project webpage	Strongly agree	The project provides necessary improvements for the overall safety and quality of MARC. It supports multiple TPB goals and strategies.	Bill Pugh
9/18/2023	MD 355 Bus Rapid Transit	Project webpage	Strongly agree	355 as it is now is unpleasant and ineffective at transporting drivers, pedestrians, and cyclists. Having BRT that doesn't get stuck in the same traffic as private vehicles during rush hour would be an amazing option for people to travel through	

				the county without having to suffer through/contribute to traffic.	
9/22/2023	Addison Road I	Advocacy organization	Strongly agree	ldk	
10/2/2023	US 15 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	I-70/US 40 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	MD 85 Corridor	Advocacy organization	Strongly disagree	has unnecessary capacity expansion components	Rebekah King
10/2/2023	MARC Improvements	Advocacy organization	Strongly agree	Would love to see the MARC improved and service expanded. Such a great way to utilize existing infrastructure and take cars off the roads.	Rebekah King
10/2/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and	Rebekah King
10/2/2023	MARC Improvements	Advocacy organization	Strongly agree	I support the expansion of MARC service, including 2-way transit that is not restricted to south, southeast travel in the morning in the direction of DC, but allows access to jobs and shopping in upper Montgomery County and Frederick. I also support MARC Brunswick line transit to Western Maryland that will preclude driving. MARC should not only support occupational traffic but also tourism, siteseeing, and recreational opportunities along the rail line.. The prevalence of train travel will reduce MVT and correspond with the goal of reducing greenhouse gas emissions largely connected to the transportation sector.	Gail B Landy

10/2/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
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**Table 4. Maryland Project Suggestions**

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
6/13/2023	More transit of every kind should be included instead of roads.	
6/14/2023	Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters.	Brian Robinson
6/14/2023	We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county.	Ethan Goffman
6/14/2023	All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy.	Jacob Allen Barker
6/14/2023	I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option.	Andrea Cimino
6/14/2023	ICC extension to Baltimore Washington Parkway to redesignate as 495	Steve Warner
6/14/2023	Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses,	Roselie Bright

	<p>passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth.</p>	
6/14/2023	Please finish the Purple Line! Thank You!	Nic Kotschoubey
6/19/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Alex Demarais
6/19/2023	Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe	
6/24/2023	a light rail line from the end of the Red line metro to at least Frederick, could possibly be linked to the purple line	Bob R
6/25/2023	Get the speeding, racing, threatening, treacherous, law ignoring idiots off the roads so they stop killing decent people. Give the police and legal system power to prosecute.	Mary
6/25/2023	Road diets for safety. On arterial highways with narrow sidewalks located at the curb, the motor vehicle lane adjoining the sidewalk must be removed for safety reasons, as was recently done on Old Georgetown Road (MD187). Highways needing this treatment include US29 from White Oak south, Georgia Avenue from Bel Pre Road south, University Blvd, MD355 in Gaithersburg, parts of Connecticut Ave, etc.	
6/25/2023	Please shift funding from road-building to making the ones we have safer for everyone, that is, for pedestrians and cyclists as well as for cars, and to transit projects that support transit-oriented communities with safe, convenient walking and biking access to that transit. We can't afford to go another 25 years making the same mistakes that have led us to the current degraded environment and climate crisis.	Anne Ambler
6/26/2023	Light rail that runs on the entire capital beltway loop. More bike lanes. More Bus Rapid Transit. No road expansions and no toll lanes. More dedicated bus lanes. More frequent, better, sustainable, and reliable public transit options. We need to aggressively put in more and more diverse public transit options and actively work to decrease cars.	
6/26/2023	Countywide package of walking and biking safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops.	Shannon Shea
6/27/2023	Promote growth around metro stops to increase density in areas that can support it and have substantial access to public transportation. The white flint mall has sat vacant for years now despite taking up a ton of space right near a metro stop. This region, and the metro owned land adjacent to the North Bethesda stop	Jacob Goldberg

	should be prioritized for high density growth to promote the area. Proximity to the metro with easy access to Rockville, Bethesda, and DC should make this area highly desirable, and the longer these spaces remain unused the more we continue to lack substantial housing supply for those who need it	
6/27/2023	Op Lanes Maryland	Gail Landy
6/28/2023	Just eliminate projects that simply encourage more vehicles on the road. Light rail should be the only alternative.	John Fay
6/28/2023	North Bethesda Transitway BRT, Randolph Road Corridor BRT, Veirs Mill BRT, packages of access improvements for walking and biking at Metro, MARC and BRT stations, and walking, biking and safety improvements in older neighborhoods lacking safe ways to walk, bike and access bus stops	Brian Ditzler
6/29/2023	YES! I visualize 2050 as a year by which we will have a functioning Purple Line, a thriving MARC, WMATA, and express buses all ferrying folks to and fro efficiently, and creative solutions to auto traffic (reversible lanes, high tolls to pay for lane maintenance to further disincentivize private auto highway use, and charges for commercial trucking, etc). My real dream would be an elevated train circling the Beltway and making all the exit stops, where folks could connect with a fuel-efficient or electrified fleet of buses to take them to their destination.	Nan Wellins
6/29/2023	WMATA bus priority projects such as Silver Hill Rd, Morgan Blvd Metro complete streets, Prince George's county packages of Metro, MARC and bus transfer station access improvements for walking, biking, local street connectivity and safety, Prince George's County-wide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Brendan Wray
6/30/2023	ALL BRT proposals must be incorporated into a workable network across the region. This is the only way to provide workers a way of commuting in a reasonable amount of time and cost.	Patty McGrath
6/30/2023	We need a complete overhaul of bus service making it QUICK and cost effective. Here are some of the BRT proposals for Maryland which I fully support: Bus Rapid Transit US 29 MD 355 Bus Rapid Transit MD 650 New Hampshire Avenue BRT North Bethesda Transitway Bus Rapid Transit (BRT) Project Randolph Road Corridor Bus Rapid Transit (BRT) Project Veirs Mill Bus Rapid Transit	Patty McGrath
6/30/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Frances Stewart
6/30/2023	On 270 - more well designed, public transit, rapid rail, monorail.	sylvia diss
6/30/2023	More transit is needed	nanci wilkinson
7/1/2023	Extend metro stations all the way to Frederick, or build high speed rail between Frederick and metro stations.	
7/5/2023	- Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safety - Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	
7/9/2023	RED LINE IN BALTIMORE, MORE MARC TRAINS FROM NORTH AND SOUTH OF DC, MORE BIKE AND PEDESTRIAN ACCESS, SUPPORT MORE TELEWORKING, SUPORT MASS TRANSIT GENERALLY	Robert Soreng

7/10/2023	Please consider widening 270 at the existing 2 -lane bottle neck before burdening businesses and residents with tolls benefitting only third-parties.	Karen Olk
7/11/2023	Provide a transit connection to the Baltimore Washington International Airport. We used to have a Metro Bus. We need to be able to reach an important airport via public transit.	
7/20/2023	Large investment in sustainable and equitable transportation! <a href="#">Link here.</a>	Jeanine Gould-Kostka
7/20/2023	All day MARC service to improve the I-270 corridor mobility	Rodolfo Pérez
9/5/2023	Keep out of Visualize 2050 the proposed I-495/Medical Center interchange project in Prince George's County near Downtown Largo Metro. The project would expand the interchange and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Downtown Largo neighborhood. The project is not consistent with TPB's policy framework. For example, it conflicts with TPB's aspirational initiative to improve walk and bike access to transit.	Bill Pugh
9/5/2023	Packages of Metrorail, MARC, Purple Line, and BRT station access improvements for walking, biking, local street connectivity and safety.	Bill Pugh
9/13/2023	Rapid transit network in Montgomery and PG County	Mostafa Elnahass
9/16/2023	MARC Train ROW acquisition from Freight rail	Mostafa Elnahass
9/16/2023	MARC train electrification	Mostafa Elnahass
10/2/2023	Countywide and City packages of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Rebekah King

**Table 5. Virginia Project Comment**

	<b>Project</b>	<b>How did you learn about this project?</b>	<b>I support this project's inclusion in Visualize 2050?</b>	<b>Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.</b>	<b>Name</b>
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		

2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects--both outside and inside the Beltway--have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	
3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick

3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	
3/14/2023	VA 7, Widen, any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell
3/15/2023	VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals.		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	

3/15/2023	Duke Street BRT Design & Construction	Project webpage, i live in the Duke St corridor	Strongly agree	BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding	Alex Goyette
3/16/2023	Richmond Highway Corridor Improvements	Fairfax County Alert	Strongly agree		
3/22/2023	Route 1 Improvements, CE2161	Project webpage	Disagree	Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed.	Mark Scheufler

3/22/2023	Rippon Boulevard Extension	Project webpage	Strongly agree	Update Project Description to future scope	Mark Scheufler
3/22/2023	Wellington Road Improvements	Project webpage	Neutral	CE3695 - Update Project Description to future scope/Combine with CE2145	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE1942 - Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler

3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Disagree	CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement <a href="https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf">https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf</a>	Mark Scheufler
3/22/2023	Catharpin Road, Widening	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	McGraws Corner Drive	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Vint Hill Road Improvements	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	John Marshall Widening		Disagree	CE3694 - Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	Dale City Parkway Node New Through Boulevard	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	Recommend Route 29 Alternate Alignment	Mark Scheufler
3/22/2023	US 15 Improvements		Neutral	CE3162 - Combine with CE1803	Mark Scheufler

4/25/2023	US 15 Improvements	Project webpage	Strongly agree	I'm assuming this is the project to widen US 15 and build a railroad overpass near the Town of Haymarket (CE1803). If not, please file these comments under that project. This is a badly overdue project that causes both congestion and safety issues to this day. Traffic on this stretch of US 15 has grown significantly over the last 10 years and it not only serves as a 2-lane bottleneck on a 4-lane road, but also a high-risk area due to the at-grade railroad crossing. This project would go a long way in lessening both congestion and injuries/fatalities.	
4/25/2023	John Marshall Widening	Project webpage	Strongly agree		
5/30/2023	Rte 7 Corridor Improvements - Phase 2		Agree	The Sierra Club Virginia Chapter asks that the Transportation Planning Board create a Visualize 2050 plan that reflects the goals of regional, state and local planners, and the desires of residents. For example: <ul style="list-style-type: none"> <li>• The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed.</li> <li>• The TPB's climate study showed that the region must shift far more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target.</li> <li>• Virginia's Transportation Plan</li> </ul>	

				<p>(VTrans) includes objectives to reduce per-capita vehicle miles traveled, reduce transportation-related NOX, VOC, PM, and CO emissions, and increase the number of trips traveled by active transportation (bicycling and walking.)</p> <ul style="list-style-type: none"> <li>• Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars.</li> <li>• Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car.</li> </ul> <p>Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p>	
5/30/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	<p>In their final report to City Council, the DSIM Advisory Group stated that "The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.</p>	Jonathan Krall

5/30/2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colleague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	

5/31/2023	DASH Service Expansion	Advocacy organization	Strongly agree	DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region	
5/31/2023	Croson Lane widening	projects listed here	Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Devlin Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Lee Highway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Liberia Avenue widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions.	

				road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Grant Avenue Road Diet		Strongly agree		
5/31/2023	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Magarity Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Rolling Road widening project		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Route 15 North Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 29 Widening Project (ECL City of		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term,	

	Fairfax (vic. Nutley St.) to Capital Beltway)			but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	West End Transitway		Strongly agree		
5/31/2023	VA 123 Widening (Fairfax)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VA 123 Widening (Prince William)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 1 Bus Rapid Transit		Strongly agree		
5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		

6/14/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/14/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)	Project webpage	Strongly disagree	Fairfax County and the greater region need to stop widening roads for congestion relief. Solutions to traffic are not solved with widening. Other ideas such as transit, active transportation infrastructure, and providing alternative routes by creating new streets and grids of streets creates a more sustainable and resilient system. Stop wasting money and degrading the environment.	JoAnne Fiebe
6/14/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		
6/14/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Advocacy organization	Strongly agree		
6/14/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
6/14/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access	Advocacy organization	Strongly agree		

	Improvements - Phase II				
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Improved passenger rail service over long bridge is long overdue. This needs to be a priority for the region.	
6/14/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I am most interested in the bike-pedestrian bridge to be connected between Long Bridge Park and East and West Potomac Parks. We need more ways to get safely between MD and Virginia on foot and by bicycle. It would allow for recreation, commuting, and economic opportunities, as Marylanders could bike to dinner in VA, and vice versa.	Brian Robinson
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link	George Hite
6/14/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree		
6/14/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree		
6/14/2023	West End Transitway	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree	Strong agree with inclusion of the new bridge to add 2 new tracks to the Long Bridge railway crossing of the Potomac. This should be of the utmost priority. If there is a funding question, I would suggest adding congestion toll pricing to I395 inside the beltway.	Paul Brown
6/14/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-	

				centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	VA 7 (Second Potomac River Metrorail crossing)	News/media	Strongly agree	To promote sustainable development and transport and redevelop auto-centric strip malls, we need to expand metro. Metro has three lines running under Rosslyn to Downtown DC and one can be separated out to run on a new route to downtown - ideally via Rte 7 from Tysons to Alexandria/Pentagon and then crossing into DC. A new metro crossing would help metro be more competitive with the auto and decongest the Rosslyn River crossing.	
6/14/2023	Boone Blvd Extension	Advocacy organization	Strongly disagree	We do not need more roads to solve the issue of too many cars/traffic. There should be more dedicated alternative methods of getting people around. Such as bike lanes instead to help people move around without needing a car. More revenue can be generated from bike rental stations and/or scooter stations such as those found in DC.	
6/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	This plan should be removed. Instead build infrastructure for alternative ways to move people around such as bike lanes, dedicated bus-only lanes, or even trains running through the median.	
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree	This is a great way to reduce traffic, give people alternative ways to get around.	

6/14/2023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly disagree	Remove this plan. It's already congested enough, adding more lanes will add more cars. With Eisenhower Ave being so close to the metro, there is a unique opportunity to increase funding to maintain, improve service, and expand our transit network. Widening roads divides neighborhoods, makes it more dangerous for people to walk, and ultimately disrupts communities as they are more disconnected.	Andy
6/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	Remove this plan. Widening roads will only bring more cars, congestion, pollution and division of northern virginia communities. There should be an increase funding to maintain, improve service, and expand our transit network. A transit system running up and down fairfax county parkway would alleviate a lot of traffic, lessen car dependency, increase a sense of community, make streets safer and save people a lot of time not stuck in terrible polluting traffic.	Andy
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Friend/colleague	Agree	While I support it, there should not be any road widenings which would increase congestion. Focus on more bike lanes and providing alternative mdoes of people getting across such as bus-only lanes. You can also build bike-rental and scooter rental stations.	Andy
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree	A dedicated transit center sounds great. There should be constructed bike lanes to help people get around in other methods. We need to increase access to jobs by transit, and address regional equity	Andy
6/14/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	This should be cancelled. This would leave most people stuck in traffic, destroy more nature. This plan failed to examine more effective alternatives that begin with transit-oriented development. There needs to be more alternatives than having to own a car!	Andy

6/14/2023	Long Bridge VA - DC		Strongly agree	This is a great project to increase transit efficiency, and help people move around without needing a car. This is a great shift of funding from wasteful highway and road expansion projects to alternative methods of moving around (walking, biking, transit).	
6/14/2023	Route 1 Improvements		Strongly disagree	This should be canceled. Widening roads will not solve congestion or traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change.	
6/14/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic, unsafer roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	VA 28 Widening	Advocacy organization	Strongly disagree	Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafer highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development!	
6/14/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafer roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit.	
6/14/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where	

				they need to, find jobs in new cities. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change	
6/14/2023	Dulles Airport Access Road Project	Friend/colleague	Strongly disagree	This plan should be removed. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in more transit-oriented development and providing an alternative to driving! Build more train tracks, more dedicated bike lanes, trams, trolleys, etc. People should be able to move around without needing a car. Stop wasting our tax money on roads we can't use unless we buy a car.	
6/14/2023	New Guinea Road, Construct	Friend/colleague	Strongly disagree	Adding more lanes to the road will make them less safe in our community! Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in dedicated bike lanes in the beautiful new guinea road so people can get around without needing a car!	
6/14/2023	Reston Parkway Improvements	Friend/colleague	Strongly disagree	Cancel this plan. Widening roads will only create more congestion, traffic, create less safe streets, and separate our community. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Create dedicated, safe bike lanes instead, or bus-only lanes, or bus-rapid transit system.	
6/14/2023	Telegraph Road widening	Neighborhood/civic association	Strongly disagree	This plan should be scrapped. Widening roads only leads to induced demand. There will be more congestion, more unsafe streets for our kids, more	

				pollution, and more people stuck in traffic. Increase funding to maintain, improve service, and expand our transit network Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	We cannot widen our way out of traffic. Putting more space for cars is antithetical to mitigating climate change. Stop that right now.	Kripa Patwardhan
6/14/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Stop widening roads! This is antithetical to combatting climate change. What we need is LESS space for cars.	Kripa Patwardhan
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Nic Kotschoubey
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Helps with commuting, long-distance travel, freight, pedestrian and bicycle travel.	
6/15/2023	Long Bridge VA - DC		Strongly agree	This is a crucial project to improve rail passenger service on the East Coast. It will also add iconic new pedestrian and bicycle facilities.	
6/15/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		B. Morrow
6/15/2023	DASH Service Expansion	Neighborhood/civic association	Strongly agree		B. Morrow
6/15/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree		B. Morrow
6/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	It is the most critical project to improve mobility between VA and DC.	John Burke
6/15/2023	Soapstone Drive Connector	News/media	Strongly agree	Soapstone Drive Connector will help create an additional option to cross the Dulles Toll Road, connect North and South Reston, and support transit-oriented development.	
6/15/2023	I-95 Express Lane Extension to Fredericksburg	News/media	Strongly agree	Traffic is really bad on I-95. The express lanes work wonderfully. It would be great to see this expanded further.	

6/15/2023	Greensboro Drive Extension	Project webpage	Agree	Need to continue to create more of a grid of roads in Tysons.	
6/15/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly agree	Need to complete the Route 7 expansion project - it has been ongoing for years and needs to be complete. Capacity is needed and addition of bike/ped path, better bus stops, and sound walls are great.	
6/15/2023	Dulles Airport Access Road Project		Strongly disagree	I have never seen the Dulles Airport Access Road congested, and it is unconscionable that the Airports Authority would use toll road funds to widen the access road that is only for airport users who pay nothing. The Airports Authority has dramatically increased tolls over the past years, has stopped transit buses from using the Airport Access Road, and now wants to make this inaccessible road for commuters even wider, likely using the tolls we pay. No, this is not right. The only way the Airport Access Road should be allowed to be widened is if it is converted to be like the Express Lanes and allow HOV-3 to use these lanes for free. This should be made part of the Express Lanes network with HOV-3 able to bypass the main toll plaza. Give commuters more options by expanding express bus services and helping to encourage carpooling as well.	
6/16/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
6/17/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line	Ram V
6/17/2023	Battlefield Park Bypass Project	News/media	Strongly disagree	This will encourage even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities	Ram V

6/17/2023	Sudley Road 3rd Lane, NB	News/media	Strongly disagree	This will increase traffic and cut down residential and wooded areas	Ram V
6/17/2023	Rte. 28 Bypass	News/media	Strongly disagree	increases traffic, better projects in the area to focus on	Ram V
6/17/2023	I-66 Improvements (FABB recommendations)	Advocacy organization	Strongly agree	Would like to see bike lane improvements A package of protected bike lanes as part of a region-wide bike lane and trail network. Shared-use side paths to complete bike network connections where on-road bike lanes cannot be installed. Pedestrian- and bicyclist-scale lighting along bike lanes, trails, and shared-use paths. Provisions (personnel, equipment, and funding) for long-term bike lane and trail maintenance, to include snow removal and regular sweeping. Package of intersection treatments (bicycle boxes, stop bars, lead signal indicators) to accompany new protected bike lanes. New and repaved roadways should include paved shoulders where bike lanes are not possible. Near term proposal for I-66 Trail (start immediately): Landscaping to separate trail from roadway and block noise and debris plus tree planting to provide shade. Medium term proposal: Install solar panel trail covers, where practical (I-66 and other trails abutting major highways) to provide power, shade, and rain protection	Matthew Henry
6/18/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Brian Lutenegger
6/18/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit (BRT) project)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Brian Lutenegger

6/19/2023	Long Bridge VA - DC	Advocacy organization (News Media)	Strongly agree	This project will provide an important new pedestrian and bicycle link.	Steven Ward
6/19/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities	Steven Ward
6/19/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this	Mary Crowe
6/19/2023	Shirley Gate Road Improvements	News/media	Strongly disagree	Just moved to the area and this road handles traffic well- better design than other roads in the area. Have been on it during commute time- it is not at capacity	Mary Crowe
6/19/2023	Fairfax County Parkway Improvements	News/media	Agree		Mary Crowe
6/19/2023	New Guinea Road, Construct	News/media	Strongly disagree	You'll be destroying important natural areas without really alleviating the problem	Mary Crowe
6/19/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	We need safe ways for folks to walk bike and scooter to access the metro	Mary Crowe
6/23/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and	Kevin O'Brien

				freight. It will also provide an important new pedestrian and bicycle link.	
6/23/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Transit-focused project that also includes robust bike and pedestrian improvements. Exactly how we need to be thinking about our key transportation corridors.	Kevin O'Brien
6/23/2023	DASH Service Expansion	Advocacy organization	Strongly agree	More transit is the answer.	Kevin O'Brien
6/23/2023	Alexandria 4th Track	Advocacy organization	Strongly agree	More rail capacity is critical to expanding transit options in the region and further downstate.	Kevin O'Brien
6/23/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line.	Kevin O'Brien
6/23/2023	Rte. 28 Bypass	Advocacy organization	Strongly disagree	No more highways.	Kevin O'Brien
6/23/2023	VA 7, Widen	Advocacy organization	Strongly disagree	We don't need wider highways. Invest limited dollars in transit, bike, and pedestrian improvements.	Kevin O'Brien
6/23/2023	Route 1 Improvements	Advocacy organization	Strongly disagree	Remove road widening and replace with high-capacity transit that is under study	Kevin O'Brien
6/23/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/23/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/23/2023	US 1 Bus Rapid Transit	News/media	Strongly agree		
6/25/2023	I-495 Improvements		Strongly disagree	It is destroying the ecosystem and the community. VDOT changed the plans after the EA was completed, dramatically increasing the environmental impacts of the project and removing planned mitigations. It is an abomination.	Claudia M OBrien
6/25/2023	Long Bridge VA - DC	Friend/colleague		Generally, I'd like climate-focused investments and not investments in projects that expand cars and GHGs	
6/25/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and	Stephen D'Alessio

				freight. It will also provide an important new pedestrian and bicycle link.	
6/25/2023	Long Bridge VA - DC	News/media	Strongly agree	Adding a new crossing for rail and walking will promote greater use of mass transit rather than cars and enhance the improvement of rail for the entire East Coast. This project is quite likely to slow the increase in GHG emitting forms of transportation for commuting as well as longer distance human and freight traffic	David Yaffe
6/25/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	The toll road has relatively recently been expanded. What is greatly needed is more projects that will enhance use of Metro for this corridor as well as greater bus access. There is no crying need (other than to pay off road bonds) to increase the number of cars on this path with the commensurate increase in GHG emissions, addition of more nonpermeable blacktop that increases stormwater runoff rather than better recharging of groundwater, etc. There are various proposed overpass projects that will enhance access to Metro or multimodal transportation that will be much more effective than widening roads.	David Yaffe
6/26/2023	I-495 Improvements	Neighborhood/civic association	Strongly disagree	This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling.	
6/27/2023	DASH Service Expansion		Strongly agree	We need to create more efficient ways of transporting people, and highway expansion just induces demand and sprawl.	
6/27/2023	Alexandria 4th Track		Strongly agree	We need to expand transit and alternative ways of getting places for those who don't and cannot drive. The fourth track will allow more frequent connections and increase viability of using VRE/Amtrak.	
6/27/2023	Alexandria Potomac Yard Metro Station		Strongly agree		

	Improvements, Including Southwest Entrance				
6/27/2023	Duke Street BRT Design & Construction		Strongly agree	We need a BRT to make travel down route 7 by bus more realistic.	
6/27/2023	Battlefield Parkway/Route 15 Bypass Interchange		Strongly disagree		
6/27/2023	Union Station to Georgetown Streetcar Line		Strongly agree		
6/27/2023	Catharpin Road, Widening		Strongly disagree		
6/27/2023	Dale Blvd HOV Lanes		Strongly disagree		
6/27/2023	Dulles Toll Road Expansion		Strongly disagree	Add more rail instead of expanding a toll road (which only induces car demand)	
6/27/2023	Dulles Airport Access Road Project		Strongly disagree		
6/27/2023	Farrington Connector		Strongly disagree		
6/27/2023	Eisenhower Valley Access and Circulation Improvements		Strongly disagree	Stop widening roads!	
6/27/2023	Fairfax County Parkway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Farmwell Road Intersection Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Franconia to Occoquan 3rd Track Project		Strongly agree		
6/27/2023	I-66 Improvements		Strongly disagree	Spend this money on transit, don't waste it on the highway	

6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need stronger a rail network. I am a retired scientist and the climate emergency is genuinely frightening	Jonathan Krall
6/27/2023	DASH Service Expansion	Friend/colleague	Strongly agree	We need stronger transit.	Jonathan Krall
6/27/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	We need strong transit. Car dependency is misery	Jonathan Krall
6/27/2023	Long Bridge VA - DC		Strongly agree	We need stronger rail networks. I hope this will include a bicycling/walking path	Jonathan Krall
6/27/2023	Herndon Metrorail Intermodal Access Improvements		Strongly agree		
6/27/2023	Herndon Metrorail Intermodal Access Improvements - Phase II		Strongly agree		
6/27/2023	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158		Strongly disagree		
6/27/2023	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.		Strongly disagree		
6/27/2023	King and Beauregard Intersection Improvements, Phases 1 and 2		Strongly agree		
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need more rail service	Jason Schwartz
6/27/2023	DASH Service Expansion	News/media	Strongly agree	I strongly support better service for DASH!!	Jason Schwartz
6/27/2023	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158	News/media	Strongly disagree	We don't need for vehicle lanes!!	Jason Schwartz

6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls.	Jason Schwartz
6/27/2023	Grant Avenue Road Diet		Strongly agree		
6/27/2023	Landmark Transit Center		Strongly agree	Very important to build this	
6/27/2023	Lee Highway Widening		Strongly disagree		
6/27/2023	Liberia Avenue widening		Strongly disagree		
6/27/2023	Long Bridge VA - DC		Strongly agree		
6/27/2023	Loudoun County Parkway		Strongly disagree		
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree	Stop widening roads!	
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree		
6/27/2023	McGraws Corner Drive		Strongly disagree		
6/27/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	This will improve ped and cyclist safety.	
6/27/2023	Rolling Road		Strongly disagree	Rolling road has accidents all the time and is very unsafe for pedestrians. The road needs to reduce its speed and put in protected bike lanes because there are already too many memorials on this road for people who have been killed.	
6/27/2023	Route 1 Metroway Extension (Alexandria)		Strongly agree		
6/27/2023	Wellington Road Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	

6/27/2023	VRE Service Improvements (Reduce Headways)		Strongly agree	VRE service needs to be improved and more frequent to make it a viable transit option. This will help.	
6/27/2023	VA 7, Widen		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 50 Improvements		Strongly agree		
6/27/2023	Telegraph Road widening		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Stringfellow Roadway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Rolling Road widening project		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	VRE Service Improvements (Reduce Headways)	Friend/colleague	Strongly agree	I believe that mass transit is the best way to relieve traffic congestion and that Virginia has not created enough mass transit to make this possible. So, this project will help expand and maintain mass transit in Virginia	William Young
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	Provides extra capacity for VRE and future MARC commuter train service.	Brian Glenn
6/27/2023	King and Beauregard Intersection Improvements, Phases 1 and 2	Project webpage (I drive in this area regularly and frustrated with traffic backups)	Agree	Frustrated by traffic backups at this intersection. With new West End development it has only gotten worse. These improvements should have been done in advance of or concurrent with the redevelopment.	Brian Glenn
6/27/2023	Long Bridge VA - DC	News/media	Strongly agree	This project will provide additional capacity for VRE and future MARC commuter rail service.	Brian Glenn
6/27/2023	Route 1 Metroway Extension (Alexandria)	Friend/colleague (previous employment)	Agree	Primary North-South local commuter corridor, ideally suited for enhanced bus service parallel to the VRE commuter rail.	Brian Glenn
6/27/2023	Franconia to Occoquan 3rd Track Project	News/media	Agree		Brian Glenn

6/27/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance (DASH Service Expansion)	Advocacy organization	Strongly agree	Anything transit to releave congestion.	Niels Pemberton
6/28/2023	Long Bridge VA - DC	News/media	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Steve Wardell
6/29/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-west travel and freight. It will also provide an important new pedestrian and bicycle link.	Brendan Wray
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	We must provide efficient and cost effective alternatives to driving. We have too long neglected the huge resource we have in existing RAIL options. Let's upgrade and promote them! Virginia - Long Bridge VA-DC (Amtrak and commuter rail) Support (strongly agree with inclusion) This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Patty McGrath
6/30/2023	VA 7 (The planned Route 7 Bus Rapid Transit project.)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Patty McGrath
6/30/2023	Long Bridge VA - DC	News/media	Strongly agree	Building the separate commuter tracks connecting VA and DC at the Long Bridge will integrate economies of DC, MD & Va, reducing congestion for both freight and commuter rail, which in long run better, could include commuter rail from MD through to VA. It also includes bike and pedestrian	

				lanes, improving commuting that does not involve cars and trucks and facilitates recreation.	
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Frances Stewart
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	jan w greenberg
7/1/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree		
7/1/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project will make an important contribution to improving commuting, east-coast travel, and freight and will provide an important new pedestrian and bike link	
7/1/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Improvements in transit across the region are the best ways to deal with congestion and to reduce greenhouse gas emissions from transportation	
7/1/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Improvements to transit across the region are the best way to address congestion and reduce greenhouse gas emissions from transportation	
7/1/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Projects expanding capacity on the Dulles Access Rd and Toll Rd are unnecessary and undermine investment in the Silver Line	
7/5/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	Love the pedestrian and bike link, and appreciate the project for commuters, as well as freight and overall travel	
7/5/2023	VA 7, Widen	Advocacy organization	Strongly disagree	It would unnecessarily widen Route 7, when it has repeatedly been shown that road widenings are not a meaningful solution to congestion.	
7/5/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	While infrastructure development is crucial for improving transportation in the region, the proposed Dulles Toll Road Expansion raises concerns about its potential negative consequences for Northern Virginia's investment in the Silver Line. The Silver Line has been a	

				significant investment aimed at alleviating traffic congestion and promoting sustainable transportation options. Expanding the Dulles Toll Road without adequate consideration for the Silver Line's integration could undermine the progress made and discourage the use of public transportation. It is essential for policymakers to ensure that any infrastructure projects align with the long-term goals of promoting efficient and environmentally friendly transportation solutions in the region.	
7/5/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I strongly support the Long Bridge VA-DC project as one of the region's most important endeavors for commuting, east-coast travel, and freight transportation. Its inclusion of a pedestrian and bicycle link demonstrates a commitment to sustainable and active transportation. This project will greatly enhance connectivity, reduce congestion, promote healthier lifestyles, and support economic vitality. It is a transformative milestone for the region's transportation system.	
7/5/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	I wholeheartedly support the implementation of Bus Rapid Transit (BRT) in Duke Street, Virginia. BRT offers a cost-effective, efficient, and sustainable solution to address traffic congestion, enhance accessibility, and promote environmental sustainability. I urge you to prioritize and allocate resources to make this project a reality.	
7/5/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
7/5/2023	Long Bridge VA - DC		Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	

7/7/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project expands regional commuter service and will provide important pedestrian and biking infrastructure connecting DC and Virginia.	Joan McIntyre
7/7/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	Project funding for transportation projects need to shift away from expanding roads and highways to supporting frequent and convenient public transit to offer an alternative to single occupancy vehicles to reduce carbon emissions, improve air quality and make our urban and suburban environments safer and more liveable communities	Joan McIntyre
7/14/2023	Long Bridge VA - DC	Project webpage	Strongly agree	This project is one of the region's most important projects for commuting and regional development. Reforming VRE into a proper regional rail system will enable development further from the city centers without suburban sprawl and that is good.	Luke Mueller-Oden
7/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	The improvements to rail, pedestrian and bicycle infrastructure that this project represents is very much needed in the region.	
7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/15/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/21/2023	Reston Parkway Improvements	Project webpage	Strongly disagree	Widening Reston Parkway between Sunrise Valley Drive and Bowman Terrace is a particularly bad idea because of its proximity to Reston Town Center. Aren't we trying to make this street more rather than less walkable? Adding two through lanes would make this "6 lane" road more like 8-10 lanes at intersections where pedestrians have to cross -- right near our Metro stations and so much urban development. It's a really bad idea.	Douglas Stewart

7/21/2023	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Project webpage	Strongly disagree	Route 50 is wide enough already. Adding more lanes will only induce more traffic and make it less safe for pedestrians. In Fairfax County, the Route 50 corridor east of Fairfax City in particular has a lot of residents who walk and use transit, and the focus should be on improving bus service and safety at intersections.	Douglas Stewart
7/21/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Project webpage	Strongly disagree	The County is looking at redeveloping Pan Am shopping center, and Fairfax City has redeveloped denser housing at Fairfax Circle. The Vienna and Dunn Loring Metro stations are in this corridor. Why would you make this street even more pedestrian-unfriendly and inimical to crossing and improved transit access, rather than focusing on calming traffic and improving the walking and biking conditions to accommodate all the new residents and mix of uses that the City and County are planning for in this area?	Douglas Stewart
7/21/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	This area is densely populated has a good mix of uses. Providing dedicated lanes for buses will encourage even more growth and travel by transit, displacing vehicle trips and making for a much more efficient use of our transportation network. It will also make life a lot more enjoyable for people living and working in this area, by making Duke Street and 236 more of a people-centered street and providing better transit access.	Douglas Stewart
7/21/2023	VA 7, Widen (Route 7 Bus Rapid Transit)	Project webpage ( Have been following it since development of initial concept plans by the Northern Virginia Transportation Commission)	Strongly agree	Route 7 from Alexandria to Tysons is a perfect corridor for improved bus service. It goes through Seven Corners, Broad Street in Falls Church, Pimmit Hills and Tysons. All of these areas are getting more urban and developing more businesses and residences. Dedicated bus lanes will only make this mix better and make it easier for thousands of people to walk, bike and use transit for daily trips. And it will make these areas better places to live. (Regarding the answers above to the	Douglas Stewart

				drop-down boxes-- I had to fill these in to register my response, even though they weren't applicable.)	
7/22/2023	Reston Parkway Improvements	Project webpage	Disagree	I wish to withdraw an earlier comment I submitted on this project. I had mistakenly commented that it would widen Reston Parkway in the area near Reston Town Center, which is in fact already 6 through lanes. I apologize for my mistake. I still object to widening Reston Parkway from 4 to 6 lanes from South Lakes Parkway to the Dulles Toll Road.	
7/24/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	Planning this bypass (and hundred of new lanemiles that incentivize more Vehicle Miles Traveled) is counterproductive to Prince William County's Strategic Plan to create walkable live-work-play communities, and to the Community Energy and Sustainability Master Plan action strategies to reduce greenhouse gas emissions.	
7/29/2023	Long Bridge VA - DC	News/media	Strongly agree	The new Long Bridge is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Airport Access Road Project	Visualize 2045 list of Fairfax projects	Strongly disagree	Widening the Dulles Airport Access Rd is unnecessary and would undermine the region's and Fairfax County's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Toll Road Expansion	TPB Visualize 2045	Disagree	Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Dulles Toll Road Collector	TPB Visualize 2045	Strongly disagree	Widening the Dulles Toll Road Rd is unnecessary and would undermine the region's major investment in the Silver Line.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Magarity Road Widening	Project webpage	Strongly disagree	Many homes, at least one school on this street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood.	Bill Pugh, Coalition for Smarter Growth

7/29/2023	Reston Parkway Improvements	Project webpage	Strongly disagree	Widening Reston Parkway would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Rolling Road widening project	TPB Visualize 2045, Fairfax County	Strongly disagree	The project as proposed is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Telegraph Road widening	TPB Visualize 2045 and Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Visualize 2045 and Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. Remove further widening of US 29 from Visualize 2050. Instead direct funding to safety, pedestrian, bike and transit access improvements along the corridor.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	US 50 Improvements	TPB Visualize 2045, Fairfax County	Strongly disagree	Remove further widening of US 50. The project is not consistent with TPB's policy framework. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	VA 123 Widening (Fairfax)	Visualize 2045, Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. Further widening this already expansive highway within the Tysons area would undermine Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Shirley Gate Road Improvements	Visualize 2045, Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. This road extension through forested parkland to create a supergrid of wide, high-speed arterials is misguided. The project would lead to	Bill Pugh, Coalition for Smarter Growth

				more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities and preservation of its tree canopy.	
7/29/2023	New Guinea Road, Construct	Visualize 2045, Fairfax County	Strongly disagree	The project is not consistent with TPB's policy framework. The project would lead to more induced demand and car-dependence, encourage more high-speed and dangerous traffic, and undermine the county's vision for walkable, bikeable and transit-friendly communities, and preservation of its woods and tree canopy.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Stringfellow Roadway Improvements	Visualize 2045, Fairfax County	Strongly disagree	The widening project is not consistent with TPB's policy framework. Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Bill Pugh, Coalition for Smarter Growth
7/29/2023	Alexandria 4th Track	Project webpage	Strongly agree	An additional track allows for better train traffic management between passenger and freight trains, which move at different speeds.	John Faulkner
7/29/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Advocacy organization	Strongly agree	Facilitates use of metro rail.	John Faulkner
7/29/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Facilitates passenger, freight, and commuter rail between VA and DC and provides a bicycle and pedestrian link as well.	John Faulkner
7/29/2023	Duke Street BRT Design & Construction	Advocacy organization	Agree	Improved and rapid bus service encourages people to take transit, thus reducing traffic congestion and the need to further expand roads for automobile travel.	John Faulkner
7/29/2023	DASH Service Expansion	Advocacy organization	Agree	Improved bus service encourages use of transit.	John Faulkner

7/31/2023	Dulles Airport Access Road Project	News/media	Strongly disagree	Expanding doesn't make sense now that the Metro goes to Dulles Airport. People should be incentivized to use public transport. Would benefit the Metro and save money	
7/31/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro Silver Line would be undermined by expanding the DTR, as it would be by expanding the Dulles Access Road. Use transit. Saves money and cuts pollution.	
7/31/2023	Dulles Airport Access Road Project	News/media	Strongly disagree	Expanding DAAR would undermine Silver line, while adding climate and other pollution. Use of Silver line should be prioritized. Prioritizing public transit on Silver Line would save money for new construction and provide needed ridership for the Silver Line. New construction that would undermine ridership should be rejected. Any money spent on DAAR should be conditioned on cutting tolls for users of Dulles Toll Road.	
7/31/2023	Fairfax County Parkway Improvements	Reston Comp Plan Task Force	Neutral	Expanding roads is generally a bad idea. The only justification for this FCP expansion would be if it were conditioned upon eliminating proposals to widen roads (e.g., present or future proposals to widen Reston Parkway, Sunset Hills, Sunrise Valley, Wiehle) through the Reston Transit Station Areas by diverting traffic to the FCP. The Reston TSAs can become true walkable, transit-oriented communities by reducing through traffic, particularly fast traffic. Traffic calming and improved pedestrian friendly roadways are needed in Reston. Diverting traffic to FCP is the only possible justification for expanding the FCP	
7/31/2023	Soapstone Drive Connector	Reston Comp Plan Task Force	Strongly agree	Needed to improve the grid and allow paths that relieve congestion around transit station areas. Critical to have pedestrian and bike paths along the Soapstone Connector	
7/31/2023	Herndon Metrorail Intermodal Access	Friend/colleague	Strongly agree	Improving access to Herndon transit station is important to encourage use of Silver Line	

	Improvements - Phase II				
7/31/2023	Reston Parkway Improvements	Reston Comp Plan Task Force	Disagree	To the extent "improvements" mean widening, as I undersand they do, then it should be rejected. We do not need to encourage more traffic, especially through traffic, in areas that are intended to implement pedestrian- friendly, transit oriented development. "Improvements" that reduce and slow traffic and that encourage more walking, biking and transit uses would be more than welcome.	
7/31/2023	Town Center Parkway (underpass DTR)	News/media ( Reston Comp Plan Task Force)	Strongly agree	Strongly support. Important to relieving congestion by enhancing grid of streets near transit station. Needs to include pedestrian and bicycle pathways	
7/31/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line.	Sam Ressin
7/31/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	This outdated proposal to further widen the highway is unnecessary and would undermine the region's major investment in the Silver Line.	Sam Ressin
7/31/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Many homes and at least one school on the street will be negatively impacted. Replace with safety, complete streets, and McLean Metro station access improvements from this neighborhood.	Sam Ressin
7/31/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	This widening project would undermine Fairfax County and the region's investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston area.	Sam Ressin
7/31/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	Sam Ressin
7/31/2023	Telegraph Road widening	Advocacy organization	Strongly disagree	Replace with safety and complete streets improvements. These are established neighborhoods here, and widening will only	Sam Ressin

				generate more traffic while making this area of the county even less friendly to pedestrians, bicyclists and transit users.	
7/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Remove further widening of US 29 from Visualize 2050. Instead direct funding to safety, pedestrian, bike and transit access improvements along the corridor.	Sam Ressin
7/31/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study bus rapid transit (BRT) on this corridor.	Sam Ressin
7/31/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	As a Vienna resident, I do not support widening 123. We already have enough traffic. Further widening this already expansive highway within the Tysons area would undermine Fairfax County's investments in the Silver Line and a transit-oriented, walkable Tysons. We need a safe protected bike lane on Maple Ave. That way, I could do my errands in Vienna without driving!	Sam Ressin
7/31/2023	Stringfellow Roadway Improvements	Advocacy organization	Strongly disagree	This unnecessary and wasteful project, like others, encourages even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Sam Ressin
8/3/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	This project goes against all of the transit oriented development near the Dunn Loring metro station and the walkability of Merrifield. As is, this road is one of the biggest threats to walkability and widening it is not the solution. This project also doesn't solve any problem as there isn't too much congestion anyway.	
8/15/2023	US 50 Improvements	Neighborhood/civic association	Strongly disagree	Please remove any widening for additional travel lanes on Rt. 50. I ask that you instead support the STARS study recommendations for inside the beltway, provide needed pedestrian and bicycle improvements, and access to bus stops. BRT for this corridor should be studied.	Sonya Breehey

8/15/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Please remove any further widening of Rt. 29. It's already too wide in the Merrifield area undermining its walkability. This area has metro and good bus service. You should instead invest in safety, pedestrian, bike and transit access improvements. And fix the Gallows/Rt. 29 intersection to make is smaller and easier to cross. Do not add an interchange or any slip lanes.	Sonya Breehey
8/15/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT is a smart investment and will support more people taking transit in the Rt. 1 corridor.	Sonya Breehey
8/15/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	The roads in Tysons are already too wide, dangerous and undermines walkability and access to transit. Please do not widen anymore in Tysons.	Sonya Breehey
8/15/2023	Greensboro Drive Extension	Project webpage	Agree	Street network enhancements in Tysons will help improve mobility and support walkable TOD. Just be sure not to over design with too many lanes.	Sonya Breehey
8/15/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	It's hard to tell if the "improvements" are teh same as the "extension" project. I oppose the extension of this road as it will cut through forested parkland, laying more roads, encouraging more driving and sprawling development.	Sonya Breehey
8/27/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
8/29/2023	Frying Pan Road Widening	Project webpage	Strongly agree	Frying Pan from Sunrise Valley to Centreville Rd is too narrow to support all of the new development in the area.	Elizabeth Stein McCartney
8/29/2023	Lee Highway Widening (Orange Line Extension to Centreville)	Project webpage (This long lingering project has appeared on many prior trans plans)	Strongly agree	If Orange Line were extended to at least Centreville perhaps widening of Route 29 wouldn't be needed. We need to get more cars off the road, and opening up this corridor to transit would provide mass transit access to so many commuters that currently will not consider transit because bussing to Metro takes FOREVER, and driving and parking at Herndon/Vienna isn't an attractive option. We need transit farther west than it is currently.	Elizabeth Stein McCartney

8/29/2023	Lee Highway Widening (Orange line extension to Haymarket)		Strongly agree	Public transportation and metro access is paramount to any city's sustainable and environmental development. As population has grown in Fairfax and surrounding region, and is expected to grow even more by 2045, especially along Lee Hwy, the extension of the metro line to Haymarket is the only long term and viable transportation solution! Furthermore, public transport allows lower income hourly-workers to reach their place of business quickly, economically, and without adding to existing traffic load... Thus improving the overall access experience for workers, businesses, and customers.	Serge Kaddoura
8/29/2023	Town Center Parkway (underpass DTR)	Neighborhood/civic association	Strongly agree	This connection is critical to balancing the transportation network in Reston and associated high-density development which is already underway. The project needs to move forward to prevent further congestion and exacerbation of safety issues along Fairfax County Parkway and Reston Parkway.	
8/29/2023	Widen East Spring Street	News/media	Strongly agree	Elden Street is aged in this location and advancing this project will continue to support not only roadway but supporting utilities and trail projects.	
8/29/2023	Rock Hill Road Overpass Improvements	News/media	Strongly agree	This overpass is critical to supporting a stable transportation network in Herndon and Reston by distributing extreme demand through the Town of Herndon from Loudoun County. Without it, there will be severe congestion and pedestrian/bicycle safety conflicts along Herndon Parkway and Elden Street.	
8/29/2023	Dulles Toll Road Collector	Project webpage	Disagree	There are so many local off-highway improvements that need to occur to make this functional, there is no reason to advance this without conducting Tysons-wide improvements.	
8/29/2023	Reston Parkway Improvements	Project webpage	Disagree	Reston Parkway is already wide and very difficult to cross or experience any multimodal improvement. Further widening on this segment would induce more vehicular demand as opposed to trying to	

				distribute traffic to other routes or encourage use of the transit system which is very well established in this area.	
8/29/2023	Alexandria 4th Track	Advocacy organization	Strongly agree	We need to expand the rail capacity to be able to run more passenger trains on the RF&P line	
8/29/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	Advocacy organization	Strongly agree	Adding more entrances will improve how people access the station and will add to the ridership	
8/29/2023	Annapolis Way Extension	Advocacy organization	Neutral	Would be better if the road would be more rectangular instead of round to create a grid-like pattern	
8/29/2023	Arcola Boulevard Improvements	Advocacy organization	Neutral	The road should only be two lanes with more pedestrian crossings	
8/29/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree	Adding a VRE station and a third track will improve the passenger rail capacity and add more train trips	
8/30/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Expanding access to the Dulles Toll Road goes against the 6 billion dollars that we have spent on the silver line. We should prioritize using the Metro to access the Dulles Airport.	
8/30/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	This project helps reduce carbon emissions from cars while investing in the vastly more efficient public transit.	
8/31/2023	Soapstone Drive Connector	News/media	Disagree	The area around Whiele Reston East Metro station is becoming built-up such that car traffic is becoming increasingly a problem here, and cars are becoming less effective as a transportation method here. This project will only encourage more driving in this area, induced demand. Instead, to evaporate traffic here I'd prefer this connection to be car-less, and provide connection only for micro mobility, bikes and pedestrians.	

8/31/2023	Fairfax County Parkway Improvements	Project webpage	Strongly disagree	<p>The project will cost nearly 200 million dollars, which is a significant sum to spend on a roadway widening project. The project's main achievement will be to widen portions of Fairfax County Parkway. The effects of this widening projects are likely to be: (1) a short-term reduction in congestion; (2) a return to the same level of congestions due to induced demand (see <a href="https://www.vtpi.org/gentraf.pdf">https://www.vtpi.org/gentraf.pdf</a> "Traffic congestion tends to maintain equilibrium. Congestion reaches a point at which it constrains further growth in peak-period trips. If road capacity increases, the number of peak-period trips also increases until congestion again limits further traffic growth) (3) additional sprawled development along the corridor which will increase overall traffic until it again exceeds capacity of this road and reaches equilibrium. (4) increase in emissions of CO2 both from the lose of plant life along the corridor, the cardon required to do the construction, and the increase in motor vehicle traffic.</p> <p>Recommendations - Consider adding an electrified Bus Rapid Transit system along this corridor that links with the metro and bus systems. Integrate it with transit at Fort Belvoir at the terminus. - Improve the convenience, safety, and comfort of using alternative transit (biking, scooters, walking) along and ACROSS this corridor to make choosing to use an alternative transit method more appealing.</p>	
8/31/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line.	Adnan Masri
8/31/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor.	Adnan Masri

8/31/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons.	Adnan Masri
8/31/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Adnan Masri
8/31/2023	Rolling Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	Adnan Masri
8/31/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	A express bus service will make the corridor safer, revitalize the area, and give commuters more options. Reduce the amount of cars on the highway without spending more money on inducing demand in widenings.	
8/31/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit)	Advocacy organization	Strongly agree	The planned Route 7 BRT will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers.	
9/4/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	This project will decrease walkability and bikeability for the developing urban fabric in Merrifield and near Fairfax City. Instead of widening the road we should look into creating bike/ped improvements to 29 or nearby alternatives.	
9/5/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposal to widen the highway is unnecessary and undermines our investment in the Silver Line.	
9/5/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Many homes and at least one school would be impacted. Replace with safety, complete streets, and McLean Metro station access improvements.	
9/5/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	This widening project would undermine our investments in the Silver Line and efforts to foster a transit-oriented, walkable Reston.	

9/5/2023	Rolling Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	
9/5/2023	Telegraph Road	Advocacy organization	Strongly disagree	This widening will negatively impact the community by generating more traffic and making the area even less friendly to pedestrians, bicyclists and transit users. Replace with safety and complete streets improvements.	
9/5/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	Remove further widening of US 29. Instead direct funding to safety, pedestrian, bike and transit access improvements.	Kevin
9/5/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Remove further widening of US 50. Instead, support the STARS study recommendations for safety and operational improvements and study BRT on this corridor.	Kevin
9/5/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Further widening this highway within Tysons would undermine our investment in the Silver Line and a transit-oriented, walkable Tysons.	Kevin
9/5/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	These unnecessary and wasteful projects encourage even more high-speed and dangerous traffic while cutting down forests and undermining the county's vision for walkable, bikeable and transit-friendly communities.	Kevin
9/5/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	great transit project!	Kevin
9/5/2023	VRE - Broad Run Expansion (Orange Line Extension (WMATA/Metro))	Project webpage	Strongly agree	Need Metrorail service to Manassas. Fairfax/Centreville need Metro service to draw in more riders and get people off the roads.	
9/6/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	No more roadway expansion or extensions which will destroy the urban factor, increase roadway deaths, and increase traffic. Fund public transit in the area instead. Expand VRE and Omniride	Mostafa Elnahass

9/6/2023	Battlefield Parkway/Route 15 Bypass Interchange	Advocacy organization	Strongly disagree	No more roadway expansion. We need to fund public transit in the area instead. Instead of this project which will divide the area, make it impossible for pedestrians, cyclists, and other mode users to exist. Fund public transit	Mostafa Elnahass
9/6/2023	Belmont Ridge Road Reconstruct	Advocacy organization	Neutral	Only include the shared path as sidewalks and bicycle infrastructure should be mandatory on all roads and streets. No road widening as it contributes to climate issues, does not solve traffic and creates a dangerous road to drivers and other mode users	Mostafa Elnahass
9/6/2023	Boone Blvd Extension	Advocacy organization	Strongly agree	Expanding Boone Blvd will create a grid system of roads for Tysons which will improve walkability, cycling, and access to transit. The blvd should be equipped with these features	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements	Advocacy organization	Strongly disagree	No road widening for Braddock road. It should be only two lanes with sidewalks and a bike path. Also multiple transit stops	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	No widening. It should have a road diet instead from four lanes to two lanes and add multimodal transportation to it: cycling, walking and transit	Mostafa Elnahass
9/6/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	Advocacy organization	Strongly agree	Construct the shared use path	Mostafa Elnahass
9/6/2023	Croson Lane widening	Advocacy organization	Strongly disagree	Croson lane has a lot of residential areas and widening it will make it very dangerous for all users. It should have more crosswalks and better pedestrian access	Mostafa Elnahass
9/6/2023	Crosstrail Boulevard, Segment C	Advocacy organization	Strongly disagree	Crosstrail Boulevard should have a road diet, crosswalks and a bicycle lane, and transit stops	Mostafa Elnahass
9/6/2023	Dale City Parkway Node New Through Boulevard	Advocacy organization	Neutral	Road diets for all the roads and add transit access and stations with protected bicycle lanes and sidewalks	Mostafa Elnahass
9/6/2023	Dale Blvd HOV Lanes	Advocacy organization	Strongly disagree	Add bus lanes instead of the car HOV Lanes and do a road diet, add sidewalks, crosswalks and a protected bicycle lane	Mostafa Elnahass

9/6/2023	Catharpin Road, Widening	Advocacy organization	Strongly disagree	Road Diet Instead of widening, Add sidewalks, protected bicycle lanes and add more transit options in the area	Mostafa Elnahass
9/6/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding DASH service will decrease the reliance of cars in the Alexandria air, improve the environment, add multimodal transit options, increase equality	Mostafa Elnahass
9/6/2023	Devlin Road Widening	Advocacy organization	Strongly disagree	Instead of widening the road. Road Diet with sidewalk addition, bicycle lane addition and transit stops and crosswalks	Mostafa Elnahass
9/6/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Should be designed as Light Rail instead but BRT will improve transit frequency in the area and improve the environment, equality and job access	Mostafa Elnahass
9/6/2023	Dean Drive Widening	Advocacy organization	Strongly disagree	Instead of widening the road. Add crosswalks, protected bicycle lanes, more transit options to make the area less car-centric and create a good urban fabric	Mostafa Elnahass
9/6/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Dulles Airport Access Road should be demolished along with the Dulles Toll road to improve the urban fabric of the area since the area around Dulles airport is mostly residential and commercial and no longer rural	Mostafa Elnahass
9/6/2023	Dulles West Boulevard	Advocacy organization	Strongly disagree	Dulles West should have a road diet of two lanes. Should have sidewalks with crosswalks, bicycle lanes, and more transit access. The current design only serves cars	Mostafa Elnahass
9/6/2023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly agree	It should have protected bicycle lanes and a road diet	Mostafa Elnahass
9/6/2023	Evergreen Mills Road Improvements	Advocacy organization	Disagree	The road should only be realigned to two lanes instead of four and to form a grid system in the area	Mostafa Elnahass
9/6/2023	Fairfax County Parkway Improvements	Friend/colleague	Strongly disagree	Additional lanes of traffic will only help in the short term. Request that mass transit be considered for Fairfax County Parkway from Reston to Springfield!	David Cacner
9/6/2023	Soapstone Drive Connector	Friend/colleague	Strongly agree	Having another option for bikes (and cars) to cross Dulles Toll Road will be helpful.	David Cacner

9/6/2023	Stringfellow Roadway Improvements	Friend/colleague	Strongly disagree	I do not believe that traffic on Stringfellow Road warrants increasing the number of lanes.	David Cacner
9/6/2023	VA Route 28 Widening (Prince William County Line to Route 29)	Friend/colleague	Strongly agree	Any project that puts in additional bicycle lanes is a project that I support!	David Cacner
9/6/2023	Potomac Shores	Friend/colleague	Strongly disagree	Remove the destructive Potomac Shores Parkway project which is inconsistent with TPB's policy framework goals for environmental protection.	
9/6/2023	Route 123/ Route 1 Interchange in PWC	Advocacy organization	Strongly disagree	Remove widening VA 123 to 6 lanes in area planned for walkable activity center near Woodbridge VRE station. The project is inconsistent with the TPB policy framework, including the aspirational initiative to improve walk and bike access to transit.	
9/6/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Remove this destructive project. It would further open up the Rural Crescent and area near Manassas Battlefield to development. I-66 and Route 28 will provide fastest access to nearby areas. We support roundabouts as an alternative at key intersections in the area to move local traffic. Project is inconsistent with the TPB policy framework, as it would divert resources from TPB's identified priority strategies and is inconsistent with multiple TPB policy goals, for example undermining "Bring Jobs and Housing Closer Together" and ignoring induced demand that leads to more miles of driving.	
9/6/2023	Route 1 Improvements	Friend/colleague	Strongly disagree	Remove further widening of Route 1 and replace with high-capacity transit that is under study for this corridor as an alternative that is more consistent with TPB's policy framework.	
9/6/2023	Magarity Road Widening	Project webpage	Strongly disagree	Magarity Road is a neighborhood street with a lot of nearby schools and a community center within walking distance. It's also close to Tysons, and you can walk there now via the Scotts Run Trail. Widening this road would make the neighborhood much less pleasant and walkable. It would be	

				much more appropriate to focus on slowing traffic going down the road, such as through adding bulb-outs and striping more visible crosswalks.	
9/6/2023	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Project webpage	Disagree	It doesn't make sense to bundle Route 50 across both Fairfax and Loudoun Counties. It's a much different and denser corridor in Fairfax east of Fairfax City than west of the City, and the western Fairfax corridor is different than in Loudoun east of Aldie. Route 50 should not be widened east of Fairfax City without prioritizing or dedicating lanes for bus service.	
9/6/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Project webpage	Disagree	There are many increasingly dense, mixed-use areas in this corridor, including Merrifield and Dunn Loring and the area in and around Falls Church. 29 is already too wide, especially in Merrifield. It gets in the way of making this area more walkable and reducing car trips. Route 29 improvements should focus on traffic calming, especially near these activity centers.	
9/6/2023	Dulles Airport Access Road Project	Project webpage	Strongly disagree	It's too expensive and will encourage more sprawling, auto-dependent development.	
9/6/2023	US 50 Improvements	Project webpage	Strongly disagree	The project titles should be more descriptive. It's impossible to tell that this project covers 50 east of Fairfax City unless you read the project description, and therefore impossible to distinguish it from the 50 improvements in Fairfax and Loudoun counties. 50 east of Fairfax City should not be widened unless the lanes provide priority or dedicated bus service. Adding more car travel lanes would negatively affect the denser communities there.	
9/6/2023	Reston Parkway Improvements	Project webpage	Disagree	Continuing the widening of Reston Parkway through this stretch of Reston will make the area less safe and desirable for walking, bicycling and rolling. We should take advantage of the increasing density, mix of uses and access to transit in this area. Adding more car travel lanes would have the opposite effect.	Douglas Stewart

9/8/2023	New Braddock Rd.	Neighborhood/civic association	Strongly disagree	This project will separate our Center Ridge community and make it dangerous for the kids walking to the elementary school and residents walking the sidewalks and paths in our neighborhood. Cars already speed too fast on that section of New Braddock Road between Rt 28 and the community entrance on Store House Drive. This project will allow cars to go farther through the neighborhood and very likely increase speeds even more, despite the posted limits.	
9/8/2023	Rolling Road widening project	Neighborhood/civic association	Agree	I support the project but hope it will include a bike lane or safe pedestrian walking path and pull outs for bus stops. Currently when the bus stops in this area it delays traffic. With an appropriate bus pull over lane and pedestrian connections, safety for drivers and those walking to the bus stops will be improved. Safety for bicyclists can also be improved by adding a dedicated bike lane as part of the widening. Would also like you to include flashing yellow turn arrows at the intersection into Saratoga neighborhood with Fullerton road if the project includes updating the traffic light.	
9/9/2023	New Braddock Rd.	Project webpage	Strongly disagree	It will redirect rush hour traffic through a neighborhood and in front of an elementary school.	Sharon Gottovi
9/10/2023	Neabsco Mills Road (Fairfax County Trail Maintenance Agreement 110 along Union Mill Rd., Clifton, Va.)	Neighborhood/civic association	Strongly agree	The existing developer-installed 4-foot wide trail from Stonefield Drive North along Union Mill Rd. is 35 years old, has never been repaved, and is damaged causing a safety hazard. The 4-foot trail width is obsolete because it is too narrow for pedestrians, pets, baby carriages, and runners simultaneously. The TMA should be revised to authorize a 5-foot wide trail in its place to better handle trail traffic and funding provided.	al francese
9/11/2023	New Braddock Rd.	News/media (Newsletter from local BOS member)	Strongly disagree	The extension of New Braddock Road (CE2206) is NOT needed and would be extremely disruptive to the community and Centreville region. Machen Road is an existing 4 lane divided roadway that	Ron Kirkpatrick

				<p>serves the same purpose as the proposed extension of New Braddock Road. Machen Road runs from Route 29 to Route 28 in Centreville (same as the proposed extension of New Braddock Rd.). Extending New Braddock would physically divide the well established Centre Ridge Community, have significant negative environmental impacts (noise, community tree loss, cross multiple existing Fairfax CountyPark Authority properties, impacts to floodplains, wetlands, require a bridge over Big Rocky Run, impacts to wildlife, etc.), and would be extremely costly due to the difficult topography, crossing I-66 and Big Rocky Run. The walkability of the community would be negatively impacted including access to the community elementary school, Centre Ridge Elementary School and the Community Center, community pool, etc... Construction would be extremely disruptive to numerous existing residential properties that have been in place for more than 30 years. In community meetings as recent as March 2023, Sully District Supervisor Kathy Smith has stated she does NOT support moving this project forward. Adding more and more pavement in Centreville is not the answer; more effort is need by transportation planners to encourage alternate means of transportation; mass transit in particular. The environment in Centreville has already been dramatically impacted by years of continued road widening; please look for alternate solutions; rather than continuing the needless addition of lane miles of pavement. The area of Centreville impacted by this proposed road extension has already been negatively impacted by ongoing road construction (I-66 express lanes and Route 28 widening, Route 29 widening) for years and will be for some time into the future</p>	
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				(particularly ongoing construction on Route 28 and Route 29). The transportation construction recently completed and ongoing should be analyzed (traffic flow) before additional roadway projects are undertaken. Note: The project description shown is not accurate as the "existing structure" referenced does not exist - was never constructed; adding significant additional cost.	
9/12/2023	Magarity Road Widening	Project webpage	Strongly disagree	This road is bordered by many residential properties that would be adversely affected by the road widening. Sidewalk improvement projects are being implemented on Magarity Road which may be wasted if the road is widened. Use of this road for additional automobile traffic would not be beneficial for the neighboring communities and would not be pedestrian and bicyclist friendly. There is a school on Magarity Road. Access to the school by pedestrians would be adversely affected by widening of the road. This road should not be used as a cut-through alternative to Route 123 for Tysons traffic.	Elizabeth Yu
9/12/2023	Dulles Airport Access Road Project	Project webpage	Disagree	I do not think this is project is necessary and is not worth the estimated cost. Traffic on the Dulles Access Road with the existing configuration is not bad. The availability of the Silver Line to Dulles airport reduces the need for increased vehicle capacity on the Dulles Access Road.	Elizabeth Yu
9/12/2023	VRE Service Improvements (Reduce Headways)	News/media	Strongly agree		
9/13/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Dulles toll road should be demolished and replaced with a two-lane street with transit-oriented development	Mostafa Elnahass
9/13/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	Dulles toll road should be demolished and replaced with a two-lane street with transit-oriented development	Mostafa Elnahass

9/13/2023	Fairfax County Parkway Improvements	Advocacy organization	Strongly disagree	Fairfax County Parkway is too wide and dangerous and a highway should not run in residential and commercial areas. Should have a road diet, cycling and pedestrian improvements	Mostafa Elnahass
9/13/2023	Farmwell Road Intersection Improvements	Advocacy organization	Strongly disagree	Farmwell Road should only be 2 lanes with a sidewalk, and protected bicycle lanes with trees and lights on the sidewalks	Mostafa Elnahass
9/13/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree	A great addition, needs to be extended and electrified	Mostafa Elnahass
9/13/2023	Franconia-Springfield Parkway (and SOV)	Advocacy organization	Strongly disagree	This parkway should have a road diet of two lanes. Install protected bicycle lanes, lights, Wide Sidewalks and trees for shade and a transit lane instead of widening it which will have a huge environmental damage and will increase traffic	Mostafa Elnahass
9/13/2023	Frontier Drive Extension	Advocacy organization	Neutral	Its good to have a connected network but needs a road diet, sidewalks, protected bicycle lanes and strong lights and trees	Mostafa Elnahass
9/13/2023	Grant Avenue Road Diet	Advocacy organization	Strongly agree	The project will improve walkability, cycling, transit and pedestrian access	Mostafa Elnahass
9/13/2023	Greensboro Drive Extension	Advocacy organization	Neutral	It will improve accessibility in the area but also should only be two lanes	Mostafa Elnahass
9/13/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree	Access to the station should be improved for better pedestrian, cyclist and transit riders experience	Mostafa Elnahass
9/13/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Advocacy organization	Strongly agree	Access to the station should be improved for better pedestrian, cyclist and transit riders experience	Mostafa Elnahass
9/13/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	There are already a lot of commercial and residential areas and the Innovation Center metro is close by. Frying Pan Road needs a road diet, a transit lane, protected bicycle lanes and wider sidewalks with more frequent crosswalks	Mostafa Elnahass
9/13/2023	I-66 Improvements	Advocacy organization	Strongly disagree	Urban interstates should be demolished, except the metro, and replaced with a two-lane street with transit-oriented development	Mostafa Elnahass

9/13/2023	I-95 Express Lane Extension to Fredericksburg	Advocacy organization	Strongly disagree	Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development	Mostafa ElNahass
9/13/2023	I-95 Reversible Ramp (EPG Southern Loop Road)	Advocacy organization	Strongly disagree	Urban interstates should be demolished and replaced with two-lane streets with transit and transit-oriented development	Mostafa ElNahass
9/13/2023	Fairfax County Parkway Improvements	Project webpage	Disagree	I disagree with the addition to this project unless there is even the slightest consideration given to other modalities. Currently FFX parkway has many crossings that are simply pedestrian marked but cross up to 6 lanes with not even a signal or high visibility marking to get to a bus stop across the way. Expecting this to be easier with 8 lanes is comical. Furthermore, while we are blessed with the Fairfax County parkway trail there are missing segments. Presently, the trail does not extend fully where it breaks off from 286 and there are no bike lanes at the interchange of I-95 and FFX Parkway necessitating cyclists to go far north over a different bridge. I understand the realities of suburban voters and that they want more lanes even if it is ill advised long term but the least that could be done is to better protect pedestrians and complete the missing cycling connection from Rolling road over I-95 to the remainder of the FFX trail.	Michael Riccard
9/14/2023	Fairfax County Parkway Improvements (Every road expansion project)	News/media (Fairfax County Government youtube channel)	Strongly disagree	Drivers are fine. Cyclists are at risk. Pedestrians are either brave or suicidal. Transit riders are not adequately served. The very last thing that we need in Virginia is more roadways. I would walk to the grocery store if there were sidewalks, I would bike to work if there was a safe place to do so, I would take transit across the county if it was convenient or even possible. I drive along the Fairfax County Parkway about every week to visit family. The few times I've been caught in traffic only make me wish for arterial-scale transit more. I'd kill to take a bus from Burke to Herndon, but that bus route does not	Evan Ramee

				exist. I do not enjoy driving and I go out of my way to avoid getting behind the wheel when I can. This choice should be empowered by the transportation plan, not insulted by it. Your job is to serve the people, not the drivers. Remember this.	
9/14/2023	Boone Blvd Extension	News/media	Disagree	The sunk cost fallacy is a tricky one! Just because we thought this was a good idea yesterday does not mean that we should still build it tomorrow. I would support this project if and only if it coincides with later human scale development to allow multimodal transportation parallel to Rt. 7.	Evan Ramee
9/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	News/media	Strongly disagree	I drive along this segment of Braddock road to visit my family in Herndon, and it's fine. These 16.7 million dollars would be much better spend on bike lanes and sidewalk improvements. My dad lives in Burke and I go to GMU. I'd love to commute by bike, to save on room, board, parking, and GHG emissions, but I do not feel safe making the trip when I must bob and weave through incomplete sidewalks and dismount at every intersection so I don't die.	Evan Ramee
9/14/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	News/media	Disagree	While I think that HOV lanes on this segment of Braddock Rd. would make transit run faster and more consistently, and that the project is a wholesale improvement to the area, the project should not be exempt from the zero-based budget.	Evan Ramee
9/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	The span of the Fairfax County Parkway leading into Reston deserves better than mindless expansion. It deserves continuous bike lanes that don't kill your speed at every intersection. It deserves fast and frequent transit for commuters into the Reston area. It deserves a right-sized road and that is what we have today. This project should not be exempt from the zero-based budget.	Evan Ramee
9/14/2023	Franconia-Springfield Parkway (and SOV)	News/media	Strongly disagree		Evan Ramee

9/14/2023	Franconia-Springfield Parkway (and SOV)	News/media	Strongly disagree	This project will only stand to make driving an easier choice to default to. Why are we spending 16 million dollars to make life easier for those who can afford to drive?? This project should not be exempted from the zero-based budget.	Evan Ramee
9/14/2023	Greensboro Drive Extension	News/media	Disagree	This project should not be exempted from the zero-based budget, even if it would lead to a denser street grid and a more walkable, more enjoyable Tysons.	Evan Ramee
9/15/2023	I-95 SB Ramp Improvements	Advocacy organization	Strongly disagree	I95 should be demolished especially in the residential and commercial areas. Urban highways should not exist in urban areas	Mostafa Elnahass
9/15/2023	I-95/VA 613 Interchange	Advocacy organization	Strongly disagree	I95 must be demolished and VA 613 should undergo a road diet to two lanes with protected bicycle lanes, wide sidewalks, lights and Trees on the edge of sidewalks	Mostafa Elnahass
9/15/2023	Richmond Highway /Fuller Heights Improvements	Advocacy organization	Strongly disagree	Richmond Urban Highway should undergo a road diet	Mostafa Elnahass
9/15/2023	King and Beauregard Intersection Improvements, Phases 1 and 2	Advocacy organization	Strongly disagree	Both King Street and Beauregard Street should undergo a road diet but keep the pedestrian and cycling improvements	Mostafa Elnahass
9/15/2023	Landmark Transit Center	Advocacy organization	Strongly agree	It will improve transit access in the area	Mostafa Elnahass
9/15/2023	John Marshall Widening	Advocacy organization	Strongly disagree	John Marshall should undergo a road diet and become a residential street instead. Do not destroy the urban fabric of the area	Mostafa Elnahass
9/15/2023	John Marshall Widening (University Boulevard to VA 621 Devlin / Balls Ford Road)	Advocacy organization	Strongly disagree	John Marshall should undergo a road diet and become a residential street instead of a wide dangerous highways for all mode users	Mostafa Elnahass
9/15/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	Lee Highway is already very wide and dangerous, it has a lot of foot traffic because there are a lot of businesses and residential areas on it. It should	Mostafa Elnahass

				undergo a road diet with a protected bicycle lane, wider sidewalks, More lights, More transit access	
9/15/2023	Liberia Avenue widening	Advocacy organization	Strongly disagree	Liberia avenue and Route 28 should undergo a road diet not widened for more crashes, climate damage, and impossible pedestrian access.	Mostafa ELNahass
9/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	SHould be funded and accelerate the process of construction as soon as possible. It has massive benefits to the area. SShould also be electrified	Mostafa ELNahass
9/15/2023	Loudoun County Parkway	Advocacy organization	Strongly disagree	Loudoun COunty Parkway should undergo a road diet, Build wide sidewalks, protected bicycle lanes, Plant trees on sidewalks sides, add lights	Mostafa EINahass
9/15/2023	Loudoun County Parkway Interchange at US 50	Advocacy organization	Strongly disagree	Route 50 and Loudoun County Parkway should both undergo a road diet and be on grade with each other, remove all interchanges and diamonds	Mostafa EINahass
9/15/2023	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)	Advocacy organization	Strongly disagree	Loudoun County Parkway is already too wide with no pedestrian, transit, or cycling access although its adjacent to a lot of residential and commercial areas. It should undergo a road diet instead	Mostafa EINahass
9/15/2023	Loudoun County Parkway Widening (Shellhorn Road to Ryan Road)	Advocacy organization	Strongly disagree	Shelhourn road and Ryan road are already 4 lanes in a residential area. SShould have a road diet and be two lanes	Mostafa EINahass
9/15/2023	Loudoun: Evergreen Mills Road Realignment	Advocacy organization	Strongly disagree	The intersecting roads should intersect with a roundabout and the roads should undergo a road diet each two lanes	Mostafa EINahass
9/15/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Magarity Road is in a residential area with bus 703 passing through it. Widening it would be very dangerous to pedestrians, cyclists, and transit riders. It should not be widened and it should have protected bicycle lanes instead. The shared walkway is good as well	Mostafa EINahass
9/15/2023	Marina Way Extended	Advocacy organization	Disagree	It should be designed to create a grid pattern in the area	Mostafa EINahass
9/15/2023	McGraws Corner Drive	Advocacy organization	Strongly disagree	Should include a road diet	Mostafa EINahass

9/15/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree	Should be funded immediately and work should be accelerated	Mostafa Elnahass
9/15/2023	Neabsco Mills Road	Advocacy organization	Strongly disagree	Neabsco Mills Rd should undergo a road diet, should build sidewalks, lights, protected bike lanes and better transit access	Mostafa Elnahass
9/15/2023	New Braddock Rd.	Advocacy organization	Neutral	Should include protected bicycle lanes, road diet, crosswalks, lights and transit access	Mostafa Elnahass
9/15/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Construct it to create a pattern and not a round wide design. It should be a two-lane street with sidewalks, crosswalks, protected bicycle lanes, transit access	Mostafa Elnahass
9/15/2023	New Herndon Station Park and Ride Garage	Advocacy organization	Strongly disagree	All Parking next to transit should be replaced by Transit-oriented development	Mostafa Elnahass
9/15/2023	Park and Ride Lot at Arcola Center	Advocacy organization	Strongly disagree	Park and Ride should be replaced with a transit center with buses that go to all the neighborhoods and does not require a car	Mostafa Elnahass
9/15/2023	Potomac Shores	Advocacy organization	Strongly agree	Should be accelerated and finalized quickly	Mostafa Elnahass
9/15/2023	Prentice Drive Improvements	Advocacy organization	Strongly disagree	The road should be straight and not wavy like the design. It should include a sidewalk, protected bicycle lanes, crosswalks, lights and transit access	
9/15/2023	Reston Parkway Improvements	Advocacy organization	Strongly disagree	Reston Parkway should undergo a road diet, protected bicycle lanes, better transit access, more lights, more crosswalks	
9/15/2023	Richmond Highway Corridor Improvements	Advocacy organization	Strongly disagree	Richmond highway is already dangerous with multiple crashes, deaths, and pedestrian fatalities. Widening it will cause more fatalities. It should undergo a road diet and become a residential street rather than an urban highway. Install bicycle lanes for equity, build the BRT as soon as possible, more crosswalks, protected bike lanes and trees	
9/15/2023	Rock Hill Road Overpass Improvements	Advocacy organization	Strongly disagree	Route 267 should be a two-lane street and at grade with rock hill road where it connects with the other side of Fairfax county which is already constructed in a straight line to keep the grid pattern. Should	

				also include protected bicycle lanes, sidewalks, and lights	
9/16/2023	Rolling Road	Advocacy organization	Strongly disagree	Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, pedestrian crossings and keep it at grade with other intersecting streets and roads	Mostafa Elnahass
9/16/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Rolling Road should undergo a road diet along with all the roads connecting to it and add sidewalks, protected bicycle lanes, lights, trees, and pedestrian crossings and keep it at grade with other intersecting streets and roads. Widening the road will destroy the urban fabric, and create a more dangerous road for pedestrians and other mode users	Mostafa Elnahass
9/16/2023	Route 1 Improvements	Advocacy organization	Strongly disagree	The only improvement is a road diet to two lanes for cars, LRT, Protected bicycle lanes and widened sidewalks	Mostafa Elnahass
9/16/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree	Should be extended and in the future transformed to an LRT	Mostafa Elnahass
9/16/2023	Route 7-690 Interchange	Advocacy organization	Strongly disagree	Route 690 should be at grade with Route 7 and an intersection with a four-way pedestrian crossing. Also, route 7 should undergo a road diet to two-lane street with a protected bicycle lane, sidewalks and lights	Mostafa Elnahass
9/16/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	nstead of widening the road, I suggest implementing a comprehensive urban design approach that prioritizes the safety and convenience of pedestrians and cyclists. This can include constructing wide sidewalks, protected bicycle lanes, installing proper street lighting, planting trees for shade and aesthetics, and implementing a road diet to convert a two-way street into a more pedestrian-friendly environment. Additionally, creating more pedestrian crossings will enhance safety and encourage more people to walk and cycle, reducing the reliance on automobiles	Mostafa Elnahass

				and promoting sustainable modes of transportation. This holistic approach not only improves mobility but also fosters a healthier and more vibrant urban community.	
9/16/2023	Rollins Ford Road	Advocacy organization	Strongly disagree	Transforming sections of Rollins Ford Road into a two-way street with a road diet, coupled with the construction of wide sidewalks, protected bicycle lanes, ample street lighting, tree-lined pathways, and additional pedestrian crossings, would be a significant step towards creating a more accessible and sustainable urban environment. This integrated approach not only promotes safe and efficient road use but also encourages healthier modes of transportation like walking and cycling. It enhances overall mobility, reduces traffic congestion, and fosters a more attractive and pedestrian-friendly community for residents and visitors alike. Such initiatives align with modern urban planning principles that prioritize safety, environmental sustainability, and community well-being.	Mostafa Elnahass
9/16/2023	Route 7/George Washington Blvd Overpass	Advocacy organization	Strongly disagree	Implementing a road diet for both George Washington and Route 7, while keeping them at grade, and incorporating features like wide sidewalks, protected bicycle lanes, adequate lighting, tree planting, and additional pedestrian crossings would be a commendable urban development strategy. This approach not only promotes traffic flow efficiency but also fosters a safer and more inclusive environment for all road users. By prioritizing pedestrian and cyclist infrastructure alongside vehicular traffic, this initiative encourages sustainable transportation options, reduces congestion, enhances safety, and contributes to the overall livability of the community. It aligns with contemporary urban planning principles that seek to create balanced,	Mostafa Elnahass

				accessible, and environmentally friendly transportation corridors.	
9/16/2023	Rte 7 Corridor Improvements - Phase 2	Advocacy organization	Strongly disagree	Implementing a road diet on Route 7, combined with the construction of wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, represents a holistic approach to improving transportation infrastructure and enhancing the urban environment. Furthermore, integrating a Light Rail Transit (LRT) line from Alexandria would be a transformative addition to the area's public transit system, offering a sustainable and efficient alternative to private vehicles. This comprehensive plan not only promotes safety and accessibility for all road users but also addresses the growing demand for sustainable mobility options, reducing traffic congestion, and contributing to a more environmentally friendly and vibrant community.	Mostafa ELNahass
9/16/2023	Route 15 Bypass/Edwards Ferry Road Interchange	Advocacy organization	Strongly disagree	Demolishing the Route 15 Bypass and implementing a road diet for Edwards Ferry Road, complete with a transition to a two-lane street, wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, and additional pedestrian crossings, is a comprehensive approach to urban development that prioritizes safety, accessibility, and sustainability. In addition to these improvements, the addition of more transit bus lines and enhanced access would further contribute to a more efficient and inclusive transportation network. This multifaceted plan aligns with modern urban planning principles, reducing traffic congestion, encouraging alternative modes of transportation, and fostering a more connected and livable community for residents and visitors.	Mostafa ELNahass
9/16/2023	Route 15 North Widening	Advocacy organization	Strongly disagree	Converting Route 15 into a two-lane street with a road diet, while also incorporating wide sidewalks, protected bicycle lanes, ample street lighting, tree	Mostafa ELNahass

				planting, additional pedestrian crossings, and improved transit infrastructure such as more bus lines and better access, would represent a holistic and sustainable approach to urban development. This comprehensive plan not only enhances safety and mobility for all road users but also promotes alternative transportation options, reduces traffic congestion, and creates a more appealing and pedestrian-friendly environment. Such initiatives align with contemporary urban planning principles, fostering a more connected, accessible, and environmentally friendly community that benefits both residents and visitors.	
9/16/2023	Roundabout Sudley/Centreville	Advocacy organization	Disagree	Transforming Centerville Road, Sudley Road, and Prescott Road into two-lane streets without slip lanes, combined with the installation of traffic lights before crosswalks, wide sidewalks, protected bicycle lanes, proper lighting, tree-lined pathways, additional pedestrian crossings, and improved transit infrastructure, represents a comprehensive and forward-thinking approach to urban development. This holistic plan prioritizes safety, accessibility, and sustainability, creating a more inviting and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance the overall quality of life for residents and visitors.	Mostafa ELNahass
9/16/2023	Rte. 28 Bypass	Advocacy organization	Strongly disagree	Deciding not to construct the Route 28 Bypass in order to preserve the existing urban fabric is a thoughtful and community-oriented approach to urban planning. Such a decision acknowledges the importance of maintaining the character and integrity of the surrounding neighborhoods and infrastructure. It prioritizes the preservation of local	Mostafa ELNahass

				communities, historic landmarks, and green spaces over the construction of new transportation infrastructure. This choice aligns with the principles of sustainable urban development and the need to balance progress with the preservation of a city's unique identity and heritage.	
9/16/2023	Route 50 Corridor Improvements in Fairfax and Loudoun Counties	Advocacy organization	Strongly disagree	Transforming Route 50 in Virginia into a two-way street with wide sidewalks, Light Rail Transit (LRT), protected bicycle lanes, proper street lighting, tree-lined pathways, additional pedestrian crossings, and enhanced transit bus lines and access would represent a comprehensive and forward-thinking urban development strategy. This holistic approach prioritizes safety, accessibility, and sustainability, offering a more attractive and inclusive environment for all road users. By promoting alternative modes of transportation and reducing traffic congestion, it contributes to a more vibrant and connected community, aligning with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and create a more efficient and equitable transportation network for residents and visitors alike.	Mostafa ELNahass
9/16/2023	Route 50 / Everfield Roundabout	Advocacy organization	Strongly disagree	Designing a roundabout without slip lanes, featuring wide sidewalks with crosswalks and signals, maintaining a single-lane configuration, incorporating protected bicycle lanes, proper lighting, tree planting, additional pedestrian crossings, and improving transit bus lines and access, is a comprehensive and safety-focused approach to urban planning. This design prioritizes the safety and convenience of all road users, encourages sustainable modes of transportation like cycling and walking, and enhances the overall aesthetics and functionality of the roundabout. By promoting a more accessible and inclusive urban environment, it aligns with modern urban planning	Mostafa ELNahass

				principles that aim to create safer, greener, and more efficient transportation systems for the community.	
9/16/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	Improving Shirley Gate Road by converting it into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and enhanced transit infrastructure is a commendable urban development strategy. This approach prioritizes safety, accessibility, and sustainability, creating a more inviting and inclusive environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	Mostafa ELNahass
9/16/2023	Soapstone Drive Connector	Advocacy organization	Strongly disagree	Transforming Route 267 into a two-lane street and ensuring that the Soapstone Connector is at grade with it, featuring a four-way intersection, and enhancing both streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, represents a comprehensive and community-oriented urban development approach. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a greener and more connected community, aligning with modern urban planning principles that aim to enhance overall quality of life, reduce carbon	Mostafa ELNahass

				emissions, and ensure efficient and equitable access for residents and visitors.	
9/16/2023	Sterling Boulevard Extension	Advocacy organization	Disagree	Implementing a road diet on Sterling Boulevard to convert it into a two-way street, while removing service roads and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, including an extension to the Loudoun Gateway metro station, is a comprehensive and forward-thinking approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	Mostafa ELNahass
9/16/2023	Sudley Manor Drive/Prince William Parkway Interchange	Advocacy organization	Strongly disagree	Converting both Prince William Parkway and Sudley Manor Road into at-grade, four-way intersections with no slip lanes and transforming them into two-way streets, while removing service roads and enhancing them with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure without constructing interchanges or cloverleaves, is a comprehensive and community-centered urban development strategy. This approach prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a	Mostafa ELNahass

				more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	
9/16/2023	Sudley Road 3rd Lane, NB	Advocacy organization	Strongly disagree	Implementing a road diet on Sudley Road to convert it into a two-lane street, while removing service roads and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure without constructing interchanges or cloverleaves, is a thoughtful and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a more vibrant and connected community. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	Mostafa ELNahass
9/16/2023	Sycolin Road – Loudoun Center Place to Crosstrail Boulevard	Advocacy organization	Strongly disagree	Implementing a road diet on Sycolin Road to convert it into a two-lane street while removing service roads, and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, it contributes to a	Mostafa ELNahass

				more vibrant and connected community. Avoiding road widening, which can indeed lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	
9/16/2023	Stringfellow Roadway Improvements	Advocacy organization	Neutral	Implementing a road diet on Stringfellow Road to convert it into a two-lane street with a tree-lined median and shared-use paths on both sides is a thoughtful and sustainable urban development approach. This strategy prioritizes safety, aesthetics, and multi-modal transportation. The addition of trees in the median not only enhances the visual appeal of the road but also provides shade and environmental benefits. Having shared-use paths on both sides of the street encourages active transportation, such as walking and cycling, and ensures accessibility for all residents and visitors. This approach aligns with modern urban planning principles that aim to create more pedestrian-friendly and eco-friendly environments, ultimately enhancing the overall quality of life in the community.	Mostafa ELNahass
9/16/2023	Telegraph Road	Advocacy organization	Strongly disagree	Converting Telegraph Road into a two-lane street, eliminating service roads, and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a thoughtful and community-oriented approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can indeed lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon	Mostafa ELNahass

				emissions, and ensure efficient and equitable access for residents and visitors. This comprehensive plan promotes alternative modes of transportation, reduces traffic congestion, and fosters a healthier and more vibrant community while respecting the well-being and safety of its residents.	
9/16/2023	TIP Grouping project for Construction: Safety/ITS/Operational Improvements	Advocacy organization	Strongly disagree	Focusing on rapid transit expansion, sidewalk expansion, a protected bicycle lane network, adequate street lighting, and tree planting along sidewalks is an excellent approach to urban development that prioritizes sustainability, safety, and accessibility. By concentrating efforts on these initiatives, communities can reduce car dependence and promote the use of multimodal transportation options. Rapid transit expansion enhances public transportation accessibility, reducing the need for individual car ownership. Expanding sidewalks and bicycle lanes encourages walking and cycling, reducing traffic congestion and improving public health. Proper street lighting enhances safety for pedestrians and cyclists, and planting trees not only beautifies the environment but also provides shade and reduces the urban heat island effect. This holistic approach aligns with modern urban planning principles that aim to create more sustainable, livable, and inclusive communities. By reducing car dependence and offering alternatives, it contributes to a greener and more resilient urban future.	Mostafa ELNahass
9/16/2023	Town Center Parkway (underpass DTR)	Advocacy organization	Strongly disagree	Converting Route 267 into a two-lane street and Town Center Parkway to an at-grade, two-lane street, while removing service roads and enhancing both with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-oriented	Mostafa ELNahass

				<p>approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p>	
9/16/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT should be constructed immediately and in the future converted to an LRT	Mostafa ELNahass
9/16/2023	US 15 Improvements	Advocacy organization	Strongly disagree	<p>Implementing a road diet on US 15 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a well-considered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p>	Mostafa ELNahass

9/16/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)	Advocacy organization	Strongly disagree	<p>Implementing a road diet on US 29 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a well-thought-out approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.</p>	Mostafa ELNahass
9/16/2023	VA 7	Advocacy organization	Strongly disagree	<p>Transforming the entire stretch of Route 7 from Alexandria to West Virginia into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a holistic and community-centered approach to urban development. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that prioritize safety, sustainability, and accessibility. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents. Such initiatives aim to enhance overall quality of life, reduce carbon emissions, and ensure</p>	Mostafa ELNahass

				efficient and equitable access for residents and visitors along Route 7.	
9/16/2023	VA 7 and Rte. 690 Interchange	Advocacy organization	Strongly disagree	Implementing at-grade intersections without interchanges or cloverleaves for both Route 7 and 690, and converting them into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure, is a well-considered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By enhancing both roadways in this manner, communities can reduce car dependence, promote the use of alternative transportation options, and foster a healthier and more vibrant urban landscape. This approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	Mostafa ELNahass
9/16/2023	US 50 Improvements	Advocacy organization	Strongly disagree	Implementing a road diet on US 50 to convert it into a two-lane street while enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a sensible and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors. By promoting alternative modes of transportation, reducing traffic	Mostafa ELNahass

				congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents.	
9/16/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	It's concerning that Route 123, currently an eight-lane road, hasn't yet been transformed into a more appropriate two-lane street, especially in a transit-rich area. The focus should be on creating a balanced transportation environment with wide sidewalks, protected bicycle lanes, adequate street lighting, tree planting, additional pedestrian crossings, and improved public transit access. Expanding the road would only exacerbate safety issues and health concerns for the community, so it's crucial to prioritize these sustainable and safety-conscious measures to create a more livable and resilient urban environment.	Mostafa ELNahass
9/16/2023	VA 9 Improvements	Advocacy organization	Strongly disagree	Converting VA 9 into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, and improved transit infrastructure is a prudent and safety-focused approach to urban development. Expanding the road could indeed lead to safety concerns and health consequences. Prioritizing these sustainable and safety-conscious measures fosters a healthier, more walkable, and vibrant urban environment, ultimately improving the quality of life for residents and visitors while ensuring their safety.	Mostafa ELNahass
9/16/2023	VA 17 Intersection Improvements in Warrenton	Advocacy organization	Strongly disagree	Transforming VA 17 into a two-way street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a pedestrian and cyclist-friendly intersection without slip lanes is a comprehensive and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and	Mostafa ELNahass

				sustainability, creating a more inviting and interconnected environment for all road users. It promotes alternative modes of transportation, reduces traffic congestion, and fosters a healthier and more vibrant community. Such initiatives align with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors.	
9/16/2023	VA Route 28 Widening (Prince William County Line to Route 29)	Advocacy organization	Strongly disagree	Transforming VA Route 28 and Route 29 into two-way streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and creating pedestrian and cyclist-friendly intersections without slip lanes is a comprehensive and community-focused approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, these initiatives foster a healthier and more vibrant community while respecting the safety and well-being of its residents and visitors. This approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all.	Mostafa ELNahass
9/16/2023	VA 123 Widening (Prince William)	Advocacy organization	Strongly disagree	Converting VA 123 into a two-way street, enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and creating pedestrian and cyclist-friendly intersections without slip lanes is a comprehensive and forward-thinking approach to urban development. This strategy prioritizes safety,	Mostafa ELNahass

				accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and enhancing public transit options, these initiatives contribute to a healthier and more vibrant community while respecting the safety and well-being of its residents and visitors. This aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all.	
9/16/2023	VA 17 Intersection Improvements in Warrenton	Advocacy organization	Strongly disagree	Enhancing the intersection at VA 17 with four-way crosswalks, creating a two-way street for bike crossings, and improving it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, enhanced transit infrastructure, and pedestrian and cyclist-friendly design without slip lanes is a comprehensive and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives foster a healthier and more vibrant community while ensuring the safety and well-being of its residents and visitors. Such an approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all.	Mostafa ELNahass
9/16/2023	VA 7, Widen	Advocacy organization	Strongly disagree	Transforming the entire stretch of Route 7 from Alexandria to West Virginia into a two-lane street with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian	Mostafa ELNahass

				crossings, and improved transit infrastructure is a holistic and community-centered approach to urban development. Avoiding road widening, which can lead to safety concerns and health consequences, aligns with modern urban planning principles that prioritize safety, sustainability, and accessibility. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, this comprehensive plan fosters a healthier and more vibrant community while respecting the safety and well-being of its residents. Such initiatives aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for residents and visitors along Route 7.	
9/16/2023	VRE Service Improvements (Reduce Headways)	Advocacy organization	Neutral	VRE SShould run 24 hours bidirectional, should be electrified and have 15 minute headways	Mostafa ELNahass
9/16/2023	VA 613 Van Dorn Interchange at VA 644 Franconia Road	Advocacy organization	Strongly disagree	Converting both 613 and 644 into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a commendable approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives, communities can create more vibrant, sustainable, and inclusive environments that benefit everyone.	Mostafa ELNahass
9/16/2023	VA 234 Bypass @ BallsFord	Advocacy organization	Strongly disagree	Opting to keep VA 234 at Bullsford Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community-	Mostafa ELNahass

				centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can create more vibrant, sustainable, and inclusive environments that benefit everyo	
9/16/2023	VA 234 Bypass @ Dumfries Road	Advocacy organization	Strongly disagree	Opting to keep VA 234 at Dumfries Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community-centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can create more vibrant, sustainable, and inclusive environments that benefit everyo	Mostafa ELNahass
9/16/2023	VA 234 Bypass interchange @ Clover Hill Road	Advocacy organization	Strongly disagree	Opting to keep VA 234 at Clover hill Road as an at-grade intersection and transforming both roads into two-lane streets with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on safety and accessibility is a thoughtful and community-centered approach to urban development. This strategy promotes alternative modes of transportation, reduces traffic congestion, and enhances the overall quality of life for residents and visitors. By prioritizing these initiatives and avoiding overpasses or interchanges, communities can	Mostafa ELNahass

				create more vibrant, sustainable, and inclusive environments that benefit everyo	
9/16/2023	Wellington Road Improvements	Advocacy organization	Strongly disagree	Transforming Wellington Road into a two-way street and enhancing it with wide sidewalks, protected bicycle lanes, proper street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and pedestrian and cyclist-friendly design without slip lanes is a comprehensive and community-centered approach to urban development. This strategy prioritizes safety, accessibility, and sustainability, creating a more inviting and interconnected environment for all road users. By promoting alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives contribute to a healthier and more vibrant community while ensuring the safety and well-being of its residents and visitors. Such an approach aligns with modern urban planning principles that aim to enhance overall quality of life, reduce carbon emissions, and ensure efficient and equitable access for all.	Mostafa ELNahass
9/16/2023	Williamson Boulevard Improvements	Advocacy organization	Strongly disagree	Your description of transforming Williamson Boulevard into a two-way street and enhancing it with various features like wide sidewalks, protected bicycle lanes, street lighting, tree planting, additional pedestrian crossings, improved transit infrastructure, and a focus on pedestrian and cyclist-friendly design without slip lanes is well-thought-out and aligns with modern urban planning principles. This approach prioritizes safety, accessibility, and sustainability, ultimately creating a more inviting and interconnected environment for all road users. By emphasizing alternative modes of transportation, reducing traffic congestion, and expanding public transit options, these initiatives contribute to a healthier, more vibrant community	Mostafa ELNahass

				while ensuring the safety and well-being of both residents and visitors. Your vision reflects a comprehensive and community-centered strategy aimed at enhancing the overall quality of life, reducing carbon emissions, and ensuring efficient and equitable access for everyone.	
9/16/2023	New Braddock Rd.	Neighborhood/civic association	Strongly disagree	I strongly oppose Project CE 2206 to extend New Braddock Rd to Stone Rd for a number of reasons. There is no need for this project. To drive from point A to point B currently takes 5-10 minutes, and 10-15 minutes at most during the worst of rush hour. why embark on this massive and disruptive project to alleviate a small amount of traffic to save drivers a few minutes? The project would cause safety issues for school age children. Currently, walkers to Centre Ridge Elementary school, and children who take the bus for Bull Run ES, Liberty and Rocky Run MS, and Centreville HS from the corner of New Braddock and Store House Dr have a relatively safe environment. If the project happens, they would not. Children would have to walk across New Braddock to get to CRES. They also have to walk along New Braddock to get to CRES. I raised my 3 children and have walked in that area hundreds of times throughout their school years. I guarantee there would be a lot of problems with child safety and New Braddock drivers if the road is extended. The project would divide our community that has been in place for 30 years. It would take a beautiful, nature filled area that my children and many other neighborhood children over the years love, and replace it with another road. The actual building and maintaining of the road is something I question. The topography of the area will be challenging to overcome. Besides actually leveling that area to be suitable for a road, every time it rains, the creek fills and rushing stormwater	Jon Yudt

				<p>sometimes breaches its edges and overflows the creek. The topography is also changing over time because of stormwater eroding and changing the land. That issue would definitely need to be studied. I also question how a road will actually fit between the houses and properties that the road would split. I'm sure this was considered, but I urge anyone making decisions to please come to my house, or the dozens of houses that would have the road directly in their backyards, to take a quick look. You will also question how a road can be constructed to fit between houses. There are other reasons I strongly oppose this project, but the above are sufficient. Most importantly, the actual benefit to commuters or traffic flow is negligible. Even more important is the safety to the hundreds of children and adults who use the New Braddock/Store House Dr/Centre Ridge ES area daily. Thank you for considering my input. Please reach out to me for any more input. If someone would like to come to my house to talk further, or to walk and look at the land and creek where the road would be, please contact me. Thanks again. Jon Yudt 703 244 0487 Jon.yudt@verizon.net</p>	
9/16/2023	VRE - Broad Run Expansion	Advocacy organization	Strongly agree	The expansion and electrification of the VRE Washington District Line should be acquired and extended to Charlottesville.	Mostafa ELNahass
9/16/2023	VRE L'Enfant Station and 4th Track	Advocacy organization	Strongly agree	Fourth track should be added and the line should be electrified	Mostafa ELNahass
9/18/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	VDOT meeting	Neutral	Before spending money on an overpass at Fairfax County Parkway and Popes Head Road. Could VDOT please experiment with efficient light timing. A "smart" traffic light. which accurately gives back the green when no cars are waiting could greatly improve the intersection. Perhaps make it so the bridge is not needed?	

9/18/2023	Fairfax County Parkway Improvements (Monument Drive/Fairfax County Parkway/Fair Lakes Parkway)	TAC meeting to add Smart Traffic lights	Strongly agree	Smart traffic lights can see cars/bikes/pedestrians which all use this intersection at varied timing and often one or two at a time. The current signal timing cannot tell if 1 or 15 cars need to progress through the intersection. A smart light can...and will allow for pedestrians crossing safely.	D Schneider
9/22/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree	ldk	
9/22/2023	Alexandria 4th Track	Friend/colleague	Strongly agree	ldk	
9/25/2023	Boone Blvd Extension	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. This project is budgeted over 100 million dollars for yet more car dependent infrastructure for one mile through parks while allocating 100 million for bikes and pedestrians for the entire county. Do you not see how expensive car infrastructure is? It is draining resources, killing people and making places that are polluted and unpleasant to be in.	David Duffy
9/25/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously widen roads at the expense of alternatives. Widening roads does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads.	David Duffy
9/25/2023	Braddock Rd Improvements (I-495 to Burke Lake Road)	Project webpage	Disagree	I can't even tell what this project is for. Is this to take over some of the existing lanes to convert them to HOV? If that can be done cheaply, fine. However, part of the information says \$800k and part says \$8 million. If this project is to add HOV lanes by widening the road, I am opposed to any more road expansion in Fairfax County. The county neglects all other modes of transportation and throws money at car infrastructure when it is the	David Duffy

				most costly, most dangerous and least efficient at moving people around the county. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	Fairfax County Parkway Improvements	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously widen roads at the expense of alternatives. Widening roads does not relieve congestion in the long term. The \$200 million set for this project alone could be used to add over 20 miles of new bike and pedestrian paths. A 10% modal shift can result in a 40% reduction in congestion which would do more than this road expansion. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. Any one of the proposed six-lane intersections is bigger than even oversized suburban single family house plots. Each of those intersections is the loss of \$10+k in taxable land for the county even before the ongoing maintenance costs, the human costs as people are hurt and killed at these massive junctions. You are building places that no one would ever want to be outside of a car. Is this a county for people to live or a highway that people are going to drive through as fast as possible? The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Franconia-Springfield Parkway (and SOV)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. There is no way two or more interchanges were going to be built for \$16 million. The county wastes money on making	David Duffy

				driving "faster" while neglecting all other modes of transportaion.	
9/25/2023	Frontier Drive Extension	Project webpage	Strongly disagree	<p>The proposed plan for the metro station area and extension are anti-pedestrian and irresponsibly overbuilt. The jug handle interchange and noise walls will make this area like a prison. It is an excessive amount of lanes just to let a few cars take a short cut around the mall area. VDOT already cannot afford to maintain the roads that have been built and you are planning to knock down tax paying businesses and put in a 4 lane road to go a trivial amount of distance. At most 2 lanes with pedestrian and bike infrastructure should be sufficient. This is access to a metro station, not a highway. Overbuilt, wide roads encourage speeding and are antithetical to providing a good, mixed use area. The language of this project exemplifies the wrong priorities by "saying accommodate pedestrian and bike facilities". The cars take up the most space and the most resources while causing the greatest harm in pollution (noise, air, water) and risk (injuries and fatalities). On street parking is even more stupid (somehow) than the rest of this plan. Why is the county going to spend even more money for private vehicle storage on a street that goes to a metro station with a paid parking garage? STOP SUBIDIZING CAR OWNERSHIP. Each one of those surface spots is \$7k dollars of expense, will undermine any attempts to get modal shift and make it more dangerous because VDOT and the county will probably try to cut costs by doing shitty on street bike lanes right in the car door area of this on street parking. If the county wants to claim it is supportive of active transportation, it needs to act like it and stop overbuilding ridiculous monuments to failure to understand the costs of car dependency. The county neglects</p>	David Duffy

				pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	Greensboro Drive Extension	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Herndon Metrorail Intermodal Access Improvements	Project webpage	Agree	I support any aspects of this project (the description on the site is so sparse that I cannot tell what is really included) that will reduce lane widths, raise crosswalks to slow drivers and provide protected bike/pedestrian access to metro. I am against any portion of the project that would widen the roads, thus making them more expensive to maintain and dangerous to cross, and generally unpleasant to be around.	David Duffy
9/25/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Project webpage	Strongly disagree	It is insane to build a road under the auspices of improving a transit-oriented area. Cars are the problem that hold back other modes of transportation. They are expensive, take up the most amount of land for the least amount of movement of people and kill or maim people pretty damn regularly. More roads does not alleviate congestion. Modal shift reduces congestion. The county should be throwing money at making it easy, safe and pleasant to walk, scoot, bike, bus,	David Duffy

				anything but drive in their own car to destinations and this project is not going to do that.	
9/25/2023	I-95 Reversible Ramp (EPG Southern Loop Road)	Project webpage	Strongly disagree	This is an insane undertaking for additional road access for an agency that only has 14k employees total. How much money needs to be thrown away on roads while every other mode is neglected. You may get this bridge for "Free" but VDOT already cannot maintain all the roads in a good state of repair and this is just going to keep adding expenses to an incompetent agency that VA tax payers will have to support even more.	David Duffy
9/25/2023	I-495 Improvements	Project webpage	Strongly disagree	The HOT lanes are a failure of planning and vision. They do not provide a meaningful transportation "alternative" as they still essentially require a private vehicle (either your own or someone you can ride with) to use and do not provide adequate money for alternatives. The in excess of \$2 billion dollars spent on the HOT expansion and products could have provided massive amounts of pedestrian/bikeway improvements, mass transit upgrades and improvements and made an actual difference in how people got around. Instead all these projects have done is move the congestion around and lead to spending even more money on widening even more further down the line.	David Duffy
9/25/2023	Lee Highway Widening	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. Just build the	David Duffy

				pedestrian and bicycle facilities and cut the expense and added liabilities and degradation of the environment by widening the road.	
9/25/2023	New Herndon Station Park and Ride Garage	Project webpage	Strongly disagree	It is insane and irresponsible to spend a hundred million dollars to add parking in the catchment area of a metro station. The area around a metro station, especially one not at the end of the line should be for dense in-fill development, not parking that is \$10 a day. Apartments or mixed use buildings should be here, not extremely subsidized parking for cars. Improvements to bus access are fine, but parking garages are a monument to failure to plan for the future and inability to see where and how people actually want to live. It also hobbles the metro and squanders the billions invested in this line. A neighborhood connected to the metro station with denser housing will generate far more than the potential of 2000 parking spots while generating tax revenue for the county as opposed to being an expensive albatross that will suck resources to be maintained. Adding some bike parking is good, but you don't need millions on car storage to accomplish that.	David Duffy
9/25/2023	Richmond Highway Corridor Improvements	Project webpage	Strongly disagree	This project is not explained on the fairfax county project information page. I assume it is road widening based on the limited description. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and	David Duffy

				hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	Rock Hill Road Overpass Improvements	Project webpage	Disagree	Proposal is for a four-lane road. Excessively overbuilt roadways increase costs, increase speeding and are less safe for pedestrians to cross. Pedestrian and bicycle facilities should be the priority and a two-lane road sufficient without driving up long term costs. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land.	David Duffy
9/25/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	Shirley Gate Road Improvements	Project webpage	Strongly disagree	What is wrong with this DOT? How much more land is going to be consumed and paved over for marginal "time improvements" for single occupancy cars? VDOT is already unable to maintain all the roads in a good state of repair. The County is already having trouble paying for all the priorities it has. This will remove taxable land, increase the	David Duffy

				impervious area, increase maintenance expenses and increase air, water and noise pollution in the area. The county should be focusing on making it nicer and easier to live here not drive faster to get out.	
9/25/2023	Soapstone Drive Connector	Project webpage	Disagree	Proposal is for a four-lane road. Excessively overbuilt roadways increase costs, increase speeding and are less safe for pedestrians to cross. Pedestrian and bicycle facilities should be the priority and a two-lane road sufficient without driving up long term costs. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land.	David Duffy
9/25/2023	Town Center Parkway (underpass DTR)	Project webpage	Strongly disagree	Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	US 1 Bus Rapid Transit	Project webpage	Neutral	I support the BRT portion of the project. I am opposed to the associated road widening portion of the project. Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car	David Duffy

				<p>infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Even under the umbrella of expanding mass transit, a road widening has to be thrown in. The road was already 4-8 lanes in various places. How much wider do they have to be before people get that wide roads do not reduce or solve congestion? How much more money has to be thrown away? How many more small businesses and houses get knocked down widening roads?</p>	
9/25/2023	VA 7, Widen	Project webpage	Strongly disagree	<p>Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. I can't tell exactly where this is, but there is a metro line in the middle of route 7 that would be inhospitable surrounded by even more ridiculous roadways. You are hampering and killing transit by making moats of deadly traffic around them.</p>	David Duffy
9/25/2023	VA 7 (CE3161, CE3701)	Project webpage	Strongly disagree	<p>Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds</p>	David Duffy

				fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	
9/25/2023	VA 123 Widening (Fairfax)	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
9/25/2023	VA 286 - Popes Head Road Interchange		Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on what I have seen about making a massive new interchange, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services. This area is claimed to not be sufficient to support transit, but it somehow needs a massive interchange? It makes no sense to throw money	David Duffy

				away on the least efficient form of transportation. The number of vehicles through this area will not justify the costs associated with it and the ongoing expenses.	
9/25/2023	Widen East Spring Street	Project webpage	Strongly disagree	Project does not have an associated project description, so I can't see any details. Based on the mention of widening and adding capacity, Virginia DOT already cannot afford to maintain the roads it has adequately. It is irresponsible to continuously expand roads at the expense of alternatives. Road expansion does not relieve congestion in the long term. Car infrastructure is expensive to build, maintain and reduces both quality of life and taxable land. The county neglects pedestrians, bicycling and mass transit and builds fiscally irresponsible wide, dangerous roads. Car dependent infrastructure is also exclusionary and hurts those that cannot afford a car by limiting their access to jobs and services.	David Duffy
10/2/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
10/11/2023	Braddock Rd Improvements	News/media	Strongly agree	Roadways are dangerous with blind curves and little/no consideration for pedestrians and bike	Lakepointe Community Council

**Table 6. Virginia Project Suggestions**

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	BRT	
3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher

3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA   TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA   TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA   TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA   TRV) - Phase X 5. I-95 Bi-Directional Express Lanes   Dale City to Springfield 6. I-95 Bi-Directional Express Lanes   Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler
6/14/2023	Yes, WMATA (Metro) or even competing transit systems to bring prices down, reduce traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, dedicated SAFE bike lanes, transit.	
6/14/2023	There should be a package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, bus rapid transit stations, and stops along high-frequency bus lines. There should be more safe, dedicated bike lanes so people can commute easily within their own community!	Andy
6/14/2023	With the extension of the silver line, our transit options and stations should increase. Transit-oriented development will help people move to where they need to easier, faster, safer and reduce their carbon footprint. Make cities made for people, not cars!	
6/14/2023	Build more transit-oriented development projects, where the projects' focus is on providing communities alternatives to driving to get around. Such as metro, VRE, other transit systems such as BRTs. Dedicated and SAFE bike lanes. Widening roads only makes streets less safe for our kids, and separates communities!	
6/14/2023	Yes. Road diets everywhere, please and thank you.	Kripa Patwardhan
6/15/2023	BRT along Rt. 7	John Burke
6/19/2023	In general more funds towards bus, bike and pedestrian facilities	Mary Crowe
6/23/2023	National Landing to National Airport pedestrian bridge - this project is critical to knitting together the airport and multimodal hub in Crystal City. Route 1 boulevard conversion in National Landing - remaking this corridor as a people-friendly space is a key regional goal.	Kevin O'Brien
6/23/2023	Countywide packages of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. This should be funded in all Virginia counties.	Kevin O'Brien
6/27/2023	Expansion of metro rail access towards Burke and Fairfax City.	
7/7/2023	National Landing to National airport pedestrian bridge. This project will provide access for residents in National Landing and connect transit users to National Airport.	Joan McIntyre

7/29/2023	Route 7 BRT needs to be in Visualize 2050. The planned Route 7 Bus Rapid Transit from Tysons to Alexandria will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers.	Bill Pugh, Coalition for Smarter Growth
7/31/2023	I support the Route 1 Bus Rapid Transit. We need better ways to get around the County without requiring residents to own cars. I can't afford one in my budget. TPB member agencies need to submit projects that better reflect regional and local policy goals to address climate change, reduce driving, increase access to jobs by transit, and address regional equity. This means removing many of the proposed 900 new lane miles of road widening. Shift dollars proposed for highway and arterial expansion to address unmet climate resilience and transit funding needs. Thank you, Sam Ressin Vienna, VA	Sam Ressin
8/15/2023	Route 7 BRT should be include. I also suggest your consideration of Transit Station access packages where you can tie together needed improvements to safety, walking and biking to Metro, BRT and other transit stations.	Sonya Breehey
8/29/2023	See comments provided on prior question about Orange Line extension to Centreville. This extension would add much needed transit to Fair Oaks and Centreville. The county is building a new garage at Monument Dr to serve transit, so please bring us transit.	Elizabeth Stein McCartney
8/29/2023	Better living experience, through improved public transportation access!	Serge Kaddoura
8/30/2023	I would suggest looking into BRT for Route 7 for the same reasons that BRT has been suggested for Route 1.	
8/31/2023	Transit Station Access Packages - Package needed improvements to support safe, convenient walking & biking access to Metro, VRE, planned BRT stations, and stops along high-frequency bus lines.	
9/5/2023	Route 7 Bus Rapid Transit - The planned Route 7 BRT will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers.	Kevin
9/5/2023	Keep out of Visualize 2050 proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co. These multi-billion dollar proposals would destroy rural and Potomac River natural areas and fuel more sprawl and traffic. TPB's own analysis has shown that they would have little benefit to improving travel in the region. These proposals are not consistent with TPB's policy framework. They would divert significant resources from TPB's identified priority strategies and are inconsistent with multiple TPB policy goals, for example undermining "Bring Jobs and Housing Closer Together" and "Actively encourage mode shift away from less climate-friendly modes like single occupancy vehicles".	Bill Pugh
9/6/2023	VRE Expansion	Mostafa ElNahass
9/6/2023	VRE expansion and electrification	Mostafa ElNahass

9/6/2023	Buy all ROW from freight rail	Mostafa Elnahass
9/6/2023	Electrify all rail lines in the area	Mostafa Elnahass
9/6/2023	Pedestrian and bike Metrorail station access improvements within 1/2 mile of West Falls Church, Tysons, Reston, Herndon and Ashburn stations.	Bill Pugh
9/6/2023	Pedestrian and bike Metrorail station access improvements within 1/2 mile of West Falls Church, Tysons, Reston, Herndon and Ashburn stations.	Douglas Stewart
9/13/2023	Trolley buses replacing Diesel and CNG busses	Mostafa Elnahass
9/15/2023	Loudoun County Transit improvements	Mostafa Elnahass
9/15/2023	Creating a grid pattern in Northern Virginia like Old town Alexandria	Mostafa Elnahass
9/15/2023	VRE Electrification	Mostafa Elnahass
9/16/2023	Washington and Old Dominion Railway Revived as a VRE line	Mostafa Elnahass
9/16/2023	VRE Northwest Route to Dulles Airport and West Virginia	Mostafa Elnahass
9/16/2023	VRE Extension to Richmond	Mostafa Elnahass
9/18/2023	Smart traffic lights. Test intersections at Fairfax County Parkway and Monument Drive. Franklin Farm Rd and West Ox Rd, Fair Oaks Hospital and Rugby Rd. High impact for travelers, excellent test sites for feedback.	D Schneider
9/25/2023	Comprehensive protected bike lanes, continuous sidewalks, lane width reductions and a focus on road safety. VDOT is a single-minded agency that neglects pedestrians and bicyclists in the name of maximum vehicle throughput. The failure to provide any meaningful transportation alternatives has resulted in an increase in pedestrian deaths, increased costs of road infrastructure, and increased time spent in traffic by forcing all citizens to use private automobiles for all transportation needs. VDOT refuses to provide pedestrian or bike improvements unless there is an associated widening of a road, which drives up costs of projects and leaves a maintenance liability when VDOT's repair program is already unable to keep a good state of repair. They are fiscally irresponsible and criminal negligent in providing safe streets or efficient roads. Safe streets are narrow and slow. Safe roads limit access and provide safe alternative infrastructure to pedestrians/bicyclists and safe crossings. Roads should also be fiscally responsible and not overly built, excessively large and consume valuable land. VDOT does none of these things. They build	David Duffy

	and refuse to revise fast, wide neighborhood streets, provide no or extremely limited and unsafe pedestrian/bike infrastructure and spend money like they expect everyone else to cover their irresponsible ways. Have the courage to include a project that would actually make a difference at a lower cost per mile, provide greater mobility and freedom to those that cannot or cannot afford to drive and will actually reduce some of the congestion problems without the associated degradation that increasing car infrastructure causes. Cities are expensive because people crave walkable/bike able/livable areas, so build them instead of more deadly stroads and highways.	
9/25/2023	Franconia Road road diet and protected bike lanes. Franconia Road is a six lane road with a 35mph speed limit that has three elementary schools, two middle schools and two highschool directly or shortly off of the road in the stretch from Frontier Drive to Telegraph Avenue. The sidewalks are inadequate for two people to pass, when even present. There is no protection for bikes on the side west of Van Dorn and the bike gutters on the eastern portion are more dangerous than nothing and only go as far as Twain middle school. The lanes are wide and the road is fairly straight, which encourages and facilities excessive speeding between the many traffic lights. There are residences directly off of this stroad which increase conflict points. The route is used as a 95-495 bypass in the evenings driving up non-local traffic and making it excessively dangerous to cross or be on. The intersection at Van Dorn does not even have marked crossings on half of the intersection. The intersection at Brookland Road gets overburdened and breaks down every morning at arrival time for Edison High because so many students drive to this side street or are dropped off on this side street to try to avoid the jam getting into the school because the entrance is too close to the massive intersection with Van Dorn. The Brookland Road intersection is crossed regularly by students patronizing the McDonalds on the corner who are put at risk by the sheer volume of traffic here that does not care about them and does not look for them. I witnessed a pedestrian hit by a car in the crosswalk to the McDonald's this morning. The cars turning onto Franconia have no incentive to look to the right as they are watching the two lanes of traffic coming from the left and they routinely ignore people at that corner. I routinely see people running across this street because of the lack of safe crossings. A failure to provide meaningful transportation alternatives has caused the failure of this route to be efficient for cars or safe for people. Protected, on street bicycle paths, raised crosswalks and reduced traffic lanes are the only way to increase safety and modal shift to allow more people (not cars) to move through this area safely.	David Duffy
9/25/2023	Van Dorn Street bike and pedestrian improvements. Van Dorn Street in Fairfax has a lot of housing and some shopping along the section from the beltway south to Telegraph Road. The sidewalks are narrow and inadequate. There are few crossings across this wide street. There is inadequate bike and pedestrian facilities near the ramps to the beltway. The road should be narrowed and space given over to protected bike ways and pedestrian paths. The current walkway under the beltway is extremely narrow and does not allow passage of people and bikes.	David Duffy

10/11/2023	Again Guinea Road between Burke Road & Zion Drive 2 lanes become one -variance needed on RPA	Lakepointe Community Council
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**Table 6. Multi-jurisdictional Project Suggestions**

<b>Date</b>	<b>Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?</b>	<b>Name</b>
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick
3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng

6/14/2023	More money for bike and ped improvements.	JoAnne Fiebe
6/14/2023	See my comments regarding the proposed toll lanes on I495 and I270 between the American Legion Bridge and Frederick, MD - these comments are applicable to ALL toll roads adjacent to non-toll roads: Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	Douglas Sedon
6/14/2023	Expansion of Metrorail to include a new Potomac tunnel at Rosslyn and a new Blue line routing from Rosslyn to Union Station, from there to Hill East, and from there across the Anacostia to Bolling AFB, and then National Harbour, across the Wilson Bridge to Alexandria where it would join the existing Metrorail Blue line.	Paul Brown
6/15/2023	Metrorail Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement. This is a major project for the future of Metrorail.	
6/15/2023	If we are going to improve the environment, we need more mass transit (bus, metro, trains). Right now it is not very safe to walk or cycle in some areas of the region. It is not even safe to drive with people speeding. Widening roads actually increases traffic. Please don't do it!	B. Morrow

6/15/2023	Extend I-495 Express Lanes in Virginia into Maryland across the Woodrow Wilson Bridge to support access to National Harbor. Add express transit services across the Woodrow Wilson Bridge so that residents in Prince George's County can have direct transit access to Alexandria and up to Crystal City and the Pentagon.	
6/17/2023	Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines	Ram V
6/19/2023	Hopefully, by 2045 and 2050, the region will be finishing up the transition to more, better, and safer biking and walking infrastructure that will have greatly reduced car trips and encouraged more use of transit. By these decades, there should be a region-wide connected bike lane and trail network that is world class in all respects. Widening and building more roads is not a viable plan for the future of the region or the planet.	Steven Ward
6/23/2023	TPB member agencies need to submit projects that better reflect regional and local policy goals to address climate change, reduce driving, increase access to jobs by transit, and address regional equity Increase funding to maintain, improve service, and expand our transit network. Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Virginia Route 7 Bus Rapid Transit (BRT) project - include this important regional project. Oppose proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co.	Kevin O'Brien
6/25/2023	Overall, it's essential that we invest in transit and bike/ped options to cut back on our transportation generated GHGs. We're at a crisis moment on climate change and we absolutely must consider GHG reduction options in everything we do.	
6/26/2023	Whatever projects the region considers should prioritize public transportation solutions that are befitting a "Visualize 2050" narrative. You need to find ways to reduce car and truck traffic through densely populated areas.	
6/27/2023	More mass transit options to connect DC, MD and VA to provide viable alternatives to commuting by car.	
6/27/2023	Support local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations.	Brian Glenn
6/27/2023	More transit in the outer suburbs. Better regional transit connections to places like Annapolis, Columbia, Frederick, Winchester etc.	Niels Pemberton

6/28/2023	Expansion of the MARC system by adding a third rail and adding service; running MARC and VRE in both Maryland and Virginia; creation of a light/heavy rail line that runs in the Beltway and 270 medians, including the Potomac River bridges; expansion of Metro and Bus Rapid Transit; on-demand jitney service	Edward Rich
6/30/2023	The last long-range plan dedicated twice as much investment to expanding highways as improving transit, pedestrian and bicycling facilities despite regional and local goals that prioritize walkable, transit-oriented communities and fighting climate change. TPB member agencies committed to reviewing projects and only including projects consistent with regional policy goals in Visualize 2050 and to make more progress in fighting climate change, which is why they voted to update the plan two years early. To do this, TPB member agencies need to make substantive changes in the types of projects that they submit for Visualize 2050. We should fund operations of systems we've already built before building new infrastructure. We need operating funding to address the transit "fiscal cliff" and to allow for the more frequent bus service provided by the regional Bus Network Redesign. Commuters will stick with driving cars if public transit takes much more time to commute. Visualize 2050 needs to keep our critical Metrorail, Metrobus and local providers running with the high service levels that riders need. Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Officials have been ignoring the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well. Our arterial roads like Route 1 and Route 50 in Fairfax, Route 355 in Montgomery, and Pennsylvania Avenue and Central Ave in Prince George's are too wide and dangerous and should be redesigned to be safer for people walking, biking, and using transit. Pedestrian fatalities have increased and that is unacceptable. Also, prioritize maintaining and upgrading our roads, rails, trails and bridges to handle extreme weather, increased flooding and sea level rise. Currently, the proposed list of projects and allocation of funding in Visualize 2045 do not account for significant climate resilience needs.	Patty McGrath
6/30/2023	Maryland - Op Lanes Phase 1 (I-495/270 Express Toll Lanes)	jan w greenberg
6/30/2023	Public transit alternatives to expanding roadways in the DMV region such as bus rapid transit or monorail should be required before proceeding.	Patricia Tice
7/1/2023	Massive conservation and rationing is needed to address our planetary overshoot, per recent Nature article.	Jim Laurenson
7/7/2023	Overall, the project list is too focused on highway and road expansion projects have have repeatedly failed to reduce congestion and have only contributed to urban sprawl. Addressing climate change requires extensive transit infrastructure that provides convenient, reliable, and affordable transportation for everyone. Continued dependence on cars puts the highest burden on low income and other vulnerable population and undermines health from poor air quality.	Joan McIntyre

7/9/2023	I'd love to see a bus line that passes down Georgia Ave to 16th Street from Forest Glen or further north and goes to downtown DC that stays on 16th without stopping at Silver Spring Metro. Limited or no stops between the DC line and downtown DC would not duplicate S9 service. I live so close to DC but have to take at least two buses to get anywhere there. A more direct connection would be great.	Sarah Lanning
7/10/2023	Capital Trails Coalition network of multi-use trails	Paul Daisey
7/29/2023	Pedestrian bridge from National Airport to National Landing. Route 1 conversion to boulevard through Crystal City with improved bicycle and pedestrian infrastructure. Route 7 Bus Rapid Transit. In general, I am opposed to further expansion of roads and automobile accommodation. Traffic tends to expand to where it becomes congested. It is better to spend resources on transit and making it safe to walk and bicycle just about anywhere. I often use my car when there is not a safe way to get to my destination on a bicycle.	John Faulkner
7/31/2023	Route 7 BRT – The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia’s second busiest bus corridor and support plans for walkable transit-friendly activity centers. Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines.	Sam Ressin
8/29/2023	Highway removal and road diets for routes 1, 7, 50, 123, 29, 236, 286, 620 I66, I495, I95, I395, I695, I295, Dulles Toll Road Demolition Northern Virginia Rapid Transit network Maryland MTA expansion VRE Expansion Parking mandates removed from all counties No widening of any roads Road Diets for all urban roads which are 4+ Lanes to 2 lanes Cycling and pedestrian network sidewalk mandates, light mandates on all street and roads	
9/5/2023	Metrorail connection to Centreville. VRE and MARC sharing tracks and becoming through trains... Fredericksburg to Frederick Baltimore to Broad Run (and beyond)	
9/6/2023	The area needs a means to connect the C&O Canal trail in Maryland with the W&OD trail in Virginia. With the White's Ferry suspension, there is no reasonable way to ride to Maryland without heading into Georgetown or over the Chain Bridge. Consider a bicycle/passenger ferry or bicycle/pedestrian bridge over the Potomac River	David Cacner
9/13/2023	Southeast High speed rail	Mostafa EINahass
9/14/2023	Think Local! Empower micromobility and human scale development and people won't need to enter the road network for their daily needs. I'd much rather bike 15 mins to a bodega than drive 10 to a supermarket. This would be much easier with a comprehensive bike network. Remember: Traffic is bad because driving is the only choice. There is a term in economics called Methodological Individualism. It says that the large scale patterns in behavior we see are the results of individual choices made by individual people. If you want to see a large scale shift towards less energy intensive transportation, make individual people choose said transportation. Make climate friendly transportation a walk in the park!	Evan Ramee

9/15/2023	Update road design guidelines to modern international standards and not American 1950s standard	Mostafa Elnahass
9/16/2023	Highway system removal	Mostafa Elnahass
9/16/2023	WMATA Deinterlining project	Mostafa Elnahass
9/16/2023	Metro 24 hour service 7 days a week funding	Mostafa Elnahass
9/16/2023	Fare integration between VRE, WMATA and other transit agencies in the area and Amtrak	Mostafa Elnahass
9/16/2023	To align national road guidelines with international standards, we should prioritize the following principles: No More Highways: Shift the focus away from building new highways and instead invest in improving existing infrastructure and alternative transportation modes. Road Widening Limitation: Avoid excessive road widening, which can lead to urban sprawl and environmental degradation. Prioritize solutions that optimize existing road capacity. Complete Streets: Ensure that all roads are designed as "Complete Streets" to accommodate various modes of transportation, including sidewalks, protected bicycle lanes, and public transit options. Sidewalks: Mandate the inclusion of sidewalks on all roads to enhance pedestrian safety and accessibility. Protected Bicycle Lanes: Integrate protected bicycle lanes wherever feasible to encourage cycling as a sustainable and healthy mode of transportation. Street Lighting: Ensure adequate street lighting for safety and security, particularly in urban areas and along transportation corridors. Public Transit Integration: Promote the integration of public transit systems with road networks to provide efficient and sustainable transportation options. Green Infrastructure: Encourage the planting of trees and greenery along roads to improve air quality, provide shade, and enhance the overall aesthetic and ecological value of streets. Accessibility: Prioritize accessibility for people with disabilities by adhering to international accessibility standards, such as those outlined in the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD). Safety Standards: Implement safety measures in accordance with international road safety standards to reduce accidents and fatalities. By adopting these principles, national road guidelines can align with international standards and promote sustainable, safe, and inclusive transportation systems.	Mostafa Elnahass
9/25/2023	There needs to be a comprehensive set of bicycle and pedestrian paths in the area. It is extremely difficult to get anywhere safely on a bike in Virginia to get into DC. DC is better by far than Virginia for bike infrastructure (though still no where near good overall), but getting to DC is next to impossible. The bridges heavily favor cars even though more people can be moved in the space of a single lane by bike and on foot. There is a criminal lack of protected infrastructure for bikes in Virginia because VDOT is an awful agency that cannot take its collective head out of the tailpipe of a car and refuses to provide protected bike lanes unless the local counties pay for it. This area will either choke on the traffic, pave over everything to try to	David Duffy

	alleviate the traffic OR finally realize that the only solution to never-ending congestion is to provide real alternatives instead of lip service and sidewalks that don't go anywhere.	
10/2/2023	Please support Metro and bus rapid transit projects, creating a more efficient public transportation system that will reduce the number of vehicles in the district and allow people to conveniently commute to and from the District. Reduce carbon emissions by continuing to introduce e-vehicles to the District fleet and continue to add dedicated bus lanes and bus-priority traffic signals	

# Public Comments Received

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Thursday, September 21, 2023 9:13 AM  
**To:** TPBcomment; collinsr@charlescountymd.gov  
**Cc:** Lyn Erickson; Kanti Srikanth; Clark Mercer; Rick Konrad  
**Subject:** Concerns -- Suppressing Public Comment at 9/20 TPB Meeting  
**Attachments:** TPB Letter 092123 Final Questions after 920 mtg on public comment.pdf; Gmail - 092023 Concerns Over Comments from Dr. Phoenix, Dr. Wilson and Parisa Norouzi.pdf

Please see the attached letter.

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

September 21, 2023

Reuben Collins, Chair, MWCOG Transportation Planning Board (TPB)  
Members, MWCOG TPB  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Questions from Yesterday's Meeting - Suppressing Public Comment

Chairman Collins:

I am writing with questions from yesterday's TPB meeting<sup>1</sup>.

For reasons that are not clear to me, comments from 3 nationally recognized leaders on environmental justice and transportation driven air pollution hotspots in environmental justice areas were not allowed to be part of the meeting and were not distributed in the meeting materials to the members of the Board. These comments are attached. The explanation from COG staff on why the comments were ignored is also attached. I am now working with the three individuals who submitted the comments.

Why were these comments not included? Did the Chair make this decision?

From the outside it appears that there is an intentional effort to try to minimize or exclude comments and discussion on the issue of high-risk air pollution hotspots in environmental justice communities of color that are caused by transportation planning, transportation plans and transportation projects. This issue is very real, there is solid data, research and analysis on the issue and it will become an even more significant problem if it is not addressed. Examples of why it appears that TPB is trying to minimize or exclude comments and discussion on this issue include:

- There has been confirmation of receipt, but no substantive response to comments submitted on this issue since 2022.

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<sup>1</sup> I am assuming that this is the correct process for the public to ask questions about yesterday's meeting. The TPB public participation process allows the public to watch and listen to the meeting, but does not allow questions from the public on key issues.

- TPB Tech has not been directed to review the data and analysis that are readily available on this issue.
- TPB has now ignored comments on this issue from national experts working on environmental justice issues in the Washington region.

It is not clear to me that you have been fully briefed on this issue and whether the decisions involve TPB leadership or are independent actions by the COG staff.

I have great respect for you and the work you do. The way TPB has handled this issue confuses me. It seems very inconsistent with the way TPB has handled difficult issues in the past. I do recognize that because this issue links to the way land-use and zoning decisions are made by MWCOG members that it is a very difficult issue.

I would appreciate a response to the questions that I have that arose during yesterday's meeting.

I would also ask that you make this letter and its attachments part of the record for yesterday's meeting and to include this letter in the meeting materials file that the public can access.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Thursday, September 28, 2023 7:33 AM  
**To:** kates@takomaparkmd.gov; collinsr@charlescountymd.gov; Clark Mercer; Takis Karantonis; erapandya@hotmail.com; Julie Kimmel; Thomas (DEQ) Ballou; Rick Konrad; Ortiz.adam@epa.gov; Fernandez.Cristina@epa.gov; Welch, Angus; MWAQCPublic Comment; TPBcomment  
**Subject:** Fwd: Written Public Comment for September 27, 2023 MWAQC and CEEPC Meetings  
**Attachments:** MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan (1).pdf; NAACP.Final DDOT Letter.pdf

----- Forwarded message -----

From: **George Aburn** <[tadaburn@gmail.com](mailto:tadaburn@gmail.com)>  
Date: Tue, Sep 26, 2023 at 10:31 AM  
Subject: Written Public Comment for September 27, 2023 MWAQC and CEEPC Meetings  
To: MWAQCPublic Comment <[MWAQCPublicComment@mwkog.org](mailto:MWAQCPublicComment@mwkog.org)>, Jennifer Desimone <[jdesimone@mwkog.org](mailto:jdesimone@mwkog.org)>, Maia Davis <[mdavis@mwkog.org](mailto:mdavis@mwkog.org)>  
Cc: Jeffrey King <[jking@mwkog.org](mailto:jking@mwkog.org)>, <[jphoenix@gwu.edu](mailto:jphoenix@gwu.edu)>, Parisa Norouzi <[parisa@empowerdc.org](mailto:parisa@empowerdc.org)>, Sacoby Wilson <[swilson2@umd.edu](mailto:swilson2@umd.edu)>, Tene Lewis <[MzTLewis616@gmail.com](mailto:MzTLewis616@gmail.com)>, William Washburn <[william.washburn1@comcast.net](mailto:william.washburn1@comcast.net)>, Vivek Ravichandran <[vravicha@terpmail.umd.edu](mailto:vravicha@terpmail.umd.edu)>, Anita Bonds <[abonds@dccouncil.gov](mailto:abonds@dccouncil.gov)>, Takis Karantonis <[tkarantonis@arlingtonva.us](mailto:tkarantonis@arlingtonva.us)>, [tedernoga@co.pg.md.us](mailto:tedernoga@co.pg.md.us) <[tedernoga@co.pg.md.us](mailto:tedernoga@co.pg.md.us)>, Ivey, Jolene <[jivey@co.pg.md.us](mailto:jivey@co.pg.md.us)>

Jen, Maia

I am attaching a comment letter with an attachment to be considered by MWAQC and CEEPC at their 9/27/23 meetings. Could you please make the letter available to the Committees and include it in the meeting materials for the meeting. The letter, from some nationally recognized local environmental justice leaders, includes an offer to work with MWAQC and CEEPC to finalize the regional EJ plan you are working on.

It may be appropriate for MWAQC and CEEPC staff to follow the lead of TPB staff and to make the Committees aware of the comment letter and to provide a short summary.

Individuals who worked on the letter and signed it have been cc'd.

Jen, Maia, Wyetha ... Could you please confirm receipt?

Thanks

Tad

(443) 829-3652

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Thursday, September 28, 2023 7:39 AM  
**To:** kates@takomaparkmd.gov; collinsr@charlescountymd.gov; Clark Mercer; Takis Karantonis; erapandya@hotmail.com; Julie Kimmel; Thomas (DEQ) Ballou; Rick Konrad; Sacoby Wilson; jphoenix@gwu.edu; Parisa Norouzi; eschaeffer@environmentalintegrity.org; Leah Kelly; Ortiz.adam@epa.gov; Fernandez.Cristina@epa.gov; TPBcomment; MWAQCPublic Comment  
**Cc:** William Washburn; Tene Lewis; Gordon, Michael  
**Subject:** Fwd: Comments for September 27, 2023 MWAQC and CEEPC meetings.  
**Attachments:** MWAQC Comments Final 09272023.pdf; MWAQC Letter 09262023 Final Supplements Oral Comments for 927 Meeting.pdf; MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan (1).pdf; NAACP.Final DDOT Letter.pdf; MWAQC Letter 08242023 Final 1 month before Sept Meeting Concern over no action on Chairs EJ Motions.pdf; Audio 1 - Motion and Unanimous Approval.m4a; Audio 2 Support for EJ 1.m4a; Audio 3 Support for EJ and Urgency.m4a; MWAQC Letter 06012023 Final FUp to 524 ideas on EJ program and request to commnet at next meeting (1).pdf; MWAQC Letter 05242023 Final .pdf; MWAQC TAC Letter 06122023 Finalfor 613 Mtg SIP and EJ.pdf; VA DEQ DC MWAQC SIP Comments.pdf; DC DOEE DC MWAQC SIP Comments 09022023 Final.pdf; CEEPC Letter 05242023 Final Request to Comment.pdf; CEEPC Letter 06012023 Final FUp to 524 ideas on climate change goals and Request to Comment (1).pdf; TPB 092023 Final Written Comment Tad (1).pdf; TPB 092023 Final EJ Leaders Written Comments.pdf; CCAN Comments on TPB GHG Plan 2023.pdf; Title VI Complaint MWCOG 07072023 Final (1).pdf; Summary of Issues for Title VI Complaint Form 07072023 Final.pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ (1).pdf

----- Forwarded message -----

**From:** George Aburn <tadaburn@gmail.com>  
**Date:** Tue, Sep 26, 2023 at 10:52 AM  
**Subject:** Comments for September 27, 2023 MWAQC and CEEPC meetings.  
**To:** MWAQCPublic Comment <MWAQCPublicComment@mwkog.org>, Jennifer Desimone <jdesimone@mwkog.org>, Maia Davis <mdavis@mwkog.org>  
**Cc:** Jeffrey King <jking@mwkog.org>, <erapandya@hotmail.com>, Anita Bonds <abonds@dccouncil.gov>, Takis Karantonis <tkarantonis@arlingtonva.us>, George Aburn <tadaburn@gmail.com>, tedernoga@co.pg.md.us <tedernoga@co.pg.md.us>, Ivey, Jolene <jivey@co.pg.md.us>, Fernandez.Cristina@epa.gov <fernandez.cristina@epa.gov>, Wyetha Lipford <wlipford@mwkog.org>

I have attached a hard copy of my comments to be made during the short opportunity for public comments agenda item during the 9/27 MWAQC meeting. Please make the hard copy available in the meeting materials file for both the MWAQC and CEEPC meetings on the 27th.

I have also attached a letter to both MWAQC and CEEPC dated 9/26 providing written comments to both MWAQC and CEEPC. The 9/26 letter is mentioned in my public comments for MWAQC. The letter provides significant additional information ... that is of interest to both MWAQC and CEEPC ... on the issues that are raised in the short public comments.

I have also attached several letters/comments from a group of nationally recognized, local environmental justice experts.

I would ask that the 9/26 letter, the hard copy of my comments and the two letters from the local environmental justice experts be provided to both MWAQC and CEEPC members (as part of the meeting materials) for consideration during the 9/27 meetings.

It seems like ... for the CEEPC meeting ... it would also be appropriate for COG staff (similar to what TPB staff already does for TPB meetings) to provide a short overview of the 9/26 letter and any other written comments that have been sent to CEEPC for their 9/27 meeting.

Jen, Maia, Wyetha ... if you could confirm receipt, I would appreciate it.

Thanks

Tad

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, October 10, 2023 8:31 AM  
**To:** TPBcomment; richard.wallace@gmail.com; mshaffer@dccouncil.gov; Marcela Moreno  
**Cc:** Lyn Erickson; Jeffrey King; hedelman@dccouncil.gov  
**Subject:** Fwd: Public Comment for 10/10/23 MWAQC TAC Meeting  
**Attachments:** MWAQC Comments Final 09272023.pdf; MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan (1).pdf; MWAQC Letter 09262023 Final Supplements Oral Comments for 927 Meeting.pdf; CCAN Comments on TPB GHG Plan 2023.pdf

Recent Request of MWAQC TAC on environmental justice and transportation plans.

----- Forwarded message -----

From: **George Aburn** <tadaburn@gmail.com>  
Date: Mon, Oct 9, 2023 at 8:24 AM  
Subject: Public Comment for 10/10/23 MWAQC TAC Meeting  
To: Thomas (DEQ) Ballou <thomas.ballou@deq.virginia.gov>, MWAQCPublic Comment <MWAQCPublicComment@mwqac.org>, Sunil Kumar <skumar@mwqac.org>, Jennifer Desimone <jdesimone@mwqac.org>, Jeffrey King <jking@mwqac.org>  
Cc: Anita Bonds <abonds@dccouncil.gov>, Takis Karantonis <tkarantonis@arlingtonva.us>, tedernoga@co.pg.md.us <tedernoga@co.pg.md.us>, Ivey, Jolene <jivey@co.pg.md.us>, <councilmember.mink@montgomerycountymd.gov>, Darden, Wesley <Wesley.Darden@montgomerycountymd.gov>, Sacoby Wilson <swilson2@umd.edu>, <jphoenix@gwu.edu>, Parisa Norouzi <parisa@empowerdc.org>, Tene Lewis <MzTLewis616@gmail.com>, William Washburn <william.washburn1@comcast.net>, anne@chesapeakeclimate.org <anne@chesapeakeclimate.org>, Fernandez.Cristina@epa.gov <fernandez.cristina@epa.gov>, Rick Konrad <rkonrad@mwqac.org>, Jeffrey King <jking@mwqac.org>, <info@gwrcc.org>, <erapandya@hotmail.com>, Julie Kimmel <jkimmel@moms-clean-air-force.org>

To: Tom Ballou, Chair MWAQC TAC  
MWAQC TAC Members  
MWAQC Public Comment  
Sunil Kumar and Jen Desimone Jeff King, staff MWQAC TAC, MWAQC and CEEPC

Topic: Comments on Environmental Justice (EJ) and Delays in Acting on the MWAQC Chairs Unanimously Supported Motion to Expeditiously Adopt and Implement a Regional EJ Plan. Comments on Climate Change Goals.

Date: 10/9/23

Tom, Sunil, Jen, Jeff - Could you please distribute the comments contained in this email to TAC and to include these as public comment for the next MWAQC and CEEPC meetings. .

I noticed that again, there is no agenda item for your TAC meeting on 10/10 that begins the process of having TAC discuss the expeditious development and adoption of the EJ Plan that was unanimously approved almost one half of a year ago at MWAQC's May 24, 2023 meeting.

I request that during your October 10, 2023 meeting that you discuss the attached comments that were submitted as part of the last MWAQC meeting, the written comment 9/26 letter that was sent to MWAQC and CEEPC for their 9/27/23 meetings (being forwarded in a separate email) ... and to (as provided for in the MWAQC bylaws) set up a subcommittee to expedite the development of the EJ Plan.

I would volunteer to be on that subcommittee, to coordinate a meeting with the DC EJ Coalition members that submitted comments to MWAQC (attached) and to provide a briefing on the EJ framework (developed with input from EJ communities, EJ experts and EJ advocates) that was submitted to MWAQC on June 1, 2023 and attached to the 9/26 MWAQC/CEEPC letter..

In addition, as communicated multiple times in the past, I do not understand why this has not already happened, but I also strongly believe that TAC, the technical committee supporting MWAQC and CEEPC, should be reviewing the now readily available data, research and analyses on how MWCOG plans are creating high-risk air pollution hotspots in communities like Ivy City, Brentwood, Cheverly, Fairmount Heights and Seat Pleasant.

I also noticed that there is, again, no agenda item on the TAC agenda on climate change goals. I believe that TAC is also charged to assist CEEPC with technical and scientific issues. TAC should be discussing the issue of the scientifically and technically out-of-date MWCOG climate change goals. The attached 9/26 letter to MWAQC and CEEPC discusses this issue and attaches a June 1, 2023 recommendation on updated, science based goals that was developed with input from climate scientists and other climate experts on what updated MWCOG regional climate change goals should look like. Comments submitted by CCAN on this issue are also attached.

I know that TAC does not provide a routine opportunity for public comment, but the Chair can allow public comment and participation on a case-by-case basis. I will be listening in to your meeting (I recognize that COG staff will mute my line and disable my ability to use the chat and raise hand tools) but would be happy to provide input if the Chair approves and I am unmuted.

Given that the public is not allowed to ask questions during TAC meetings, could you please ask Antoine Thompson (presenter for agenda item #4) if the GWRCC efforts to address equity in the District and PG County is looking at the issue of high-risk air pollution hot-spots in environmental justice communities of color. Examples include Cheverly, Fairmount Heights, Seat Pleasant and Ivy City. If the GWRCC is looking at this issue ... how is it being addressed?

Thank you in advance for your consideration,

Tad Aburn

Volunteer working with the Cheverly, Fairmount Heights and Seat Pleasant Communities in Prince George's County MD and the DC EJ Coalition.

Tad Aburn

39724 East Sun Drive, Unit 213

Fenwick Island, DE 19944

(443) 829-3652

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, October 10, 2023 8:36 AM  
**To:** TPBcomment  
**Subject:** Fwd: Public Comment for 10/11/23 TPB CAC Meeting and 11/27/23 Access For All Advisory Committee (AFA)  
**Attachments:** TPB 092023 Final Written Comment Tad.pdf; TPB 092023 Final EJ Leaders Written Comments (1).pdf

----- Forwarded message -----

From: **George Aburn** <[tadaburn@gmail.com](mailto:tadaburn@gmail.com)>  
Date: Tue, Oct 10, 2023 at 8:26 AM  
Subject: Public Comment for 10/11/23 TPB CAC Meeting and 11/27/23 Access For All Advisory Committee (AFA)  
To: [richard.wallace@gmail.com](mailto:richard.wallace@gmail.com) <[richard.wallace@gmail.com](mailto:richard.wallace@gmail.com)>, [mshaffer@dccouncil.gov](mailto:mshaffer@dccouncil.gov) <[mshaffer@dccouncil.gov](mailto:mshaffer@dccouncil.gov)>, Marcela Moreno <[mmoreno@mwkog.org](mailto:mmoreno@mwkog.org)>  
Cc: Lyn Erickson <[lerickson@mwkog.org](mailto:lerickson@mwkog.org)>, [hedelman@dccouncil.gov](mailto:hedelman@dccouncil.gov) <[hedelman@dccouncil.gov](mailto:hedelman@dccouncil.gov)>, Jeffrey King <[jking@mwkog.org](mailto:jking@mwkog.org)>, <[collinsr@charlescountymd.gov](mailto:collinsr@charlescountymd.gov)>

To: Richard Wallace, Chair, TPB CAC  
Christine Henderson, Chair TPB Access for All Advisory Committee  
CAC Committee Members  
AFA Committee Members  
TPB Public Comment  
Marcela Moreno, staff MWCOG, TPB QAC TAC and MWAQC

cc: Lyn Erickson, Jeff King

Topic: Systemic Environmental Racism Driven by TPB Plans

Date: 10/9/23

Marcela - Could you please distribute the comments contained in this email and the attachments to all CAC and AFA Committee members for their 10/11/23 and 11/27/23 meetingsjeff.

Chairman Wallace, Chairwoman Henderson, CAC Committee Members, AFA Committee members:

I am submitting a comment for your meetings on 10/11/23 and 11/27/23 to ask you to look at the issue of systemic environmental racism driven by TPB plans and the implementation of TPB plans ... and to discuss the attached comments on this issue submitted to TPB on September 20, 2023.

I had assumed that AFA was solely focused on the very important issue of ensuring that there is racial equity built into TPB's efforts to provide access to transportation. I have recently learned that most all racial equity can be considered by the AFA.

The racial equity issue I believe both CAC and AFA needs to discuss is the now well documented problem of very high risk air pollution "hot-spots" in environmental justice communities of color. These hot-spots are being driven by TPB

plans. Examples of communities that are breathing high-risk, inequitable, transportation related air pollution (TRAP) include Ivy City, Brentwood, Cheverly, Fairmount Heights and Seat Pleasant.

I request that during your upcoming meetings that you discuss the attached comments that were submitted as part of the last TPB meeting on 9/20/23.

I know that CAC and AFA do not provide a routine opportunity for public comment, but that the Chair can allow public comment and participation on a case-by-case basis. I will be listening in to your meetings (I recognize that COG staff will mute my line and disable my ability to use the chat and raise hand tools) but would be happy to provide input if the Chair approves and I am unmuted.

I also noticed that the expertise of your memberships (both CAC and AFA) appears to be focused on mobility and access to transportation but does not include expertise on TRAP and transportation related environmental justice. I would be happy to arrange a call with one of my colleagues, Dr. Sacoby Wilson, to discuss potential additions to CAC and AFA to fill these gaps.

I am also sending by separate email a similar request that was made to the MWCOG, MWAQC TAC ... that CAC and AFA committee members may be interested in.

Thank you in advance for your consideration,

Tad Aburn

MDE Air Director through November of 2022

Now retired and a volunteer working with the Cheverly, Fairmount Heights and Seat Pleasant Communities in Prince George's County MD and the DC EJ Coalition.

Tad Aburn

39724 East Sun Drive, Unit 213

Fenwick Island, DE 19944

(443) 829-3652

Comments for the September 20, 2023 TPB Meeting

Tad Aburn<sup>1</sup>

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

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Mr. Chairman, Board members, thank you again for the opportunity to provide public comment today.

My comments today focus on potential violations of Title VI, the civil rights law, driven by what appears to be institutional, systemic environmental racism that ... I believe ... is unintentionally built into the TPB process. TPB appears to want to ignore these civil rights violations.

The Title VI complaint that was filed with MWCOG in ??? is attached. The complaint is being revised to address the issues identified by COG staff. There were no substantive issues identified by the COG staff ... just legal and procedural issues. There appears to be concurrence on the substance of the complaint. Several leaders of local environmental justice advocacy groups are now providing input on the complaint. The strengthened Title VI complaint will be submitted before the end of the year

The issue driving the unintentional systemic environmental racism is that transportation planning, TPB transportation plans and implementation of the transportation projects in those plans are creating high-risk air pollution hotspots in environmental justice communities of color. The measured air pollution levels and other research are very clear ... The issue of transportation driven air pollution hotspots is very real and driving inequitable public health risks in communities of color. In a briefing to MWAQC one independent researcher called the air pollution levels in Ivy City ``alarming''. TPB Tech has chosen to ignore the data, research and analysis that is now readily available on this issue.

Having worked with many elected officials in the MWCOG process, I know the vast majority of members are very concerned about both environmental justice and climate.

---

<sup>1</sup> As background my name is Tad Aburn. I have submitted comment on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for 3 overburdened communities in Prince George's County. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I worked for MDE for 40 years.

change and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

I have also submitted several additional recent letters (since you last met) that are linked to the issue I am raising in these comments today.

In closing, I urge TPB to address this critical racial equity issue. Please let me know if I can help in any way.

## Marcela Moreno

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**From:** George Aburn <tadaburn@gmail.com>  
**Sent:** Tuesday, October 17, 2023 10:58 AM  
**To:** TPBcomment; Lyn Erickson  
**Cc:** Kanti Srikanth; collinsr@charlescountymd.gov  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** TPB 101823 Final Written Comment Tad.pdf; TPB 092023 Final EJ Leaders Written Comments.pdf; CCAN Comments on TPB GHG Plan 2023.pdf; MWAQC Letter FinalV2 Phoenix et al 09262023 Letter on TRAP and EJ Plan .pdf; MWAQC Letter 09262023 Final Supplements Oral Comments for 927 Meeting.pdf

Lyn - Please register me to provide virtual comments during the 10/18 TPB meeting. I will not be attending the meeting to provide in-person comments.

My comments and the attachments to those comments are attached.

Thanks again for your help.

If you could please confirm receipt, I would appreciate it.

Tad

Comments for the October 18, 2023 TPB Meeting

Tad Aburn<sup>1</sup>

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

\*\*\*\*\*

Mr. Chairman, Board members, thank you again for the opportunity to provide public comment today.

My comments today are very simple and take the form of two questions.

1. Why is TPB ignoring the issue of air pollution hot-spots in environmental justice communities of color that are caused by TPB plans, programs and projects?
2. Is TPB continuing to use the current MWCOG climate change goals (that are not consistent with science or the goals in other leadership areas and very weak) to avoid having to look at more difficult emission reduction strategies in the TPB climate change plan?

Please use the questions above in the staff summary of these comments that will be provided during the meeting on October 18, 2023.

I am attaching recent comments made to TPB and MWAQC from nationally recognized local experts on environmental justice and climate change. I am also attaching recent comments to MWAQC and CEEPC on these issues.

Comments, data and analyses on these issues have been submitted as formal public comment to TPB and its technical and advisory committees since late 2022. There has been no response or other information provided that explains, as required in federally approved TPB public participation guidance, how this public input will be used.

Question # 1, I believe, appears to be linked to a potential violation of the civil rights of minority communities across the region by TPB, MWCOG and MWCOG members.

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<sup>1</sup> As background my name is Tad Aburn. I have submitted comments on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for overburdened communities in Prince George's County and the District of Columbia. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I worked for MDE for 40 years.

Question #2, I believe, appears to be linked to the adoption of a weak plan to address climate change from the transportation sector and a potentially huge misuse of federal transportation dollars.

Thank you again for providing the opportunity for public comment.

# Supplemental Attachments



George Aburn <tadaburn@gmail.com>

**Comments from Dr. Phoenix, Dr. Wilson and Parisa Norouzi**

3 messages

**George Aburn** <tadaburn@gmail.com> Wed, Sep 20, 2023 at 12:14 PM

To: Kanti Srikanth <ksrikanth@mwcog.org>, Lyn Erickson <lerickson@mwcog.org>

These comments are not included in the package and we're not summarized. Lyn. Yesterday you confirmed receipt of these comments. What happened?

Tad

**Lyn Erickson** <lerickson@mwcog.org> Wed, Sep 20, 2023 at 3:55 PM

To: George Aburn <tadaburn@gmail.com>, Kanti Srikanth <ksrikanth@mwcog.org>

Hello-

Yes, I can confirm that we did receive the email, as I notified you of yesterday. Upon review of the comment, it is clear that it was sent by you as a third party. TPB requires that each individual submitting public comment make the request personally. We cannot accept the request from you as a third party. Thanks for your understanding.

Lyn

\*\*\*\*\*

**Lyn Erickson, AICP**

Plan Development and Coordination Program Director

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

Cell (703)587-7935

Work (202)962-3319

[Quoted text hidden]

**George Aburn** <tadaburn@gmail.com> Wed, Sep 20, 2023 at 4:16 PM

To: Lyn Erickson <lerickson@mwcog.org>

Cc: Kanti Srikanth <ksrikanth@mwcog.org>, Rick Konrad <rkonrad@mwcog.org>

Bcc: George Aburn <tadaburn@gmail.com>

Interesting. It was clearly not a third party submittal ... why was it interpreted that way? I have seen many comments from groups where not everyone in the group requested individually to comment. Is this a new policy? I have never seen it in your public participation policies.

Given the strengthened Title VI petition being drafted ...could you ... for the record ... point me to where that policy is in writing? The way this was handled is a perfect example of the concerns raised in the earlier Title VI complaint.

Will you be contacting the three commenters to let them know that their comments were rejected based upon a procedural mistake or should I do that?

Tad

[Quoted text hidden]

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*Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition*  
*Parisa Norouzi, Executive Director, EMPOWER DC*  
*Dr. Sacoby Wilson, University of Maryland Center for Community*  
*Engagement, Environmental Justice and Health (CEEJH)*  
*Tene Lewis, Lead Volunteer, Campaign to Reduce*  
*Lead Exposure & Asthma*

---

September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)

Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)

Committee Members, MWAQC

Committee Members, CEEPC

777 North Capitol St. N.E.

Suite 300

Washington, DC 20002

RE: Request to Provide Input on the MWAQC/MWCOG Environmental Justice Plan

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

We are writing to offer our assistance to MWAQC, CEEPC and MWCOG as you work to finalize and implement the regional Environmental Justice Plan that Chairwoman Bonds proposed and passed during MWAQC's May 24, 2023 meeting. This proposal was vigorously supported by the Committee and passed unanimously. We understand that this issue may be discussed at the September 27, 2023 MWAQC and CEEPC meetings. This letter is follow-up to the comments that we submitted for the May 20, 2023 TPB meeting.

We have begun to work with Tad Aburn on this and other issues and we share his concern that it has been nearly a quarter of a year and that no real progress has been made to follow-up on Chairwoman Bond's action during the May 24th MWAQC meeting to expeditiously develop and adopt a stand-alone environmental justice plan. We find this surprising given the Committees clear charge to develop and implement the plan expeditiously.

The Plan needs to not only encourage the need to build partnerships with environmental justice communities but also include real action to reduce excessive emissions in these areas from both stationary and transportation related sources.

The data, research and analysis that is now readily available clearly shows that excess emissions in and around environmental justice areas are creating very serious, inequitable public health risks to the people and the children that live in these communities. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City environmental justice area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP and the critical need for government agencies and regional planning organizations like MWCOG to take action to address this issue.

We have followed Mr. Aburn's efforts (before retiring, Mr. Aburn was the MDE Air Director for many years) to push MWAQC and the MWCOG Transportation Planning Board (TPB) to address the need to reduce pollution in the now well documented air pollution hotspots that are driven by TRAP and causing high risks in environmental justice communities of color. We support his efforts and share his concerns. Interestingly, Mr. Aburn's efforts started in Late 2022, almost the same time we began to push the need to address TRAP.

In closing, should you want our input on what we believe is critical in your environmental justice plan, please contact us. Please contact Tad Aburn. He will be coordinating this effort.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

*Janet A. Phoenix*

Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

*Parisa Norouzi*

Parisa Norouzi, Executive Director, EMPOWER DC

*Dr. Sacoby Wilson*

BGSU JWP

Dr. Sacoby Wilson, University of Maryland Center for Community Engagement,  
Environmental Justice and Health (CEEJH)

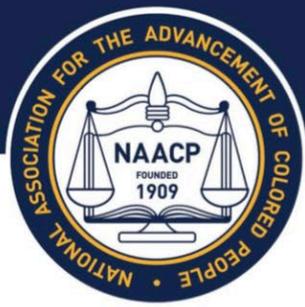
*Tene Lewis*

Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

*George S. Aburn Jr.*

George S. (Tad) Aburn Jr., Volunteer

Cc: William Washburn, Climate Justice Chair, Washington DC Branch, NAACP  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, Executive Director, MWCOG  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



**NAACP** *National Association For The Advancement Of Colored People*

*Washington, DC Branch*

1000 U Street, NW • Suite 100 • Washington, DC 20001

September 1, 2022

Olivia Dedner  
Chief of External Affairs  
District Department of Transportation (DDOT)

Dear Olivia,

I trust that this letter finds you safe & well. This is a note from Neil Boyer, Environment and Climate Justice Committee for the Washington DC branch of the NAACP. We would like to thank you for providing the opportunity to have a Zoom meeting with you and your team on July 18th. We would like to request a further meeting to follow up on the measures discussed at that meeting. We understand that your office is in the process of putting together requests for the FY 24 budget. As you know, in our previous discussions we requested that DDOT use some of the federal and local resources allocated to improve transportation infrastructure in the district to also reduce resident exposure to Traffic-Related Air Pollution (TRAP). This is critical for those areas of the city where exposure to TRAP has resulted in adverse public health outcomes, namely in residential areas adjacent to I-295, I-395, Suitland Parkway, and New York Avenue (as well as other high-volume traffic corridors located in lower-income areas of the city). We also requested active community engagement in the design and implementation of interventions funded by these resources and aimed at reducing TRAP. The Campaign team would very much like to participate as stakeholders as your agencies plan current and future budget requests that could support implementation of some of the recommendations for pollution mitigation along high traffic corridors, especially those in low-income minority neighborhoods.

In the context of the issues cited above, we were recently made aware that WMATA intends to remodel its Shepherd Parkway bus garage to include new Compressed Natural Gas (CNG) fueling infrastructure. The proposed remodel will shift many of WMATA's CNG buses to the community, contribute more fossil fuel powered traffic, result in additional TRAP, and compound adverse health impacts in Ward 8 and along the I-295 corridor. Furthermore, this project represents a troubling new foothold for fossil gas infrastructure in Ward 8 and will stymie efforts to ensure clean public transportation for DC's most vulnerable commuters and residents. Furthermore, the WMATA proposal, if implemented, would undermine its stated commitment to electrify its bus fleet and reduce its carbon footprint. This proposal is especially concerning due to its potential public health impacts on a disadvantaged community that is already disproportionately impacted by TRAP. This development further illustrates the need for greater community involvement in decisions related to TRAP and public health.

In addition, sufficient resources should be allocated to ensure that a baseline of information on TRAP-related adverse health outcomes for residents of the aforementioned communities is established as well. Such a baseline could identify the current levels of TRAP, as well as TRAP-

related morbidity and mortality rates (especially for vulnerable low-income people living close to high-traffic corridors).

In light of the above, our 'ask' is that DDOT & DOEE create a mechanism to monitor and track health outcomes associated with TRAP (e.g. respiratory disease and cardiovascular disease) especially in communities at risk adjacent to I-295, I-395 and New York Avenue. This may require coordination with DC Health as they are the agency with the expertise to assess health indicators and conduct surveillance. Under the assumption that improving public health outcomes remains a priority of the current Bowser administration, establishing this baseline is critical to provide measures of progress towards the goal of reducing harmful exposures to TRAP. This is especially important to those residents at risk in Wards 5, 7 & 8. We also strongly urge that DDOT and DOEE recommend that the District Government's representatives on the WMATA Board call for WMATA staff to suspend its proposal to locate new CNG fueling infrastructure at this Metrobus garage and consider replacing older diesel-powered Metrobuses in the garage's fleet with new electric Metrobuses instead.

Thank you in advance for your continued willingness to meet with us to discuss these important transport related public health issues. We look forward to continued collaboration on this matter and hope to hear from you at your earliest convenience.

Best Regards,



Neil Boyer

cc:

Anna Chamberlin, Associate Director, Planning and Sustainability Division,  
DDOT [anna.chamberlin@dc.gov](mailto:anna.chamberlin@dc.gov)

Nana Bailey, (meeting facilitator) Chief Transportation Equity & Inclusion Officer -  
[nana.bailey@dc.gov](mailto:nana.bailey@dc.gov) - DDOT

Austina Casey, Manager, Environmental Program Branch,  
DDOT [austina.casey@dc.gov](mailto:austina.casey@dc.gov) (DDOT)

Faye Dastgheib, Interim Manager, Policy and Legislative Affairs Division, DDOT -  
[faye.dastgheib@dc.gov](mailto:faye.dastgheib@dc.gov)

Kelly Crawford, Associate Director Air Quality Division, DOEE  
[kelly.crawford@dc.gov](mailto:kelly.crawford@dc.gov)

Kendra Wiley, Renewable Energy and Clean Transportation Policy Analyst, DOEE  
[Kendra.Wiley@dc.gov](mailto:Kendra.Wiley@dc.gov) (DOEE)

Will Perkins - Staffer from Councilmember Janeese Lewis-George's office -  
[WPerkins@dccouncil.us](mailto:WPerkins@dccouncil.us)

Michael Porcello - Staffer from Councilmember Mary Cheh's office -  
[mporcello@dccouncil.us](mailto:mporcello@dccouncil.us)

Copy of Comments Made by Tad Aburn  
MWAQC Meeting  
September 27, 2023

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

Before I begin my comments, could I ask the COG staff to explain to the Committee how after I finish my short comments, I will be muted by the COG staff and the “chat” and “raise hand” functions will be disabled ... and that the only way for me to respond to questions or provide additional information is if a member asks the Chair if she will allow additional input from the public. The Chair may also allow for additional input from the public without a request from the membership. I do not believe many MWAQC members know how public comment and public participation are being handled. Could COG staff go over these procedures before I begin my comments. I would also appreciate it if the 3-minutes allowed by staff for public comment ... 3 minutes is nowhere to be found in MWAQC bylaws or public participation guidance documents ... could be extended to 5 minutes.

### **Beginning of Comments**

Madame Chair, MWAQC members, thank you for providing the opportunity to provide public comment today.

I will start by apologizing up front for the tone of my comments and how they have evolved from collegial and polite in late 2022 to now being more direct and less collegial in September of 2023. I have serious concerns over the way COG staff appears to want to minimize public input and participation. You should ask to be briefed on the way public comment and participation has been handled and become more difficult since late 2022.

Later on your agenda, you will receive a briefing on what has taken place since May 24, 2023 to act on the unanimously approved motion by the

Chair to expeditiously adopt a stand-alone regional plan to address environmental justice and how MWAQC air quality plans are allowing, actually enabling, high-risk, air quality hotspots in environmental justice communities of color to get worse. Although MWAQC and MWCOG appear to want to ignore the issue, what is happening is clear cut institutionalized, systemic environmental racism.

It is my opinion that the elected membership of MWAQC and MWCOG do not fully understand this as they appear to not have been adequately briefed on the air pollution hotspot EJ issue by COG staff ... public input on this issue has also been ignored.

The briefing you will see today (which is similar to recent briefings provided to TAC and ACPAC) was thrown together after my somewhat negative August 24, 2023 letter<sup>1</sup> to MWAQC asking what has the COG staff done for the last quarter of a year to implement the vigorously supported and unanimously approved motion ... made by the Chair ... to expeditiously develop and adopt an environmental justice plan.

As you will see in the briefing:

- Since the May action, no input was sought from leaders and residents who breathe the unhealthy air in environmental justice areas. This kind of immediate input was highlighted by the Chair during the May 24 meeting,
- The framework for a regional EJ plan that I provided to MWAQC in a letter dated June 1, 2023 was never even discussed or considered. This framework includes significant input from environmental justice communities and experts, like Sacoby Wilson and Vernice Miller.
- The briefing is very general and includes a lot of “feel good” concepts and buzzwords like, “EJ toolkit” (which has never actually been used), “EJ Resource Guide” and “equity lens”.

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<sup>1</sup> All of the letters mentioned in my comments are attached to the September 26, 2023 letter that is mentioned at the end of my comments.

What it does not include is anything that is action oriented ... things that will actually reduce risk to the residents and the children who have to breathe the air in these already overburdened communities. Maryland is implementing a very action oriented EJ plan in several high profile EJ communities. The MDE effort involves:

- Building partnerships and trust with these communities ... in general, government has very low credibility in these areas,
- Taking immediate action using existing authorities to reduce air pollution risks in these communities, and
- Working to rethink the legacy of government dumping high polluting transportation projects and dirty industrial plants on environmental justice communities over and over and over. This legacy has been built over the last 100 years and will not get better until state and local governments rethink the very difficult issue of how business-as-usual land use and zoning decisions are made.

MDE was not even asked by COG staff to provide a briefing on their EJ plan to TAC.

TAC did not even mention the EJ Plan in their June and July meetings although public comment was provided requesting that the issue be discussed. Over the past year, I have on multiple occasions offered to help set up a panel, involving MDE, EJ community leaders and other local EJ experts.

I urge you to charge the COG staff to establish a subcommittee ... as provided for in the MWAQC bylaws ... to move forward more expeditiously to reach out to communities and local EJ experts immediately, discuss the EJ framework document that was sent to MWAQC and ask for a briefing from MDE ... and to then bring back a much more robust, action-oriented regional environmental justice plan. Again, I will volunteer my time to help with this.

I have submitted a more detailed letter dated September 26, 2023 to supplement these short comments. The letter also provides information on other actions linked to the EJ issues discussed above. Both the recent letter I submitted to EPA on this issue and the Title VI/Civil Rights complaint that was submitted on July 10th are summarized and updated in the September 26 letter. Recent comments and letters from national leaders working on EJ issues in the DMV and the Chesapeake Climate Action Network (CCAN) are also attached to the 9/26 letter.

Because of the time limitation put on public comments, I can not fully summarize my major concerns about an equally important issue ... the briefing on the draft SIP ... a very flawed briefing ... that you will receive as agenda item # 5.

You will be asked to approve the draft SIP for submittal to the EPA. If MWAQC approves the draft SIP ... it will be endorsing an overarching policy that allows emissions to increase and public health protection to be decreased to allow the transportation community to avoid adopting new transportation related emission controls.

That is what the draft SIP does. Ask the staff. I have attached some of my questions for potential use by MWAQC members to ask COG staff questions during the briefing. You could also ask the Chair to unmute me so that you can ask me questions. More detail on this issue (including ways to create a win-win ... public health protection and transportation growth ... solution) is also provided in the September 26, 2023 letter.

I urge you to not approve the SIP today and to ask TAC and the COG staff to revisit the SIP to address the issues I have raised. You may also want to ask the staff to explain how the public comment process and potential legal challenges ... as part of EPA's approval or disapproval process ... works.

In closing, I urge you to set up a subcommittee and to develop a robust EJ plan expeditiously and to not approve the draft SIP today.

Thank you again for allowing public comment. Please let me know if I can help in any way.<sup>2</sup>

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<sup>2</sup> As background, My name is Tad Aburn. In October of 2022, I was the Chair of MWAQC TAC. For the past 10 years I was the MDE Air Director and an MWAQC member. I have helped write and have submitted over 30 SIPs to EPA over my career. I am now retired ... doing volunteer work for overburdened communities in Prince George's County.

\*\*\*\*\*

## ATTACHMENT TO TAD ABURNS COMMENTS AND THE 09/26/23 SUPPLEMENTAL LETTER MENTIONED IN THE COMMENTS

*Questions That I Believe MWAQC Members Should Ask During  
the Briefing for Agenda Item #5*

*Request to Approve SIP for EPA Submittal*

**Note:** If desired, MWAQC members can ask the Chair to unmute me during the meeting to provide input.

After the public provides short comments at the beginning of the meeting, the COG staff mutes the commenter and disables their ability to use the chat and raise hand functions of the virtual meeting. This can only be reversed if the Chair asks for the commenter to be unmuted and allowed to use chat and raise hand functions.

**Recommendation** - Do not approve the SIP for submittal to EPA until response to comments are responsive to the comments that have been submitted and SIP is consistent with the policy goals of MWAQC.

**Overarching Policy Question:** If MWAQC approves the draft SIP ... it will be endorsing an overarching policy that allows emissions to increase and public health protection to be decreased to allow the transportation community to avoid adopting new transportation related emission controls.

That is what the draft SIP does. Ask the staff.

Is this what MWAQC wants?

There are other ways to find a win-win solution that will be good for both public health protection and transportation growth.

**Secondary Policy Question:** The SIP appears to be built using two basic concepts:

1. That If something is right and should be done to protect public health, but it's not required by minimum EPA guidance, then do not include it in the SIP ... even if it is logical and would protect public health ... or
2. That if something is wrong, not needed and bad for public health ... but it is allowed because of old, poorly thought out EPA guidance ... then include it .. even if it is wrong and bad for public health.

Is this what MWAQC wants?

**Other Key Questions Linked to the Presentation:**

**Slide 4** - In a May 24, 2023 letter to MWAQC, didn't the person submitting the comments (me - Tad Aburn - Mr. Aburn) provide draft language for the SIP. Wasn't the draft language attached to the comments?

The suggested language was ...

“A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities.”

The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.”

This language was also recommended in the comments to Virginia and the District.

Shouldn't the responses discuss why that language could not be included?

During the debate on this issue during the May 24, 2023 MWAQC meeting, there was considerable support for the members of MWAQC to include language similar to the suggestion as it appeared to be the right thing to do ... whether it

was or was not required in current EPA guidance ... especially when everyone knows that the new EJ guidance will soon be finalized.

**Slide 5 - Bullet 1** - Is the goal of the air quality plan to do the minimum or to do what is right to protect public health? Most MWAQC members became MWAQC members because of their desire to protect the health of their constituents and the residents of the region. The response is particularly weak as the states and the COG staff know that a real problem exists and that EPA guidance is imminent. Why is the EPA not at the 9/27 meeting? Were they asked to attend and to clarify their position on including EJ in the SIP?

**Slide 5 - Bullet 2** - Doesn't MDE's response imply that they would be OK with adding the suggested language into the SIP as they are already doing most of what the suggested language would require? MDEs response acknowledges the problem with air quality hotspots ... in EJ communities ... driven by the SIP ... is real.

**Slide 6 - Bullet 1** - Does this say anything about the comment. No. The comment is that the SIP needs to make sure that the SIP does not allow for implementation to make problems in EJ areas worse. This is happening right now. The VADEQ response does not even acknowledge that the data, research and analysis show that the problem is real. This response is not responsive and inadequate.

**Slide 6 - Bullet 2** - Does the DC DOEE response infer that they would also be OK with adding the suggested language? Their response acknowledges that the problem is real but does not include anything specific on how the problem should be addressed. Like the VA DEQ comment ... The DC DOEE comment provides big picture rhetoric but does not actually address the "hotspots in EJ communities-caused by the SIP" issue.

**Slide 8 - All bullets** - Will the so-called "Safety Margins" help provide greater public health protection or are they really "Transportation Buffers that will increase emissions and decrease public health protection so that the transportation planning process does not have to find additional emission reductions"?

They are the latter. Safety margins is a misleading term. There are many other ways to address the “uncertainties” associated with new models and other technical changes. The real question is should future changes in mobile emissions or growth be handled by allowing for less public health protection or by finding more emission reductions in the transportation sector. The “Safety Margin” provisions of the SIP sacrifice public health protection to ensure that the transportation planning process does not need to find more emission reductions.

Is this what MWAQC wants?

**Slide 9 - All Bullets.** - Are the greenhouse gas benefits made available when policy makers are trying to decide what should be in transportation plans? For example if two packages of strategies are being considered (assume one package is very heavy on technology while the other is based on technology and strategies to reduce VMT) are the greenhouse gas reduction benefits from each package of strategies made available to policy makers so that climate change goals can be considered as the two strategies are debated.

The answer is no. This information should be made available to policy makers and the public as decisions are made on how to spend millions of public dollars to improve the region's transportation system while ensuring public health protection. Not ... as is current practice ... after the policy decisions have been made.

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)  
Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)  
Committee Members, MWAQC  
Committee Members, CEEPC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Concerns Over Delays in Addressing Environmental Justice, the Draft State  
Implementation Plan (SIP) MWAQC will be asked to Approve and the Need to  
Strengthen MWCOG Climate Change Goals

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

This letter is the letter mentioned in my comments to MWAQC for the September 27,  
2023 MWAQC meeting at noon. This letter is also being submitted to CEEPC as written  
public comment for their 10:00 meeting on the 27th. Both MWAQC and CEEPC have  
interest in the four issues I am commenting on ... environmental justice (EJ), clean air  
and the region's clean air plan, climate change and the Title VI/civil rights complaint.

I will start by apologizing up front for the tone of my letter and how my communications  
have evolved from collegial and polite in late 2022 to being more direct and less  
collegial in September of 2023. I have serious concerns over the way COG staff  
appears to want to minimize public input and participation. You should ask to be  
briefed on the way public comment and participation has been handled and become  
more difficult since late 2022.

### Environmental Justice

On the 27th, both Committees will receive a briefing on what has taken place since May  
24, 2023 to act on the unanimously approved motion by the MWAQC Chair to

expeditiously adopt a stand-alone regional plan to address environmental justice and how MWAQC air quality plans and TPB transportation plans are allowing, actually enabling, high-risk, air quality hotspots in environmental justice communities of color to get worse. Although MWAQC, CEEPC, and MWCOG appear to want to ignore the issue, what is happening is clear cut institutionalized, systemic environmental racism.

It is my opinion that the elected membership of MWAQC, CEEPC and MWCOG do not fully understand this as they appear to not have been adequately briefed on the issue by COG staff and public input on this issue has been ignored.

The briefing you will see today (which is similar to recent briefings provided to MWAQC TAC and ACPAC) was thrown together after my somewhat negative August 24, 2023 letter\*<sup>1</sup> to MWAQC asking what has the COG staff done for the last quarter of a year to implement the vigorously supported and unanimously approved motion ... again, made by the Chair ... to **“expeditiously”** develop and adopt an environmental justice plan.

As you will see in the briefing:

- No input was sought from leaders and residents who breathe the unhealthy air in the environmental justice areas. This kind of immediate input was highlighted by the Chair during the May 24 MWAQC meeting,
- The framework that I provided to MWAQC in a letter\* dated June 1, 2023 was never even discussed or considered. This framework includes significant input from environmental justice communities and experts, like Dr. Sacoby Wilson and Vernice Miller.
- The briefing is very general and includes a lot of “feel good” concepts and buzzwords like, “EJ toolkit” (which is mostly borrowed from other organizations' work and has never actually been used by anyone), “EJ Resource Guide” and “equity lens”.

What the briefing does not include is any discussion of anything that is action oriented ... things that will actually reduce risk to the residents and the children who have to breathe the air in these already overburdened communities. Maryland is implementing a very action oriented EJ plan in several high profile EJ communities. The Maryland Department of the Environment (MDE) effort involves:

- Building real partnerships and trust with these communities ... in general, government has very low credibility in these areas,

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<sup>1</sup> All of the other letters ... that are mentioned in this letter ... that are marked with an \* ... are attached

- Taking immediate action using existing authorities to reduce air pollution risks in these communities, and
- Working to rethink the legacy of government actions dumping high polluting transportation projects and dirty industrial plants on environmental justice communities over and over and over. This legacy has been built over the last 100 years and will not get better until state and local governments rethink the very difficult issue of how business-as-usual land-use and zoning decisions are made.

MDE was not even asked by COG staff to provide a briefing on their EJ effort and plan to TAC. In their June and July meetings, TAC did not even mention the MWAQC Chair's action requesting that a regional EJ Plan be developed and implemented expeditiously. Public comment\* was provided for these meetings requesting that the issue be made a priority. Over the past year, I have on multiple occasions offered to help set up a panel, involving MDE, EJ community leaders and other local EJ experts.

The bottom line ... the issue has been ignored for a quarter of a year.

I urge you to charge the COG staff to establish a subcommittee (as provided for in the MWAQC ... and I believe CEEPC ... bylaws) to move forward more expeditiously. I will volunteer to be on the subcommittee. The Subcommittee should reach out to communities and local EJ experts immediately, discuss the EJ framework document that was sent to MWAQC, ask for a briefing from MDE and then bring back a much more robust, action-oriented regional environmental justice plan for your next set of meetings. Again, I will volunteer my time to help with this.

### Air Pollution and Air Quality Plans

During agenda item #5 of the 9/27 MWAQC meeting, MWAQC will be asked to approve a revised regional air quality plan, called the SIP, to submit to EPA. I urge you to ask the COG staff to again revise the draft SIP to be responsive to public comments and to ensure that the SIP is consistent with the public health protection goals that I believe are critical to the vast majority of MWAQC and CEEPC members.

The SIP you will be asked to approve to be sent to EPA, as currently drafted, can be summarized as a SIP that:

**Sacrifices public health protection** to make the transportation planning process easier and to relieve the transportation planning community from implementing additional emission control measures.

Is this what MWAQC and CEEPC want?

There are common sense, effective transportation emission control measures that could be adopted, implemented and reserved/banked to address the problems that the transportation community is worried about. Examples include environmental performance contracting for transportation projects, offset requirements for transportation projects similar to the offset requirements already in place for stationary sources and the creation of a “rainy day” credit bank of extra transportation emission reductions to be used when unexpected problems surface.

My guess is that neither MWAQC nor CEEPC members clearly understand that the proposed SIP is about sacrificing public health protection to benefit transportation planning. Several examples that demonstrate that the proposed SIP is sacrificing public health for transportation include:

1. The draft SIP does not require that in implementation of the plan, state and local governments may not create environmental justice problems or make existing environmental justice problems worse. This is happening right now.

Comments\* submitted to MWAQC and the states recommended that the following language be added to the SIP to ensure that the public health protection for residents and their children who live in environmental justice communities of color is not made worse.

- “A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities. The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.”

During the May 24, 2023 MWAQC meeting, several MWAQC members argued “why wouldn’t we put this in the SIP ... even if it is not in explicit EPA guidance at this time”. This is a very good question.

Business-as-usual implementation of many measures in the plan will generate significant region-wide health benefits for the residents of the region ... the primarily white residents of the region. This is great. Unfortunately these benefits, because of very old policies on land-use and zoning, are sometimes achieved at the expense of the health of already overburdened communities of color in the region.

The draft SIP package does not discuss inclusion of the proposed language above at all. At a minimum, shouldn't the response to comments document at least discuss why that language was rejected? Again, during the debate on this issue during the May 24, 2023 MWAQC meeting, there was considerable support from some members of MWAQC to include language similar to the suggestions as it appeared to be the right thing to do ... whether it was or was not explicitly required in current (but soon to be revised) EPA guidance.

Failure to include language like the language that was proposed, in essence, means that MWAQC is OK with allowing the implementation of the SIP to increase the public health risks in environmental justice communities of color. I do not believe this is what MWAQC or CEEPC would want.

During the summer, I submitted several other important documents\* on this issue. On July 10, 2023, I wrote to EPA and federal transportation agencies on the need to ensure that implementation of federally approved air quality and transportation plans do not create high-risk environmental justice problems in already overburdened communities of color. MWCOG, CEEPC and others were copied.

Also on July 10, 2023, I submitted a Title VI (civil rights) complaint\* to MWCOG on ignoring the well documented problem of systemic, institutionalized environmental racism being allowed in federally required and approved air quality and transportation plans. These plans do not require that implementation of the plan will not create EJ problems or make EJ problems worse. The air quality and transportation plans should include such a requirement as current transportation projects in multiple EJ communities are already making existing EJ problems worse. Both of the July 10, 2023 letters/documents are attached. They were also sent to MWAQC TAC..

On August 15, 2023 and September 2, 2023 I submitted comments to Virginia\* and the District\* as part of the public hearing process on the proposed SIP. These comments are attached.

2. The draft SIP is almost 100% about establishing new mobile budgets with something called "Safety Margins". The safety margins in the SIP have nothing to do with providing greater public health protection. They should be called "Transportation Buffers that will increase emissions and decrease public health

protection so that the transportation planning process does not have to find additional emission reductions”.

Safety margins is a very misleading term. There are many other ways to address the “uncertainties” associated with new models and other technical changes. The real question is should future changes in mobile emissions or growth be handled by allowing for less public health protection or by finding more, readily available, emission reductions in the transportation sector to ensure that public health protection is maintained. Again, the “Safety Margin” provisions of the SIP sacrifice public health protection to ensure that the transportation planning process does not need to find more emission reductions.

I do not think this is what MWAQC or CEEPC would want?

3. The draft SIP does not require that policy makers should be allowed to look at the full benefits of different transportation strategies as they are deciding what projects to put into regional transportation plans. Greenhouse gas emission reduction information should be made available to policy makers and the public during the process of discussing and debating what measures will be in the next TIP or CLRP ... not after those decisions are already made (this is the current practice).

For example ... If two packages of strategies are being considered (assume one package is very heavy on technology while the other is based on technology and strategies to reduce VMT) shouldn't the greenhouse gas reduction benefits from each package of strategies be made available to policy makers so that climate change goals can be considered as the two strategies are debated?

This would be a major change for the transportation planning community ... but it would clearly result in greater transportation emission reduction measures, better public health protection and a better regional action plan to address the urgent problem of climate change.

This issue is one that, I believe, CEEPC would also be very interested in fixing.

There are also, I believe, some procedural issues with the draft SIP package. It has not even been reviewed by MWAQC TAC. The response to comments is also not at all responsive to the comments that were submitted to the states as part of their public hearing process. In addition, the package does not address or even mention the EPA

legal analyses on the use of SIPs and other state and federal authorities as a tool to begin to make progress on environmental justice.

I am also very concerned that the COG staff seems to believe they have been charged by MWAQC and CEEPC to develop the regional air quality plan or SIP by simply meeting minimum federal requirements and guidance ... not doing what is needed to protect public health. Is this what MWAQC and CEEPC want?

### Climate Change

On May 24, 2023 and June 1, 2023 I submitted letters\* to CEEPC on the need to update the weak climate change goals that are now being used to guide TPB as they develop a greenhouse gas emission reduction strategy for the region. As is now commonly understood, transportation related emissions are the largest contributor to the climate change problem (and the ozone problem) in the Washington region.

The June 1, 2023 letter provided a recommendation on what strengthened climate change goals for the region might look like. There has been no response to these letters. This issue was not discussed at the TAC meetings in June, July and September. It's now been a quarter of a year and it appears that the issue has not even been discussed. In essence, nothing has happened.

There is a true sense of urgency associated with the need to update the region's climate change goals. The science is clear ... deeper and faster GHG reductions are critical. There is also an issue specific to the MWCOG region that adds to that urgency. Again, the most significant contributors to the region's GHG emissions are mobile sources and other transportation related emission sources. The MWCOG TPB is currently developing and implementing a plan to reduce GHG emissions. Transportation strategies are often very expensive, are sometimes irreversible and often take years to phase in emission reductions. Because of this, having the right goals and timing is absolutely imperative.

If weak goals are used to guide the TPB plan, it is likely that important strategies involving VMT reductions and other travel demand management concepts will not be considered.

The Chesapeake Climate Action Network (CCAN) also submitted comments\* on this issue for the TPB meeting on September 20, 2023.

### The Title VI Civil Rights Complaint

I also need to mention the strengthened Title VI, civil rights complaint that is being prepared. My comments\* from the 9/20/23 TPB meeting on this issue are attached. I have also attached comments\* submitted by three national EJ experts who are working specifically on EJ issues in the Washington DC area. They have been joined by other EJ experts and have also submitted comments\* to MWAQC and CEEPC in advance of the back-to-back meetings on September 27th.

In closing, I urge you to move more quickly to finalize and implement a robust, action oriented EJ Plan and to ask staff and TAC to revise the final draft SIP submittal to be responsive to public comment and to ensure that the SIP is consistent with the public health protection policies that MWAQC and CEEPC feel are critical.<sup>2</sup>

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Members  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, MWCOG  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Tom Ballou, Chair MWAQC TAC  
Rick Conrad, MWCOG Title VI Officer  
Dr. Sacoby Wilson, UMCP CEEJH  
Parisa Norouzi, EmPower DC  
Dr Janet Phoenix, MD, MPH, Chair, DC Asthma Coalition  
Eric Schaefer, EIP

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<sup>2</sup> As background, My name is Tad Aburn. In October of 2022, I was the Chair of MWAQC TAC. For the past 10 years I was the MDE Air Director and an MWAQC member. I have helped write and have submitted over 30 SIPs to EPA over my career. I was also the State Chair of the National Association of Clean Air Agencies (NACAA) Criteria Pollutant Committee for over ten years. This is a national Committee that worked directly with EPA on all SIP policies and guidance. I am now retired ... and doing volunteer work for overburdened communities in Prince George's County.

Leah Kelly, EIP

Anne Havemann, CCAN

Adam Ortiz, Regional Administrator, USEPA

Cristina Fernandez, USEPA

Angus Welch, USEPA



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*Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition*  
*Parisa Norouzi, Executive Director, EMPOWER DC*  
*Dr. Sacoby Wilson, University of Maryland Center for Community*  
*Engagement, Environmental Justice and Health (CEEJH)*  
*Tene Lewis, Lead Volunteer, Campaign to Reduce*  
*Lead Exposure & Asthma*

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September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)

Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)

Committee Members, MWAQC

Committee Members, CEEPC

777 North Capitol St. N.E.

Suite 300

Washington, DC 20002

RE: Request to Provide Input on the MWAQC/MWCOG Environmental Justice Plan

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

We are writing to offer our assistance to MWAQC, CEEPC and MWCOG as you work to finalize and implement the regional Environmental Justice Plan that Chairwoman Bonds proposed and passed during MWAQC's May 24, 2023 meeting. This proposal was vigorously supported by the Committee and passed unanimously. We understand that this issue may be discussed at the September 27, 2023 MWAQC and CEEPC meetings. This letter is follow-up to the comments that we submitted for the May 20, 2023 TPB meeting.

We have begun to work with Tad Aburn on this and other issues and we share his concern that it has been nearly a quarter of a year and that no real progress has been made to follow-up on Chairwoman Bond's action during the May 24th MWAQC meeting to expeditiously develop and adopt a stand-alone environmental justice plan. We find this surprising given the Committees clear charge to develop and implement the plan expeditiously.

The Plan needs to not only encourage the need to build partnerships with environmental justice communities but also include real action to reduce excessive emissions in these areas from both stationary and transportation related sources.

The data, research and analysis that is now readily available clearly shows that excess emissions in and around environmental justice areas are creating very serious, inequitable public health risks to the people and the children that live in these communities. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City environmental justice area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP and the critical need for government agencies and regional planning organizations like MWCOG to take action to address this issue.

We have followed Mr. Aburn’s efforts (before retiring, Mr. Aburn was the MDE Air Director for many years) to push MWAQC and the MWCOG Transportation Planning Board (TPB) to address the need to reduce pollution in the now well documented air pollution hotspots that are driven by TRAP and causing high risks in environmental justice communities of color. We support his efforts and share his concerns. Interestingly, Mr. Aburn’s efforts started in Late 2022, almost the same time we began to push the need to address TRAP.

In closing, should you want our input on what we believe is critical in your environmental justice plan, please contact us. Please contact Tad Aburn. He will be coordinating this effort.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

*Janet A. Phoenix*

Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

*Parisa Norouzi*

Parisa Norouzi, Executive Director, EMPOWER DC

*Dr. Sacoby Wilson*

BGSU JWP

Dr. Sacoby Wilson, University of Maryland Center for Community Engagement,  
Environmental Justice and Health (CEEJH)

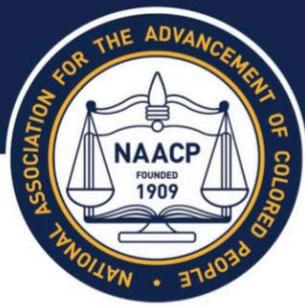
*Tene Lewis*

Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

*George S. Aburn Jr.*

George S. (Tad) Aburn Jr., Volunteer

Cc: William Washburn, Climate Justice Chair, Washington DC Branch, NAACP  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, Executive Director, MWCOG  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



**NAACP** *National Association For The Advancement Of Colored People*

*Washington, DC Branch*

1000 U Street, NW • Suite 100 • Washington, DC 20001

September 1, 2022

Olivia Dedner  
Chief of External Affairs  
District Department of Transportation (DDOT)

Dear Olivia,

I trust that this letter finds you safe & well. This is a note from Neil Boyer, Environment and Climate Justice Committee for the Washington DC branch of the NAACP. We would like to thank you for providing the opportunity to have a Zoom meeting with you and your team on July 18th. We would like to request a further meeting to follow up on the measures discussed at that meeting. We understand that your office is in the process of putting together requests for the FY 24 budget. As you know, in our previous discussions we requested that DDOT use some of the federal and local resources allocated to improve transportation infrastructure in the district to also reduce resident exposure to Traffic-Related Air Pollution (TRAP). This is critical for those areas of the city where exposure to TRAP has resulted in adverse public health outcomes, namely in residential areas adjacent to I-295, I-395, Suitland Parkway, and New York Avenue (as well as other high-volume traffic corridors located in lower-income areas of the city). We also requested active community engagement in the design and implementation of interventions funded by these resources and aimed at reducing TRAP. The Campaign team would very much like to participate as stakeholders as your agencies plan current and future budget requests that could support implementation of some of the recommendations for pollution mitigation along high traffic corridors, especially those in low-income minority neighborhoods.

In the context of the issues cited above, we were recently made aware that WMATA intends to remodel its Shepherd Parkway bus garage to include new Compressed Natural Gas (CNG) fueling infrastructure. The proposed remodel will shift many of WMATA's CNG buses to the community, contribute more fossil fuel powered traffic, result in additional TRAP, and compound adverse health impacts in Ward 8 and along the I-295 corridor. Furthermore, this project represents a troubling new foothold for fossil gas infrastructure in Ward 8 and will stymie efforts to ensure clean public transportation for DC's most vulnerable commuters and residents. Furthermore, the WMATA proposal, if implemented, would undermine its stated commitment to electrify its bus fleet and reduce its carbon footprint. This proposal is especially concerning due to its potential public health impacts on a disadvantaged community that is already disproportionately impacted by TRAP. This development further illustrates the need for greater community involvement in decisions related to TRAP and public health.

In addition, sufficient resources should be allocated to ensure that a baseline of information on TRAP-related adverse health outcomes for residents of the aforementioned communities is established as well. Such a baseline could identify the current levels of TRAP, as well as TRAP-

related morbidity and mortality rates (especially for vulnerable low-income people living close to high-traffic corridors).

In light of the above, our 'ask' is that DDOT & DOEE create a mechanism to monitor and track health outcomes associated with TRAP (e.g. respiratory disease and cardiovascular disease) especially in communities at risk adjacent to I-295, I-395 and New York Avenue. This may require coordination with DC Health as they are the agency with the expertise to assess health indicators and conduct surveillance. Under the assumption that improving public health outcomes remains a priority of the current Bowser administration, establishing this baseline is critical to provide measures of progress towards the goal of reducing harmful exposures to TRAP. This is especially important to those residents at risk in Wards 5, 7 & 8. We also strongly urge that DDOT and DOEE recommend that the District Government's representatives on the WMATA Board call for WMATA staff to suspend its proposal to locate new CNG fueling infrastructure at this Metrobus garage and consider replacing older diesel-powered Metrobuses in the garage's fleet with new electric Metrobuses instead.

Thank you in advance for your continued willingness to meet with us to discuss these important transport related public health issues. We look forward to continued collaboration on this matter and hope to hear from you at your earliest convenience.

Best Regards,

  
Neil Boyer

cc:

Anna Chamberlin, Associate Director, Planning and Sustainability Division,  
DDOT [anna.chamberlin@dc.gov](mailto:anna.chamberlin@dc.gov)

Nana Bailey, (meeting facilitator) Chief Transportation Equity & Inclusion Officer -  
[nana.bailey@dc.gov](mailto:nana.bailey@dc.gov) - DDOT

Austina Casey, Manager, Environmental Program Branch,  
DDOT [austina.casey@dc.gov](mailto:austina.casey@dc.gov) (DDOT)

Faye Dastgheib, Interim Manager, Policy and Legislative Affairs Division, DDOT -  
[faye.dastgheib@dc.gov](mailto:faye.dastgheib@dc.gov)

Kelly Crawford, Associate Director Air Quality Division, DOEE  
[kelly.crawford@dc.gov](mailto:kelly.crawford@dc.gov)

Kendra Wiley, Renewable Energy and Clean Transportation Policy Analyst, DOEE  
[Kendra.Wiley@dc.gov](mailto:Kendra.Wiley@dc.gov) (DOEE)

Will Perkins - Staffer from Councilmember Janeese Lewis-George's office -  
[WPerkins@dccouncil.us](mailto:WPerkins@dccouncil.us)

Michael Porcello - Staffer from Councilmember Mary Cheh's office -  
[mporcello@dccouncil.us](mailto:mporcello@dccouncil.us)

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

August 24, 2023

Anita Bonds, Chair, MWAQC  
Kenny Boddye and Tom Dernoga, Vice Chairs, MWAQC  
Committee Members, MWAQC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Concerns Over Delays in Addressing Environmental Justice

Chairwoman Bonds, Vice Chairs Boddye and Dernoga, MWAQC members:

I am writing to express my deep concern over the way MWAQC and MWAQC TAC are not following up on the unanimously approved motion by Chair Bonds during the May MWAQC meeting. This motion charged the staff and technical committee to expeditiously develop and adopt a regional environmental justice (EJ) plan. I have attached short audio recordings of the Chairs motion and the discussion<sup>1</sup>. It is very clear that the Chairs motion was very well supported by the full Committee. Equally important, the lengthy discussion of the motion also makes it clear that the Chair, the Vice Chairs and the Committee made this plan a high priority and would expect a progress report at the September MWAQC Meeting. On June 1, 2023, I submitted a follow-up letter to the May 24, 2023 MWAQC meeting that provided a framework for MWAQC and MWAQC TAC to use to begin to develop the EJ plan. I submitted comments to MWAQC TAC for their June 11, 2023 and July 13, 2023 meetings pushing for action on the EJ plan.

It is now August 28, 2023 ... three months from the unanimously approved motion ... and nothing has been done. The issue was not even discussed during the June and July MWAQC TAC meetings. One quarter of a year has elapsed. Please ask the MWAQC TAC Chair to explain this during his update during the September MWAQC meeting. Public comment and participation was also prohibited during those meetings.

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<sup>1</sup> These audio clips come from the video recording of the 5/24 meeting on the MWAQC web page. To view the motion go to time-mark 1:23. For the complete discussion see 1:03.27 to 1:24.40.

I know that there is a long tradition at MWCOG to take a break in July and August to allow for summer vacations. Unfortunately, the communities of color that have to breathe the polluted air in environmental justice communities like those in Prince George's County and the Ivy City and Brentwood communities in the District of Columbia can not take the summer off from breathing.

During the summer, I submitted several important documents on this issue. On July 10, 2023, I wrote to EPA and federal transportation agencies on the need to ensure that implementation of federally approved air quality and transportation plans do not create high-risk environmental justice problems in already overburdened communities of color. MWCOG and others were copied.

Also on July 10, 2023, I submitted a Title VI (civil rights) complaint to MWCOG on ignoring the well documented problem of systemic, institutionalized environmental racism being allowed in federally required and approved air quality and transportation plans. These plans do not require that implementation of the plan will not create EJ problems or make EJ problems worse. The air quality and transportation plans should include such a requirement as current transportation projects in multiple EJ communities are already making existing EJ problems worse. Both of the July 10, 2023 letters/documents are attached. They were also sent to MWAQC TAC on July 10th.

On August 15, 2023 I submitted comments to Virginia as part of the public hearing process on the proposed SIP. These comments are attached. Similar comments will be submitted to the District and EPA.

The failure of the MWAQC process (totally ignoring the Chair's unanimously approved motion) is a perfect example of how the EJ issue is being ignored by MWCOG. The issue has been pushed in comments and letters to MWAQC, TPB and CEEPC since November of 2022. There has been virtually no response for over a year and a half from MWCOG.

Based upon advice from MWCOG on corrections that need to be made to the Title VI complaint, it is being revised. I am now receiving advice from Dr. Sacoby Wilson, the DC Environmental Justice Coalition and EmpowerDC and plan to resubmit the complaint by the end of the year. No one has questioned the substance of the complaint.

I do not believe that the elected members of MWAQC know this is going on. I urge you to request a full briefing from MWCOG staff and MWAQC TAC on the schedule for finalizing the regional EJ plan. I also urge you to charge MWAQC TAC to make the EJ

plan the primary discussion topic for their September 12th meeting and to allow public participation.

With this letter, I am requesting an opportunity to provide public comments during the September 27, 2023 MWAQC meeting.

Respectfully,

*George S. Auburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Members  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, MWCOG  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Tom Ballou, Chair MWAQC TAC  
Rick Conrad, MWCOG Title VI Officer  
Dr. Sacoby Wilson, UMCP CEEJH  
Parisa Norouzi, EmPower DC  
Dr Janet Phoenix, DC Environmental Justice Coalition  
Eric Schaefer, EIP  
Leah Kelly, EIP  
Anne Havemann, CCAN  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

June 1, 2023

Anita Bonds, Chair, MWAQC  
Kenny Boddye and Tom Dernoga, Vice Chairs, MWAQC  
Committee Members, MWAQC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Follow-Up Comments from the 05/24/2023 MWAQC Meeting

Chairwoman Bonds, Vice Chairs Boddye and Dernoga, MWAQC members:

Thank you very much for allowing me to provide public comments at your May 24th meeting and for the discussion of those comments during the “SIP (or State Implementation Plan) Approval” agenda item. I am particularly thankful for the interest in my letter expressed by the Chair and several committee members ... and the potential opportunity to provide additional information during, or in advance of, the next MWAQC meeting.

I thought that the Chairs recommended compromise on the potential inclusion of environmental justice in the SIP was very appropriate. That said, I still believe the best approach, which was not supported by the COG staff or the states, for moving forward quickly (because of the time-sensitive new “transportation budgets” in the draft SIP) would have been to require the following actions before the draft SIP was approved for state-level public comment:

1. Require that the draft SIP be revised to include policy language on environmental justice, and
2. Require staff to develop an aggressive time frame for developing the regional Environmental Justice program proposed by the Chair and supported unanimously.

During the meeting on the 24th, there was discussion of whether or not EPA is expecting SIPS to include provisions on environmental justice. Technical staff told

MWAQC that they thought that EPA was working on that issue, but that no guidance was available. Although detailed guidance has not been finalized by EPA ... the document below, according to EPA, provides a clear indication of what EPA will be looking for in SIP submittals. Unfortunately I was unable to make this comment during the meeting as I was muted by staff.

<https://www.epa.gov/ogc/epa-legal-tools-advance-environmental-justice>

Again, as background, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. During my time at the Maryland Department of the Environment, I helped the State begin its efforts to address environmental justice. Several partnerships with environmental justice communities have been initiated with the support of Dr. Sacoby Wilson's University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH). I have an environmental engineering degree from Brown University. I am now retired and writing today as a volunteer for several environmentally overburdened communities in Prince George's County and as a member of the general public.

Below, I have provided some of my thoughts on a framework for quickly developing an environmental justice policy and program for the MWCOG region.

\*\*\*\*\*  
**A Proposed Framework**

Three Basic Steps that Need to be Implemented by MWCOG to Begin to  
Address Environmental Justice in the Washington, DC Region

**Introduction** - This short white paper provides a basic framework that could be considered by the Metropolitan Washington Air Quality Committee (MWAQC) as they begin to develop the environmental justice policy and program that was approved at the Committees May 24, 2023 meeting.

**Step 1** - Work with both county level and state level MWAQC members in VA, MD and DC to rethink and relocate current projects that are in the works that add to the existing environmental burden and make air pollution hotspots and racial inequality worse in environmental justice communities of color throughout the Washington DC region.

*Many of these projects, like the Claybrick Road project and the Ivy City project can be built elsewhere ... in an area that does not impact a community of color or in an area with a larger buffer between the emissions from the project and the communities that breathe the air.*

**Step 2** - Begin to work with both county level and state level MWAQC members in VA, MD and DC to implement community-based partnership programs to reduce the existing inequitable exposures (hot-spots) to air pollution in environmental justice communities of color throughout the region.

*The efforts in Maryland provide a template to begin this work. The Maryland efforts involve:*

- *Building community partnerships.*
- *The establishment of community based, hyper-local air monitoring networks.*
- *Implementing focused community-based inspection and enforcement programs to use existing authorities to begin to reduce emissions in communities of color for sources like diesel trucks, fugitive dust and air toxics from stationary sources.*
- *Adopting new regulatory or legislative programs to address difficult issues that are not covered by existing authorities like multi-pollutant, cumulative exposure to many air pollutants at the same time.*

*Maryland has begun to implement community partnerships, enhanced, community based enforcement programs and has proposed three new regulatory initiatives to begin to address the issue of environmental racism. The MWCOG staff has several reports summarizing this work in Maryland.*

**Step 3** - Begin regional discussions on how to change existing air quality, transportation and land-use policies that are unintentionally driving environmental racism in the region. This is a very difficult step and will take time.

*The most critical policy change that is needed is to rethink current land-use policies that continue to encourage dirty businesses to be built in environmental justice communities of color because of antiquated zoning concepts.*

*This unintended consequence associated with decades of well intended land-use and zoning policy is not all that complicated:*

- *Areas are zoned for medium to heavy industrial use*
- *Dirtier businesses, warehouses, other associated operations and traffic move into that area*
- *Housing costs drop in that area*

- *Low income communities, sometimes communities of color and other overburdened communities, move into that area*
- *More dirty businesses, warehouses, other associated operations and traffic continue to move into that area*

*This is a very difficult problem to fix, but local governments in areas like California are working to begin to reverse this problem by considering environmental justice as part of land use and zoning decisions.*

\*\*\*\*\*

The above framework is intended to be very simple. Policy and technical support documents are available and probably already being considered by the MWCOG staff. I have also submitted several earlier letters to MWAQC, CEEPC, TPB and other Committees at MWCOG. These letters provide additional information on this issue and are available from MWCOG staff. I have also attached a stand-alone version of the proposed environmental justice framework.

There is a true sense of urgency associated with the need to adopt an environmental justice policy and program for the MWAQC/MWCOG region. At this time, there are at least two major high-polluting projects being planned in the region that would make the environmental justice problems in two communities of color significantly worse. MWCOG staff has information and "EJ Screen" output related to these projects and other projects within the region. Moving forward quickly to begin to address environmental justice is critical.

In closing, I would also like to thank you again for allowing public input and participation as part of the CEEPC process. I would be happy to discuss the simple environmental justice framework during a future meeting or with a smaller group of MWAQC leadership.

Please do not hesitate to contact me. I look forward to the continued leadership I expect you to show on this important but difficult issue.

Respectfully,

*George S. Auburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Members  
Kate Stewart, Chair, MWCOG BOD  
Tom Dernoga, Vice Chair, MWAQC  
Reuben Collins, Chair, TPB  
Clark Mercer, MWCOG  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Tom Ballou, Chair MWAQC TAC  
Dr. Sacoby Wilson, UMCP CEEJH  
Cristina Fernandez, USEPA  
Angus Welch, USEPA  
Eric Schaefer, EIP  
Leah Kelly, EIP  
Anne Havemann, CCAN

Three Basic Steps that Need to be Implemented by MWCOG to Begin to  
Address Environmental Racism in the Washington, DC Region\*  
June 1, 2023 (Update to 12/22/23)

**Introduction** - This short white paper provides a basic framework that could be considered by the Metropolitan Washington Air Quality Committee (MWAQC) as they begin to develop the environmental justice program approved at the Committees May 24, 2023 meeting.

**Step 1** - Rethink and relocate current projects that are in the works that add to the existing environmental burden and make air pollution hotspots and racial inequity worse in communities of color throughout the Washington DC region.

*Many of these projects, like the Claybrick Road project and the Ivy City project can be built elsewhere ... in an area that does not impact a community of color or in an area with a larger buffer between the emissions from the project and the communities that breathe the air.*

**Step 2** - Begin to work with both county level and state level MWAQC members in VA, MD and DC to implement programs to reduce the existing inequitable exposures (hot-spots) to air pollution in communities of color throughout the region.

*The efforts in Maryland provide a template to begin this work. The Maryland efforts involve:*

- *Building community partnerships.*
- *The establishment of community based, hyper-local air monitoring networks.*
- *Implementing focused community-based inspection and enforcement programs to use existing authorities to begin to reduce emissions in communities of color for sources like diesel trucks, fugitive dust and air toxics from stationary sources.*
- *Adopting new regulatory or legislative programs to address difficult issues that are not covered by existing authorities like multi-pollutant, cumulative exposure to many air pollutants at the same time.*

*Maryland has begun to implement community partnerships, enhanced, community based enforcement programs and has proposed three new regulatory initiatives to begin to address the issue of environmental racism. The MWCOG staff has several reports summarizing this work in Maryland.*

**Step 3** - Begin regional discussions on how to change existing air quality, transportation and land-use policies that are unintentionally driving environmental racism in the region. This is a very difficult step and will take time.

*The most critical policy change that is needed is to rethink current land-use policies that continue to encourage dirty businesses to be built in communities of color because of antiquated zoning concepts.*

*This unintended consequence associated with decades of well intended policy is not all that complicated:*

- *Areas are zoned for medium to heavy industrial use*
- *Dirtier businesses, warehouses, other associated operations and traffic move into that area*
- *Housing costs drop in that area*
- *Low income communities, sometimes communities of color and other overburdened communities, move into that area*
- *More dirty businesses, warehouses, other associated operations and traffic continue to move into that area*

*This is a very difficult problem to fix, but local governments in areas like California are working to begin to reverse the problem by considering environmental justice as part of land use and zoning decisions.*

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

May 24, 2023

Anita Bonds, Chair, MWAQC  
Kenny Boddye and Tom Dernoga, Vice Chairs, MWAQC  
Committee Members, MWAQC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Additional Information for the 05/24/2023 MWAQC Meeting

Chairwoman Bonds, Vice Chairs Boddye and Dernoga, MWAQC members ... Thank you for the work you do and the opportunity to provide public comment during the March 24, 2023 MWAQC meeting. This letter is the letter containing the additional information mentioned in my short public comment for the 05/24/2023 MWAQC meeting.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have an environmental engineering degree from Brown University. I am now retired and commenting today as a volunteer for several environmentally overburdened communities in Prince George's County and as a member of the general public .

My comments and letter for today, again focus on the two key air pollution issues discussed in my February 22nd comments and letter to MWAQC that are now critical in the Washington, DC metropolitan area ... the key roles that air quality planning has in addressing environmental justice and climate change. I am also submitting a comment on the draft State Implementation Plan or SIP that you have scheduled for approval on your agenda today.

The earlier issues that I have commented on can be summarized as follows:

:

- MWAQC needs to develop a plan to address the inequitable exposures to air pollution and climate change injustices in environmental justice communities.

These communities are often communities of color. The data is very clear that these inequities exist and that there are “air pollution hot-spots” in and around communities of color. EPA will now be requiring that SIPs address this issue.

- MWAQC should provide oversight and ensure that critical laws and policies (directly or indirectly included in the SIP) that are designed to reduce exposure and risk from air pollutants and to address climate change are actually being implemented.
- MWAQC should work with CEEPC and the MWCOG Board to strengthen the region's climate change goals to be consistent with the current science and goals set in other leadership areas. This is critical as TPB is developing strategies that could be inadequate to address climate change. These transportation strategies could also be extremely expensive and not cost-effective.
- MWAQC should work with TPB to require that the routine (usually annual) process for ensuring that new regional transportation plans are consistent with regional air quality goals also include climate change goals, not just air pollution goals. This process called “transportation conformity” currently only looks at air pollutants, not greenhouse gasses ... even though the data for greenhouse gasses is available as part of the modeling process used.

I have submitted several earlier letters to TPB, MWAQC and other Committees at MWCOG. These letters provide additional information on these environmental issues and are available from MWCOG staff. Several of the more important letters include: The attached letters listed below provide additional information on these issues.

- The March 24, 2023 letter to CEEPC
- The January 30, 2023 letter to ACPAC,
- The February 15, 2023 letter to TPB,
- The January 10, 2023 letter to the District of Columbia, and
- The December 30, 2023 letter to MWAQC and the COG Board.

Recent letters to TPB Tech also provide information on available data and analyses linked to the issues I am raising.

During your meeting on the 24th, you will be asked to approve a draft SIP for public comment at the State level. I believe MWCOG should ask for public comments on the draft regional SIP. I believe the SIP as currently drafted will be returned by EPA as incomplete.

Specifically, to the best of my ability to understand, the SIP includes no section discussing how the SIP will ensure that environmental justice issues are not created by the implementation of the measures in the SIP. EPA is now requiring this and developing detailed guidance. During the interim period before the EPA guidance is finalized, EPA expects MWAQC and the States to include language in the SIP similar to the language below:

“A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities.”

The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.

Environmental justice and climate change will be amongst the most important issues that MFCOG and MWAQC will need to address over the next 10 years. I urge you to show real leadership and begin to address these difficult issues.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

*George S. Auburn Jr.*

Tad Auburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

Cc: MWAQC Members  
Takis Karantonis, Chair CEEPC  
Dr. Sacoby Wilson, UMCP CEEJH

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

June 12, 2023

Tom Ballou, Chair, MWAQC TAC  
Roger Thunell and Joseph Jakuta, MDE and DC DOEE MWAQC TAC Representatives,  
MWAQC TAC Committee Members, MWAQC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

*RE: Request to Comment during 6/13 TAC Meeting, Comments on Proposed SIP,  
Recommendation for Discussion during 6/13 TAC Meeting on MWAQC Chairs  
Unanimously Approved Motion to Adopt an Environmental Justice Plan Expeditiously*

Chairman Ballou, MDE and DOEE TAC Representatives, MWAQC TAC Committee  
members:

Thank you very much for allowing the public to provide input on your June 13, 2023  
meeting. With this letter, I am requesting that the Chair allow for me to provide short  
public comments at the beginning of your June 13, 2023 meeting and to provide the full  
committee with a copy of this letter.

With this letter, I am also requesting that the State environmental representatives from  
Virginia, Maryland and the District of Columbia make this letter and its attachments part  
of the formal record for your upcoming public hearing/public comment processes for the  
draft SIP. As you know, I strongly believe that EPA will disapprove the SIP (and  
significantly delay the new mobile budgets) because the SIP fails to address  
environmental justice (EJ). This issue and recommended language for including EJ in  
the SIP are discussed in more detail in the attached May 24, 2023 and June 1, 2023  
letters to MWAQC. The basis for my belief that EPA will disapprove the SIP and delay  
the mobile source budgets is contained in the EPA document found at:

<https://www.epa.gov/ogc/epa-legal-tools-advance-environmental-justice>

This document provides a road map from EPA on what is expected from states as part  
of addressing EJ in SIPs. I would encourage TAC to review this EPA document. EPA  
has been copied on this letter.

I am also disappointed to see that the unanimously approved action, proposed by the MWAQC Chair, to expeditiously adopt an EJ Plan and Policy for the MWCOG Region is not on the draft 6/13 TAC Agenda. I believe it should be ... as the discussion on this action during the MWAQC meeting on May 24 established a clear sense of urgency for this issue. As you all know, there are measures in the SIP that are creating or exacerbating EJ problems and air quality hot-spots throughout the region. The attached May 24, 2023 and June 1, 2023 letters to MWAQC and CEEPC provide more detail on this issue.

In closing, I would also like to thank you again for allowing public input and participation as part of the MWAQC TAC process. I would be happy to discuss the issues raised in this letter and its attachments during tomorrow's meeting..

Please do not hesitate to contact me. I look forward to the continued leadership I expect you to show on these important but difficult issues.

Respectfully,

*George S. (Tad) Aburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Committee Members  
Roger Thunell, MDE  
Joseph Jakuta, DC DOEE  
Anita Bonds , Chair MWAQC  
Tom Dernoga, Vice Chair, MWAQC  
Kenny Boddye, Vice Chair, MWAQC  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Dr. Sacoby Wilson, UMCP CEEJH  
Cristina Fernandez, USEPA  
Mike Gordon, USEPA  
Angus Welch, USEPA  
Eric Schaefer, EIP  
Leah Kelly, EIP  
Anne Havemann, CCAN

George S. (Tad) Aburn Jr.  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

August 14, 2023

Doris A. McLeod, Air Quality Planner  
Department of Environmental Quality  
1111 East Main St  
P.O. Box 1105  
Richmond, Virginia 23219

Doris:

I am writing to submit comments on the proposed update to the mobile vehicle emission budgets (MVEBs) for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) applicable to the Northern Virginia 2008 ozone National Ambient Air Quality Standards (NAAQS) maintenance area. I will also be submitting identical comments to the District of Columbia and the Metropolitan Washington Air Quality Committee (MWAQC).

I believe the concerns I am raising will result in a disapproval or an incompleteness finding from the United States Environmental Protection Agency (EPA). This could unfortunately delay the new MVEBs that are so desperately needed by the transportation planning community in the region. I have cc'd both the EPA and the Virginia Department of Transportation (VDOT) on this comment letter.

I have two significant comments:

1. The draft revision to Virginia's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse. More detailed information on this issue is provided in Attachment 1.
2. The margins of safety or buffers included in the MVEBs in the SIP make no sense. They have the potential to place residents at risk because of unhealthy exposures to ozone air pollution. The safety margins are being used to protect

the transportation planning process ... not public health. With code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works, it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects. More detail on this issue is also provided in Attachment 1.

Thank you again for the opportunity to provide comments on the proposed revision to the Virginia SIP.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

# Attachment 1

August 14, 2023

***Issue Number 1 - The draft revision to Virginia's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse.***

- **EPA and the States have a clear responsibility to address environmental justice in SIPs**

EPA has a clear responsibility to ensure that federally approved plans do not allow implementation of those plans to create or make EJ problems worse. This is unfortunately already happening and EPA now needs to require that SIPs include provisions that prohibit these types of outdated implementation policies.

In 2022, EPA released a groundbreaking document that discusses this issue. The document titled "EPA Legal Tools to Advance Environmental Justice" can be found at: <https://www.epa.gov/system/files/documents/2022-05/EJ%20Legal%20Tools%20May%202022%20FINAL.pdf>

EPA Administrator Michael Regan is quoted saying ...

"At EPA, we know that our most vulnerable communities bear a disproportionate burden when it comes to the impacts of pollution and climate change. That's why advancing environmental justice is so critical to our mission. In support of this mission, the Agency is releasing EPA Legal Tools to Advance Environmental Justice, a document that identifies a wide range of legal authorities that EPA can deploy to ensure its programs and activities protect the health and environment of all people, no matter the color of their skin, their zip code, or how much money they have in their pocket."

The introduction in the document goes on to further make it clear that ...

“Environmental justice is first and foremost about achieving EPA’s mission to protect public health and the environment in those communities where we have yet to achieve our mission to ensure that everyone enjoys clean air, land, and water. Research has reaffirmed what underserved and environmentally overburdened communities have for years expressed—that many communities in this country that are underserved are also exposed to higher pollution burdens and as a result have higher rates of morbidity and mortality. Furthermore, many overburdened or underserved communities have also been effectively cut out of decision-making processes, raising basic procedural fairness issues. No one should be disenfranchised from decisions that affect their health, the health of their families, and the future vitality of their communities. EPA is committed to ensuring meaningful engagement for all communities.”

The document then provides a very powerful overview of the many legal tools that EPA has to make progress on environmental justice. One of those legal tools that EPA discusses is the use of SIPs to insure that these federally approved plans do not interfere with the Agencies EJ goals. One of those goals is to clearly take common sense, reasonable actions to ensure that implementation of these federally approved plans do not create environmental justice problems or make existing environmental justice problems worse. A letter to the federal government on this issue is included as Attachment 2.

One example of how implementation of well-intended measures in a federally approved plan can make environmental justice problems worse is the District of Columbia’s proposal to build a large, high polluting bus maintenance yard and training facility next to and directly upwind of several environmental justice communities of color located in Prince George’s (PG) County Maryland. Virginia DEQ and EPA Region 3 have a significant amount of additional information on this proposal. In general the District’s proposal is well intended. It will help the region implement SIP and MWCOG transportation plan programs to support vehicle electrification. This, in the long run, will significantly benefit the residents ... the primarily white residents ... of the region.

Unfortunately, if finalized, the project will be done at the expense of already overburdened EJ areas and communities of color. Air pollution and environmental risk will be made worse in these communities. The PG County communities have already screened high for environmental justice. The area also has established a community based hyper-local air monitoring network that shows that the area is already overburdened by air pollution. Both the Maryland Department of the Environment (MDE) and the University of Maryland Center for Community Engagement Environmental Justice and Health (CEEJH) have released documents that have been provided to Virginia DEQ and EPA Region 3 that show inequitable exposure to air

pollution and risk and EJ screening results. These documents can be provided again if requested.

There are numerous other implementation efforts going on in the Washington area ... where implementation of the SIP and other federally approved plans ... are creating new environmental justice problems or making existing environmental justice problems worse.

- **The proposed SIP revision is the correct SIP revision for the States and EPA to begin to address environmental justice**

During public meetings of MWAQC and MWAQC's Technical Committee (MWAQC TAC), it was argued that this particular SIP revision is a very small, somewhat technical SIP revision and that EJ will be addressed in later SIPs ... several years from now.

The SIP is not a single document. It is a compilation of many SIP revisions made over many years. This is the first opportunity that EPA and the States have to begin to aggressively address EJ problems. Specifically, the long standing silence in the SIP, that does not require that SIPs include language that ensures that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, must be corrected in the current proposed SIP revision. In earlier comments to MWAQC and MWAQC TAC (the States and the District are members of both), I submitted an example of the specific language that ... at a minimum ... would begin to address this issue.

- **Lack of final guidance on how to include all elements of EJ in SIPs does not excuse the States from including requirements in the SIP that ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse**

During public meetings of MWAQC and MWAQC TAC, it was argued that EPA has not issued complete guidance on how to include EJ in SIPs and that EPA's failure excuses the States from including requirements in the SIP that ensure that implementation of the policies and programs in the SIP do not create EJ problems or make existing EJ problems worse. I believe this is illegal and incorrect.

EPA has made it very clear that they expect States to begin to address EJ in SIPs. The recent release of EPA's legal analysis on the legal tools that are available to begin to make progress on addressing EJ issues is a clear signal from EPA that they are providing a roadmap for States to use to begin to better address EJ in SIPs. This is one of the reasons that EPA finalized this document in May of 2022.

EPA policies on how to fully address EJ in SIPs will continue to evolve. This does not mean that certain requirements, like a requirement to ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, can be delayed. This requirement should be included in the current proposed SIP revision.

***Issue Number 2 - The margins of safety or buffers included in the MVEBs make no sense. They have the potential to place residents at risk because of unhealthy exposures to ozone air pollution. The safety margins are being used to protect the transportation planning process ... Not public health. With high risk, code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects.***

- **EPA needs to correct outdated historical policies that allow transportation conformity budgets to be arbitrarily relaxed**

In 2023, mobile sources are the number one contributor to the Washington region's and the nation's ozone air pollution and climate change problems. This EPA policy that allows mobile source transportation conformity budgets to be relaxed (by using safety margins to protect transportation planning) in certain situations is simply bad policy that is both illogical and unnecessary.

EPA is in the process of evaluating the need for a more stringent ozone standard. Hyper-local air monitoring data across the country is often showing that air quality is worse in and around EJ communities of color. Reducing ozone air pollution to levels below the standard will provide significant additional risk reduction. Mobile sources are now the dominant emission source causing ozone air pollution.

For these reasons ... If a "margin of safety" is to be used in the SIP, it should be used to enhance and improve public health protection ... not to provide flexibility to the transportation planning community.

At MWAQC TAC, the transportation community has argued that the safety margins are only needed because of model changes and other strictly technical reasons. Unfortunately, that is not how these alternative budgets have been used. If the margins of safety are truly needed for strictly technical reasons, there are other ways to address those kinds of technical corrections with streamlined SIP revisions that would require

public participation and comment before a truly technical adjustment to a transportation conformity budget could be made. The currently proposed alternative transportation conformity budgets (with the safety margin) can be implemented without public participation or comment on the specific technical issue that may be driving a need for a technical correction to the budgets.

- **All of the data on both criteria pollutant and greenhouse gas emissions should be required to be made available to the public whenever a transportation conformity analysis for a new transportation plan is completed**

The models used to complete transportation conformity analyses generate both criteria pollutant and greenhouse gas emissions results. At this time, the greenhouse gas emissions increases or decreases associated with a new transportation plan are not made available to the public (or the elected officials) during the process where the transportation plan is being debated and finalized. Greenhouse gas emission information is provided later ... after the policy decision on what goes into the new transportation plan are already finalized. The greenhouse gas emission benefits or disbenefits should be made available during the policy discussion over what is included in new transportation plans.

George S. (Tad) Aburn Jr.  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

September 2, 2023

The Honorable Joseph Jakuta  
Department of Energy and Environment  
1200 First St, NE - Fifth Floor  
Washington, DC 20002

Joseph:

I am writing to submit comments on the proposed update to the mobile vehicle emission budgets (MVEBs) for nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOC) applicable to the District of Columbia 2008 ozone National Ambient Air Quality Standards (NAAQS) maintenance area. I will also be submitting nearly identical comments to the Virginia DEQ and the Metropolitan Washington Air Quality Committee (MWAQC).

I believe the concerns I am raising will result in a disapproval or an incompleteness finding from the United States Environmental Protection Agency (EPA). This could unfortunately delay the new MVEBs that are so desperately needed by the transportation planning community in the region. I have cc'd the EPA on this comment letter.

I have two significant comments:

1. The draft revision to the District's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse. More detailed information on this issue is provided in Attachment 1.
2. The margins of safety or buffers included in the MVEBs in the SIP make no sense. They have the potential to place residents at risk because of unhealthy

exposures to ozone air pollution. The safety margins are being used to protect the transportation planning process ... not public health. With code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works, it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects. More detail on this issue is also provided in Attachment 1.

Thank you again for the opportunity to provide comments on the proposed revision to the DC SIP.

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

# Attachment 1

September 2, 2023

***Issue Number 1 - The draft revision to the District's State Implementation Plan (SIP) does not include any requirements to insure that implementation of the control measures that are in the full SIP will not create environmental justice (EJ) problems or make existing EJ problems worse. EPA is now required by the President to ensure that EJ issues are addressed in SIPs and other actions that require federal approval. This is a critical issue as there are multiple situations where implementation of measures in the SIP are ... at this time ... making environmental justice problems worse.***

- **EPA and the States have a clear responsibility to address environmental justice in SIPs**

EPA has a clear responsibility to ensure that federally approved plans do not allow implementation of those plans to create or make EJ problems worse. This is unfortunately already happening and EPA now needs to require that SIPs include provisions that prohibit these types of outdated implementation policies.

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EPA Administrator Michael Regan is quoted saying ...

"At EPA, we know that our most vulnerable communities bear a disproportionate burden when it comes to the impacts of pollution and climate change. That's why advancing environmental justice is so critical to our mission. In support of this mission, the Agency is releasing EPA Legal Tools to Advance Environmental Justice, a document that identifies a wide range of legal authorities that EPA can deploy to ensure its programs and activities protect the health and environment of all people, no matter the color of their skin, their zip code, or how much money they have in their pocket."

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“Environmental justice is first and foremost about achieving EPA’s mission to protect public health and the environment in those communities where we have yet to achieve our mission to ensure that everyone enjoys clean air, land, and water. Research has reaffirmed what underserved and environmentally overburdened communities have for years expressed—that many communities in this country that are underserved are also exposed to higher pollution burdens and as a result have higher rates of morbidity and mortality. Furthermore, many overburdened or underserved communities have also been effectively cut out of decision-making processes, raising basic procedural fairness issues. No one should be disenfranchised from decisions that affect their health, the health of their families, and the future vitality of their communities. EPA is committed to ensuring meaningful engagement for all communities.”

The document then provides a very powerful overview of the many legal tools that EPA has to make progress on environmental justice. One of those legal tools that EPA discusses is the use of SIPs to insure that these federally approved plans do not interfere with the Agencies EJ goals. One of those goals is to clearly take common sense, reasonable actions to ensure that implementation of these federally approved plans do not create environmental justice problems or make existing environmental justice problems worse. A letter to the federal government on this issue is included as Attachment 2.

One example of how implementation of well-intended measures in a federally approved plan can make environmental justice problems worse is the District of Columbia’s proposal to build a large, high polluting bus maintenance yard and training facility next to and directly upwind of several environmental justice communities of color located in Prince George’s (PG) County Maryland. DC DOEE and EPA Region 3 have a significant amount of additional information on this proposal. In general the District’s proposal is well intended. It will help the region implement SIP and MWCOG transportation plan programs to support vehicle electrification. This, in the long run, will significantly benefit the residents ... the primarily white residents ... of the region.

Unfortunately, if finalized, the project will be done at the expense of already overburdened EJ areas and communities of color. Air pollution and environmental risk will be made worse in these communities. The PG County communities have already screened high for environmental justice. The area also has established a community based hyper-local air monitoring network that shows that the area is already overburdened by air pollution. Both the Maryland Department of the Environment (MDE) and the University of Maryland Center for Community Engagement Environmental Justice and Health (CEEJH) have released documents that have been provided to DC DOEE and EPA Region 3 that show inequitable exposure to air pollution

and risk and EJ screening results. These documents can be provided again if requested.

There are numerous other implementation efforts going on in the Washington area ... like those in Ivy City and Brentwood ... where implementation of the SIP and other federally approved plans ... are creating new environmental justice problems or making existing environmental justice problems worse.

- **The proposed SIP revision is the correct SIP revision for the States and EPA to begin to address environmental justice**

During public meetings of MWAQC and MWAQC's Technical Committee (MWAQC TAC), it was argued that this particular SIP revision is a very small, somewhat technical SIP revision and that EJ will be addressed in later SIPs ... several years from now.

The SIP is not a single document. It is a compilation of many SIP revisions made over many years. This is the first opportunity that EPA and the States have to begin to aggressively address EJ problems. Specifically, the long standing silence in the SIP, that does not require that SIPs include language that ensures that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, must be corrected in the current proposed SIP revision. In earlier comments to MWAQC and MWAQC TAC (the States and the District are members of both), I submitted an example of the specific language that ... at a minimum ... would begin to address this issue.

- **Lack of final guidance on how to include all elements of EJ in SIPs does not excuse the States from including requirements in the SIP that ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse**

During public meetings of MWAQC and MWAQC TAC, it was argued that EPA has not issued complete guidance on how to include EJ in SIPs and that EPA's failure excuses the States from including requirements in the SIP that ensure that implementation of the policies and programs in the SIP do not create EJ problems or make existing EJ problems worse. I believe this is illegal and incorrect.

EPA has made it very clear that they expect States to begin to address EJ in SIPs. The recent release of EPA's legal analysis on the legal tools that are available to begin to make progress on addressing EJ issues is a clear signal from EPA that they are providing a roadmap for States to use to begin to better address EJ in SIPs. This is one of the reasons that EPA finalized this document in May of 2022.

EPA policies on how to fully address EJ in SIPs will continue to evolve. This does not mean that certain requirements, like a requirement to ensure that implementation of the policies and programs in the full SIP do not create EJ problems or make existing EJ problems worse, can be delayed. This requirement should be included in the current proposed SIP revision.

***Issue Number 2 - The margins of safety or buffers included in the MVEBs make no sense. They have the potential to place residents at risk because of unhealthy exposures to ozone air pollution. The safety margins are being used to protect the transportation planning process ... Not public health. With high risk, code purple air pollution levels being measured in the Washington area and the clear understanding that a new more protective ozone standard is in the works it appears that public health is being sacrificed so that new emissions from transportation projects can be accommodated. If the MVEBs are to include safety margins, they should be set to protect public health, not transportation projects.***

- **EPA needs to correct outdated historical policies that allow transportation conformity budgets to be arbitrarily relaxed**

In 2023, mobile sources are the number one contributor to the Washington region's and the nation's ozone air pollution and climate change problems. This EPA policy that allows mobile source transportation conformity budgets to be relaxed (by using safety margins to protect transportation planning) in certain situations is simply bad policy that is both illogical and unnecessary.

EPA is in the process of evaluating the need for a more stringent ozone standard. Hyper-local air monitoring data across the country is often showing that air quality is worse in and around EJ communities of color. Reducing ozone air pollution to levels below the standard will provide significant additional risk reduction. Mobile sources are now the dominant emission source causing ozone air pollution.

For these reasons ... If a "margin of safety" is to be used in the SIP, it should be used to enhance and improve public health protection ... not to provide flexibility to the transportation planning community.

At MWAQC TAC, the transportation community has argued that the safety margins are only needed because of model changes and other strictly technical reasons. Unfortunately, that is not how these alternative budgets have been used. If the margins of safety are truly needed for strictly technical reasons, there are other ways to address those kinds of technical corrections with streamlined SIP revisions that would require

public participation and comment before a truly technical adjustment to a transportation conformity budget could be made. The currently proposed alternative transportation conformity budgets (with the safety margin) can be implemented without public participation or comment on the specific technical issue that may be driving a need for a technical correction to the budgets. This may be illegal.

- **All of the data on both criteria pollutant and greenhouse gas emissions should be required to be made available to the public whenever a transportation conformity analysis for a new transportation plan is completed**

The models used to complete transportation conformity analyses generate both criteria pollutant and greenhouse gas emissions results. At this time, the greenhouse gas emissions increases or decreases associated with a new transportation plan are not made available to the public (or the elected officials) during the process where the transportation plan is being debated and finalized. Greenhouse gas emission information is provided later ... after the policy decision on what goes into the new transportation plan are already finalized. The greenhouse gas emission benefits or disbenefits should be made available during the policy discussion over what is included in new transportation plans.

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

May 24, 2023

Takis Karantonis, Chair, Climate, Energy and Environment Policy Committee (CEEPC)  
CEEPC Committee Members  
777 North Capitol St. N.E.  
Suite 300,  
Washington, DC 20002

Chairman Karantonis and CEEPC members:

I am writing to request an opportunity to provide short public comment at your meeting on Wednesday, May 24, 2023. I understand that there is not a routine opportunity for public comment provided at CEEPC meetings, but that public comment can be included as part of the meeting with approval of the Chair. I believe that CEEPC, being a policy committee, should revisit its public comment policy and always provide an opportunity for public comment as part of CEEPC meetings.

Should the Chair be unable to accommodate my request because of a full agenda or other reasons, I respectfully request that this letter, which is addressed to the full Committee, be made available to the Committee in advance of the meeting and also included as part of the meeting package for May 24.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. During my time at the Maryland Department of the Environment, I was lead staff to the State's Climate Change Commission and the Commission's Mitigation Working Group. I have an environmental engineering degree from Brown University. I am now retired and commenting today as a volunteer for several environmentally overburdened communities in Prince George's County and as a member of the general public.

This letter builds from my letter submitted for consideration at your March 22, 2023 meeting that provided comments on critical climate change, energy and environmental issues facing the Metropolitan Washington region that have not been fully discussed by CEEPC. Examples of these critical issues include:

- The need for the region to strengthen its climate change goals to be consistent with the current science and goals set in other leadership areas. A discussion of this issue began at your March 22, 2023 meeting.
- The need to ensure that the routine (usually annual) process for ensuring that new regional transportation plans are consistent with regional air quality goals also include climate change goals, not just air pollution goals. This process called “transportation conformity” currently only looks at air pollutants, not greenhouse gasses ... even though the data for greenhouse gasses is available as part of the modeling process used.
- The need to develop a plan to address the inequitable exposures to air pollution and climate change injustices in environmental justice communities. These communities are often communities of color. The data is very clear that these inequities exist and that there are “air pollution hot-spots” in and around communities of color. At the February MWAQC meeting Dr. Russell Dickerson called the measured air pollution levels in the Districts Ivy City environmental justice area “Alarming”.
- The need to ensure that critical laws and policies designed to reduce exposure and risk from air pollutants and to address climate change are actually being implemented.

I have submitted several earlier letters to TPB, MWAQC and other Committees at MWCOG. These letters provide additional information on these environmental issues and are available from MWCOG staff.

As the region’s key policy advisory group on climate change, environmental and energy issues, CEEPC can play a key role in paving the way for the other MWCOG policy committees to establish specific programs to address these difficult, but critical issues.

CEEPC and MWCOG are recognized nationally for being a leader on addressing these kinds of issues. That said, it is important for CEEPC to discuss and make recommendations on these issues for the MWCOG region to continue to be on the leading edge of environmental policy. As a local laboratory of environmental innovation,

the MWCOG region can actually drive national policy. I urge you to discuss and take action on these issues ... It is a critical time for environmental policy.

In closing, I would also like to respectfully request a response to my recent letters consistent with MWCOG public comment and participation policy. I believe that given that my concerns all focus primarily on mobile sources and how environmental issues are addressed in the transportation planning process, that the TPB public participation guidance is most relevant.

Thank you again for allowing public input. I would be happy to discuss these comments during a future meeting or with a smaller group of CEEPC leadership.

*George S. Aburn Jr*

Tad Aburn

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

cc (to be distributed to MWCOG members by MWCOG staff):

Kate Stewart, Chair, MWCOG BOD

Anita Bonds, Chair, MWAQC

Tom Dernoga, Vice Chair, MWAQC

Reuben Collins, Chair, TPB

Dr. Sacoby Wilson, UMCP CEEJH

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

June 1, 2023

Takis Karantonis, Chair, Climate, Energy and Environment Policy Committee (CEEPC)  
CEEPC Committee Members  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

Chairman Karantonis and CEEPC members:

Thank you very much for discussing my comments during your meeting on Wednesday, May 24, 2023. I am particularly thankful for the interest in my letter expressed by the Chair and the potential opportunity to provide additional information during the next CEEPC meeting.

I am writing today to provide the committee with some ideas on what the climate change goals for an affluent ... and politically and technically savvy area like the Metropolitan Washington region might look like. My ideas are based upon my experience as part of the Maryland Commission on Climate Change before I retired, recent discussions with Chesapeake Climate Action Network (CCAN), past participation as President and a Board member for the National Association of Clean Air Agencies (NACAA) and research on the issue of climate change goals.

Again, as background, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. During my time at the Maryland Department of the Environment, I was lead staff to the State's Climate Change Commission and the Commission's Mitigation Working Group. I have an environmental engineering degree from Brown University. I am now retired and writing today as a volunteer for several environmentally overburdened communities in Prince George's County and as a member of the general public. A policy oriented high level summary of my thoughts are provided below and also attached as a stand-alone.

# High Level Summary of Potential Updates to MWWCOG Climate Change Goals

## Introduction

The science behind climate change has evolved very rapidly. With almost every update to the science, policy makers are acknowledging that there is a significant increase in the sense of urgency associated with reducing greenhouse gas (GHG) emissions needed to accelerate the progress needed to address climate change.

## Current Goals

Current regional goals adopted by the Metropolitan Washington Council of Governments (MWWCOG) are:

- A 50% reduction in greenhouse gas (GHG) emissions by 2030 from a 2005 base year. This initial target is complemented by a longer term goal
- 80% GHG emission reduction by 2050

These goals are being implemented as somewhat mandatory targets.

## Suggested Update to Current Goals

This suggested update would be consistent with the most recent science and the goals being used in other leadership areas like California, New York and Maryland.

### Mandatory Goals/Targets

- 60% reduction in GHG emissions by 2030,
- Net-zero GHG emissions by 2045. Net-zero would be achieved by implementing both emission reduction programs and initiatives to sequester carbon (carbon sinks) like urban tree canopy efforts.

### Complementary Aspirational or Stretch Goals

*This concept is new for the MWWCOG region. It is based upon the international policy discussions that push for affluent ... and politically and technically savvy areas like the Metropolitan Washington area to adopt stretch goals that could be achieved if technology and public opinion and behavior evolve very quickly.*

- 65% reduction in GHG emissions by 2028 to 2030,
- 20% “beyond net-zero” by 2040 to 2045

\*\*\*\*\*

The above summary is intended to be very simple. Policy and technical support documents are available and probably already being considered by the MWCOG staff. I have also submitted several earlier letters to TPB, MWAQC and other Committees at MWCOG. These letters provide additional information on this issue and are available from MWCOG staff.

There is a true sense of urgency associated with the need to update the region's climate change goals. The science is clear ... deeper and faster GHG reductions are critical. There is also an issue specific to the MWCOG region that adds to that urgency. The most significant contributors to the region's GHG emissions are mobile sources and other transportation related emission sources. The MWCOG Transportation Planning Board (TPB) is currently developing and implementing a plan to reduce GHG emissions. Transportation strategies are often very expensive, are sometimes irreversible and often take years to phase in emission reductions. Because of this, having the right goals and timing is absolutely imperative. At a minimum, TPB needs to make sure that their GHG emission reduction plan can easily be adapted should much deeper and earlier emission reductions be needed.

At their May 24, 2023 meeting, the Metropolitan Washington Air Quality Committee (MWAQC) voted unanimously to expeditiously develop and adopt a regional environmental justice plan. I have provided comments to MWAQC on a proposed environmental justice framework consistent with the positive action taken by MWAQC on the 24th. A copy of those comments, dated June 1, 2023, is attached.

In closing, I would like to thank you again for allowing public input and participation as part of the CEEPC process. I still believe that there should be a routine opportunity for public comment as part of all CEEPC meetings. I would be happy to discuss the high level summary of updated climate change goals during a future meeting or with a smaller group of CEEPC and MWCOG leadership.

*George S. Aburn Jr*

Tad Aburn  
[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

cc (to be distributed to MWCOG members by MWCOG staff):  
CEEPC Committee Members

Kate Stewart, Chair, MWCOG BOD  
Anita Bonds, Chair, MWAQC  
Tom Dernoga, Vice Chair, MWAQC  
Reuben Collins, Chair, TPB  
Anne Havemann, CCAN  
Dr. Sacoby Wilson, UMCP CEEJH

# Attachment 1 - High Level Summary of Potential Updates to MWCOG Regional Climate Change Goals - June 1

## Introduction

The science behind climate change has evolved very rapidly. With almost every update to the science, policy makers are acknowledging that there is a significant increase in the sense of urgency associated with reducing greenhouse gas (GHG) emissions needed to accelerate the progress needed to address climate change.<sup>1</sup>

## Current Goals

Current regional goals adopted by the Metropolitan Washington Council of Governments (MWCOG) are:

- A 50% reduction in greenhouse gas (GHG) emissions by 2030 from a 2005 base year. This initial target is complemented by a longer term goal of ...
- 80% GHG emission reduction by 2050

These goals are being implemented as somewhat mandatory targets.

## Suggested Update to Current Goals

This suggested update would be consistent with the most recent science and the goals being used in other leadership areas like California, New York and Maryland.

### Mandatory Goals/Targets

- 60% reduction in GHG emissions by 2030,
- Net-zero GHG emissions by 2045. Net-zero would be achieved by implementing both emission reduction programs and initiatives to sequester carbon (carbon sinks) like urban tree canopy efforts.

### Complementary Aspirational or Stretch Goals

*This concept is new for the MWCOG region. It is based upon the international policy discussions that push for affluent ... and politically and technically savvy areas like the Metropolitan Washington area to adopt stretch goals that could be achieved if technology and public opinion and behavior evolve very quickly*

- 65% reduction in GHG emissions by 2028 to 2030,
- 20% “beyond net-zero” by 2040 to 2045

---

<sup>1</sup> This high level summary was drafted by Tad Aburn. Mr. Aburn worked for 40 years for the Maryland Department of the Environment (MDE), was the MDE Air Director and a member of MWAQC for over 10 years, chaired MWAQC TAC multiple times and played a key role at MDE in staffing the State's Climate Change Commission. Mr Aburn has recently retired and is doing volunteer work for several overburdened communities in Maryland.

Comments for the September 20, 2023 TPB Meeting

Tad Aburn<sup>1</sup>

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

\*\*\*\*\*

Mr. Chairman, Board members, thank you again for the opportunity to provide public comment today.

My comments today focus on potential violations of Title VI, the civil rights law, driven by what appears to be institutional, systemic environmental racism that ... I believe ... is unintentionally built into the TPB process. TPB appears to want to ignore these civil rights violations.

The Title VI complaint that was filed with MWCOG in ??? is attached. The complaint is being revised to address the issues identified by COG staff. There were no substantive issues identified by the COG staff ... just legal and procedural issues. There appears to be concurrence on the substance of the complaint. Several leaders of local environmental justice advocacy groups are now providing input on the complaint. The strengthened Title VI complaint will be submitted before the end of the year

The issue driving the unintentional systemic environmental racism is that transportation planning, TPB transportation plans and implementation of the transportation projects in those plans are creating high-risk air pollution hotspots in environmental justice communities of color. The measured air pollution levels and other research are very clear ... The issue of transportation driven air pollution hotspots is very real and driving inequitable public health risks in communities of color. In a briefing to MWAQC one independent researcher called the air pollution levels in Ivy City ``alarming''. TPB Tech has chosen to ignore the data, research and analysis that is now readily available on this issue.

Having worked with many elected officials in the MWCOG process, I know the vast majority of members are very concerned about both environmental justice and climate

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<sup>1</sup> As background my name is Tad Aburn. I have submitted comment on this issue at every TPB meeting since November of 2022. I am retired, was a Maryland resident for 68 years and I am now doing volunteer work for 3 overburdened communities in Prince George's County. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I worked for MDE for 40 years.

change and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

I have also submitted several additional recent letters, comments and complaints (since you last met) that are linked to the issue I am raising in these comments today.

In closing, I urge TPB to address this critical racial equity issue. I also strongly support the comments being submitted by CCAN. Please let me know if I can help in any way.



6930 Carroll Ave, Suite 720  
Takoma Park, MD 20912  
T: 240-396-1981  
F: 888-428-3554  
www.chesapeakeclimate.org

September 18, 2023

To: Metropolitan Washington Council of Governments Transportation Planning Board  
From: Anne Havemann, CCAN  
RE: Comments for the 9/20/23 TPB Meeting

\*\*\*\*\*

Mr. Chairman, Board members, thank you for the opportunity to provide public comment today.

My comments focus on the need to update the climate change goals that the Metropolitan Washington Council of Governments (MWCOG) and the Transportation Planning Board (TPB) are using to develop the high priority greenhouse gas transportation emission reduction plan (TPB GHG Plan).

My name is Anne Havemann. I am General Counsel for the Chesapeake Climate Action Network (CCAN). CCAN is the largest and oldest grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. Our mission is to build a diverse movement powerful enough to put our region on the path to climate stability.

CCAN has been following the comments made by Tad Aburn since late 2022 that have pushed TPB to be more proactive on environmental justice and climate change. We support Mr. Aburn's push on environmental justice; my comments today, however, focus on climate change.

It is critical for MWCOG to use scientifically accurate goals as the basis for the TPB GHG Plan. The current goals are a 50% reduction in GHG emissions by 2030 and an aspirational 2050 goal of 80%. These goals are outdated, weak, and inconsistent with science. By using these outdated goals, the TPB GHG Plan will be inadequate and will not create the necessary incentives for meaningful GHG reductions.

To meet the challenge of climate change, CCAN recommends no less than a mandatory 60% reduction in GHG emissions by 2030 and net-zero GHG emissions by 2045. These goals are in line with the straw proposal Mr. Aburn submitted in his letter dated 6/1/23.

In March 2023, UN Secretary-General António Guterres [called on member states](#) to accelerate their efforts to tackle climate change, asking developed countries to reach net-zero by 2035-2040. Because of our region's affluence and technical savviness, we further urge MWCOG to adopt aspirational goals of 65% GHG reduction by 2028-2030, and 20% beyond net-zero by

2040-2045. The aspirational goals are designed to capture what is expected to be significant changes in technology, green markets, and the public's demand for climate action.

In closing, I urge you to quickly update your goals and demonstrate the leadership for which MWCOG is known. MWCOG and the TPB should adopt a nation-leading GHG reduction plan for the transportation sector.

Sincerely,

Anne Havemann  
General Counsel  
Chesapeake Climate Action Network

# TITLE VI/DISCRIMINATION COMPLAINT FORM

## Section I

**Name:** George S.Aburn

**Address:** Town of Cheverly, 6401 Forest Road, Cheverly MD 20785 or 39724 East  
Sun Drive, FI DE

**Telephone Numbers:** (443) 829-3652

**Electronic Mail Address:**

tadaburn@gmail.com

**Accessible Format Requirements?**

Large Print NA Audio tape NA

TDD NA Other NA

## Section II

**Are you filing this complaint on your own behalf?**

Yes      No X

[If you answered "yes" to this question, go to Section III.]

**If not, please supply the name and relationship of the person for whom you are complaining:**

Communities of color across the Metropolitan Washington Council of Governments (MWCOG) region

**Please explain why you have filed for a third party.**

MWCOG is ignoring serious public health risks and the civil rights of communities of color across the MWCOG region. The data and analysis demonstrating these high risks is definitive and readily available. Public comment on this issue since 2022 has virtually been ignored.

**If you are filing on behalf**

**of a third party, have you have obtained the permission of the aggrieved party?**

Yes and no. Actually not applicable.

### Section III

**Have you filed this complaint with any other federal, state or local agency, or with any federal or state court?**

Yes  No

**If Yes, please**

**list:**

USEPA,

USFHWA.

USFTA

Federal agency  Yes \_\_\_\_\_ State Agency \_\_\_\_\_

Local Agency \_\_\_\_\_ Federal Court \_\_\_\_\_

**Have you filed a lawsuit regarding this complaint?** Yes  No

If you answered "yes" to either of the two previous questions, please provide a copy of the complaint form or lawsuit. [Note: This above information is helpful for administrative tracking purposes. However, if litigation is pending regarding the same issues, we defer to the decision of the court, and COG will not take action.]

Attached

**Name of office or department you believe discriminated against you:**

**Office or Department**

MWCOG as a whole is discriminating against communities of color across the  
MWCOG region\_\_\_\_\_

Name of Individual (if applicable)\_\_\_\_\_NA\_\_\_\_\_

Address\_\_\_\_\_

City\_\_\_\_\_State\_\_\_\_\_Zip code\_\_\_\_\_

Telephone\_\_\_\_\_

**Basis(es) for complaint, check all that apply:**

Race  Color  National Origin  Gender  Disability

**On separate sheets, please describe your complaint. You should include specific details such as names, dates, times, witnesses, and any other information that would assist us in our investigation of your allegations. Please also provide any other documentation that is relevant to this complaint.**

Description of complaint attached. Additional documentation attached.

Please sign here: **George S. Aburn Jr.** (fully signed version sent by US mail)\_\_\_\_\_

Date:\_\_\_\_\_July 10, 2023

You may attach any written materials or other information that you think is relevant to your complaint.

Please mail your completed form to: Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002

Any individual, group of individuals, or entity that believes he/she, they, or it have been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the Americans with Disabilities Act of 1990, relating to any program or activity administered by COG or its sub-recipients, consultants, and/or contractors, intimidation or retaliation of any kind is prohibited by law, may file a formal complaint with COG's Title VI Officer by completing and signing COG's Title VI Complaint Form. A formal complaint must be submitted in writing within 180 calendar days from the date of the alleged occurrence or when the alleged discrimination became known to the complainant. Complaints should be mailed to Title VI Officer, Metropolitan Washington Council of Governments, 777 North Capitol Street NE, Suite 300, Washington, DC 20002.

COG will acknowledge receipt of the complaint within 5 business days and determine if it accepts the complaint for investigation. Once accepted, COG will notify the parties within 5 calendar days. COG then has 40 calendar days to investigate the complaint. The investigation will be forwarded to the appropriate state agency within 60 calendar days of the acceptance of the complaint. Refer to COG's Nondiscrimination Complaint Procedures for additional information.

A person may also file a complaint directly with the appropriate state agency or the Federal Transit Administration at the following:

Virginia:

Civil Rights Division Administrator  
Virginia Department of Transportation  
Civil Rights Division  
1401 E. Broad St.  
Richmond, VA 23219  
Telephone: (804) 786-2085  
Toll free: (888) 508-3737; (TTY/TDD 711)

Equal Opportunity Compliance Programs  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, Maryland 21202  
Web: [mta.maryland.gov](http://mta.maryland.gov)  
Telephone: (410) 539-3497 (TTY)

District of Columbia:

U.S. Department of Transportation  
Federal Highway Administration  
Virginia Division  
Office of Civil Rights  
400 N. 8th St., Suite 750  
Richmond, VA 23219

District Department of Transportation  
Office of Civil Rights  
55 M Street, SE, Suite 400  
Washington, DC 20003  
Telephone: (202) 673-6813  
Fax: (202) 671-0650

Maryland:

Maryland Department of Transportation  
Title VI Program Manager  
Office of Diversity and Equity  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Federal Transit Administration:

FTA Office of Civil Rights  
Attention: Complaint Team  
East Building, 5th Floor - TCR  
1200 New Jersey Ave., SE  
Washington, DC 20590

Alternative formats of this form can be made available upon request. Visit

[www.mwcog.org/accommodations](http://www.mwcog.org/accommodations) or call (202) 962-3300 or (202) 962-3213 (TDD)

## **Attachment to MWCOG Title VI Complaint Form**

### **Summary of Discrimination by the Metropolitan Washington Council of Governments (MWCOG)**

#### *Ignoring How MWCOG Regional Planning Processes are Creating High Risk Air Pollution Hotspots in Communities of Color Across the MWCOG Region - July 10, 2023*

There is a clear record that MWCOG is ignoring the well documented issue that regional transportation and air quality planning processes and policies being developed by MWCOG and implemented by MWCOG members are creating high-risk air pollution hotspots in communities of color throughout the MWCOG region. It is my belief that this is being driven by MWCOG staff and, given the clear desire on the part of most elected MWCOG members to aggressively address racial equity, that elected members of MWCOG have not been adequately briefed on this serious issue.

I have attached a small sample of the more than 30 letters that have been written on this issue since late 2022. The MWCOG staff can provide a complete record. There have been virtually no written responses to the concerns being raised. This appears to be a violation of MWCOG's federally approved communication process for transportation planning.

The data and analyses that demonstrate that regional transportation and air quality planning and policies are readily available through MWCOG transportation and air quality technical committees. The Metropolitan Washington Air Quality Committee (MWAQC) was briefed on some of this data and analysis by Dr. Russ Dickerson. Doctor Dickerson commented that transportation related air pollution in the Ivy City area, one of the many environmental justice (EJ) communities in the region, were "alarming". In a 2021 report, the Maryland Department of the Environment concluded that the transportation driven air pollution plume from the Washington Ozone Nonattainment area was the most important contributor to air pollution hotspots in the EJ community around Sherriff Road in Prince George's County.

There appears to be a systematic, region-wide effort being made to ignore this critical racial discrimination issue and to ignore the civil rights of individuals living in communities of color across the MWCOG region.

If additional information, above and beyond what has already been provided in my letters, please feel free to contact me at [tadaburn@gmail.com](mailto:tadaburn@gmail.com) or (443) 829-3652.

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

July 10, 2023

Adam Ortiz, Regional Administrator  
U.S. Environmental Protection Agency, Region 3  
Four Penn Center  
1600 JFK Boulevard  
Philadelphia, PA 19103-2029

Terry Garcia Crews, Regional Administrator  
U.S. Federal Transit Administration, Region 3  
1835 Market Street  
Suite 1910  
Philadelphia, PA 19103

Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator  
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice  
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights  
U.S. Environmental Protection Agency  
Office of Environmental Justice and External Civil Rights (OEJEER)  
1200 Pennsylvania Avenue  
WJC Building North, Room: 1448K  
Washington, DC 20460

Re: Federal Funding and Environmental Justice

Regional Administrators Ortiz and Crews, Acting Principal Deputy Assistant  
Administrator Engelman-Lado and Deputy Assistant Administrators Tejada and Dorka :

I am writing for your assistance on an environmental justice issue in Prince George's  
County Maryland and numerous other communities of color throughout the Metropolitan  
Washington area. I am writing to you as a group ... as the issue cuts across several  
federal agencies and involves federally approved air quality and transportation plans

and government supported environmental racism. There are also potential civil rights issues.

The issue can be summarized as follows:

- The Metropolitan Washington Council of Governments (MWCOCG) will soon be submitting air quality and transportation plans that require federal approval
- These plans will continue to support systemic environmental racism by ignoring how “business as usual” processes for implementing federally approved plans clearly create high-risk air pollution hotspots and environmental injustices in communities of color across the MWCOCG region.
- As federal policy on environmental justice continues to evolve, at a minimum, these federally approved plans must include enforceable language that ensures that implementation of federally approved plans, especially when implementation involves federal transportation funding, will not create environmental justice problems and that existing environmental justice problems are not made worse.
- This is currently happening in Prince George’s County and throughout the MWCOCG region.
- MWCOCG appears to be unconcerned about this problem.

Based on President Biden's policies I urge you to make sure that environmental justice is addressed aggressively in these federally approved plans.

By way of introduction, my name is Tad Aburn. Last year I was the Director of the Maryland Department of the Environment's Air and Radiation Management Administration. I was a member of the NACAA Board for many years and a 2-time President. I chaired the NACAA Criteria Pollutants Committee for over 15 years. I was a member of MWCOCG's air quality committee (MWAQC) and chaired the MWAQC technical committee many times. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I have many friends at EPA in Washington, Philadelphia and RTP. I am now retired and commenting today as a volunteer working for several Prince George's County environmental justice communities. I received my environmental engineering degree from Brown University.

Air quality improved dramatically during my career. Maryland’s efforts on climate change are amongst the best in the Country. I am proud of both of these accomplishments. Unfortunately, environmental justice has been overlooked for many, many years. I am not proud of that.

The issues I am raising at MWCOG are not uncommon ... They exist in many metropolitan areas. I am pushing these issues in the Washington, DC area, not because the region is inept, but because the area and its elected leadership have a long history of being environmentally progressive. For reasons that are not clear to me, MWCOG has chosen to ignore environmental justice problems resulting from transportation planning and projects creating air pollution hotspots in communities of color.

A few of the over 30 letters and public comments I have submitted to MWCOG are attached. Some of these letters provide sample language for including environmental justice from air pollution hotspots in federally approved air quality and transportation plans. Recent letters have also provided a simple framework for how MWCOG could begin to effectively address this serious issue. There has been no meaningful response. Knowing how strongly many of the elected members of MWCOG support the need to address environmental justice and racial equity, I believe there has been a significant communication breakdown between the MWCOG elected leadership and the MWCOG staff.

I have read the EPA legal analysis that identifies a long list of federal authorities and other federal tools to begin to more aggressively address environmental justice. It appears that both EPA and FHWA/FTA have ample authority to require areas like MWCOG to include enforceable requirements in their federally approved air quality and transportation plans to ensure that implementation of those plans does not create new environmental justice problems or make existing environmental justice problems worse.

I request that you use these authorities to require this in the air quality and transportation plans that will be submitted by MWCOG and the states over the next year.

I have already begun to work with Cristina Fernandez, the Air Director for EPA Region 3 on this issue. I would be happy to provide a more detailed briefing to the federal agencies who I believe can be a key driver for making real, timely progress on environmental justice.

I have also attached a civil rights complaint to MWCOG that is being pursued in parallel to this request for assistance from the federal government.

Respectfully,

*George S. Aburn Jr*

Tad Aburn

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)

(443) 829-3652

ccs:

Christian Dorsey, Chair, MWCOG Board  
Reuben Collins, Chair, TPB  
Anita Bonds, Chair, MWAQC  
Ted Dernoga, Vice Chair, MWAQC  
Takis Karentionis, Chair CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Cristina Fernandez, USEPA  
Mike Gordon, USEPA  
Angus Welch, USEPA  
Eric Schaefer, EIP  
Leah Kelly, EIP  
Anne Havemann, CCAN  
Shailen Bhatt, Administrator, US FHWA  
Christophe Lawson, US FHWA  
Nuria Fernandez, Administrator, FTA  
Dr. Sacoby Wilson, UMCP CEEJH  
Phil Mendelson, DC Council  
Clark Mercer, MWCOG  
Kanti Srikanth, MWCOG  
Lyn Erikson, MWCOG TPB  
Jeff King, MWCOG MWAQC

Attachments

Copy of Comments Made by Tad Aburn  
MWAQC Meeting  
September 27, 2023

[tadaburn@gmail.com](mailto:tadaburn@gmail.com)  
(443) 829-3652

Before I begin my comments, could I ask the COG staff to explain to the Committee how after I finish my short comments, I will be muted by the COG staff and the “chat” and “raise hand” functions will be disabled ... and that the only way for me to respond to questions or provide additional information is if a member asks the Chair if she will allow additional input from the public. The Chair may also allow for additional input from the public without a request from the membership. I do not believe many MWAQC members know how public comment and public participation are being handled. Could COG staff go over these procedures before I begin my comments. I would also appreciate it if the 3-minutes allowed by staff for public comment ... 3 minutes is nowhere to be found in MWAQC bylaws or public participation guidance documents ... could be extended to 5 minutes.

### **Beginning of Comments**

Madame Chair, MWAQC members, thank you for providing the opportunity to provide public comment today.

I will start by apologizing up front for the tone of my comments and how they have evolved from collegial and polite in late 2022 to now being more direct and less collegial in September of 2023. I have serious concerns over the way COG staff appears to want to minimize public input and participation. You should ask to be briefed on the way public comment and participation has been handled and become more difficult since late 2022.

Later on your agenda, you will receive a briefing on what has taken place since May 24, 2023 to act on the unanimously approved motion by the

Chair to expeditiously adopt a stand-alone regional plan to address environmental justice and how MWAQC air quality plans are allowing, actually enabling, high-risk, air quality hotspots in environmental justice communities of color to get worse. Although MWAQC and MWCOG appear to want to ignore the issue, what is happening is clear cut institutionalized, systemic environmental racism.

It is my opinion that the elected membership of MWAQC and MWCOG do not fully understand this as they appear to not have been adequately briefed on the air pollution hotspot EJ issue by COG staff ... public input on this issue has also been ignored.

The briefing you will see today (which is similar to recent briefings provided to TAC and ACPAC) was thrown together after my somewhat negative August 24, 2023 letter<sup>1</sup> to MWAQC asking what has the COG staff done for the last quarter of a year to implement the vigorously supported and unanimously approved motion ... made by the Chair ... to expeditiously develop and adopt an environmental justice plan.

As you will see in the briefing:

- Since the May action, no input was sought from leaders and residents who breathe the unhealthy air in environmental justice areas. This kind of immediate input was highlighted by the Chair during the May 24 meeting,
- The framework for a regional EJ plan that I provided to MWAQC in a letter dated June 1, 2023 was never even discussed or considered. This framework includes significant input from environmental justice communities and experts, like Sacoby Wilson and Vernice Miller.
- The briefing is very general and includes a lot of “feel good” concepts and buzzwords like, “EJ toolkit” (which has never actually been used), “EJ Resource Guide” and “equity lens”.

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<sup>1</sup> All of the letters mentioned in my comments are attached to the September 26, 2023 letter that is mentioned at the end of my comments.

What it does not include is anything that is action oriented ... things that will actually reduce risk to the residents and the children who have to breathe the air in these already overburdened communities. Maryland is implementing a very action oriented EJ plan in several high profile EJ communities. The MDE effort involves:

- Building partnerships and trust with these communities ... in general, government has very low credibility in these areas,
- Taking immediate action using existing authorities to reduce air pollution risks in these communities, and
- Working to rethink the legacy of government dumping high polluting transportation projects and dirty industrial plants on environmental justice communities over and over and over. This legacy has been built over the last 100 years and will not get better until state and local governments rethink the very difficult issue of how business-as-usual land use and zoning decisions are made.

MDE was not even asked by COG staff to provide a briefing on their EJ plan to TAC.

TAC did not even mention the EJ Plan in their June and July meetings although public comment was provided requesting that the issue be discussed. Over the past year, I have on multiple occasions offered to help set up a panel, involving MDE, EJ community leaders and other local EJ experts.

I urge you to charge the COG staff to establish a subcommittee ... as provided for in the MWAQC bylaws ... to move forward more expeditiously to reach out to communities and local EJ experts immediately, discuss the EJ framework document that was sent to MWAQC and ask for a briefing from MDE ... and to then bring back a much more robust, action-oriented regional environmental justice plan. Again, I will volunteer my time to help with this.

I have submitted a more detailed letter dated September 26, 2023 to supplement these short comments. The letter also provides information on other actions linked to the EJ issues discussed above. Both the recent letter I submitted to EPA on this issue and the Title VI/Civil Rights complaint that was submitted on July 10th are summarized and updated in the September 26 letter. Recent comments and letters from national leaders working on EJ issues in the DMV and the Chesapeake Climate Action Network (CCAN) are also attached to the 9/26 letter.

Because of the time limitation put on public comments, I can not fully summarize my major concerns about an equally important issue ... the briefing on the draft SIP ... a very flawed briefing ... that you will receive as agenda item # 5.

You will be asked to approve the draft SIP for submittal to the EPA. If MWAQC approves the draft SIP ... it will be endorsing an overarching policy that allows emissions to increase and public health protection to be decreased to allow the transportation community to avoid adopting new transportation related emission controls.

That is what the draft SIP does. Ask the staff. I have attached some of my questions for potential use by MWAQC members to ask COG staff questions during the briefing. You could also ask the Chair to unmute me so that you can ask me questions. More detail on this issue (including ways to create a win-win ... public health protection and transportation growth ... solution) is also provided in the September 26, 2023 letter.

I urge you to not approve the SIP today and to ask TAC and the COG staff to revisit the SIP to address the issues I have raised. You may also want to ask the staff to explain how the public comment process and potential legal challenges ... as part of EPA's approval or disapproval process ... works.

In closing, I urge you to set up a subcommittee and to develop a robust EJ plan expeditiously and to not approve the draft SIP today.

Thank you again for allowing public comment. Please let me know if I can help in any way.<sup>2</sup>

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<sup>2</sup> As background, My name is Tad Aburn. In October of 2022, I was the Chair of MWAQC TAC. For the past 10 years I was the MDE Air Director and an MWAQC member. I have helped write and have submitted over 30 SIPs to EPA over my career. I am now retired ... doing volunteer work for overburdened communities in Prince George's County.

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## ATTACHMENT TO TAD ABURNS COMMENTS AND THE 09/26/23 SUPPLEMENTAL LETTER MENTIONED IN THE COMMENTS

*Questions That I Believe MWAQC Members Should Ask During  
the Briefing for Agenda Item #5*

*Request to Approve SIP for EPA Submittal*

**Note:** If desired, MWAQC members can ask the Chair to unmute me during the meeting to provide input.

After the public provides short comments at the beginning of the meeting, the COG staff mutes the commenter and disables their ability to use the chat and raise hand functions of the virtual meeting. This can only be reversed if the Chair asks for the commenter to be unmuted and allowed to use chat and raise hand functions.

**Recommendation** - Do not approve the SIP for submittal to EPA until response to comments are responsive to the comments that have been submitted and SIP is consistent with the policy goals of MWAQC.

**Overarching Policy Question:** If MWAQC approves the draft SIP ... it will be endorsing an overarching policy that allows emissions to increase and public health protection to be decreased to allow the transportation community to avoid adopting new transportation related emission controls.

That is what the draft SIP does. Ask the staff.

Is this what MWAQC wants?

There are other ways to find a win-win solution that will be good for both public health protection and transportation growth.

**Secondary Policy Question:** The SIP appears to be built using two basic concepts:

1. That If something is right and should be done to protect public health, but it's not required by minimum EPA guidance, then do not include it in the SIP ... even if it is logical and would protect public health ... or
2. That if something is wrong, not needed and bad for public health ... but it is allowed because of old, poorly thought out EPA guidance ... then include it .. even if it is wrong and bad for public health.

Is this what MWAQC wants?

**Other Key Questions Linked to the Presentation:**

**Slide 4** - In a May 24, 2023 letter to MWAQC, didn't the person submitting the comments (me - Tad Aburn - Mr. Aburn) provide draft language for the SIP. Wasn't the draft language attached to the comments?

The suggested language was ...

“A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities.”

The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.”

This language was also recommended in the comments to Virginia and the District.

Shouldn't the responses discuss why that language could not be included?

During the debate on this issue during the May 24, 2023 MWAQC meeting, there was considerable support for the members of MWAQC to include language similar to the suggestion as it appeared to be the right thing to do ... whether it

was or was not required in current EPA guidance ... especially when everyone knows that the new EJ guidance will soon be finalized.

**Slide 5 - Bullet 1** - Is the goal of the air quality plan to do the minimum or to do what is right to protect public health? Most MWAQC members became MWAQC members because of their desire to protect the health of their constituents and the residents of the region. The response is particularly weak as the states and the COG staff know that a real problem exists and that EPA guidance is imminent. Why is the EPA not at the 9/27 meeting? Were they asked to attend and to clarify their position on including EJ in the SIP?

**Slide 5 - Bullet 2** - Doesn't MDE's response imply that they would be OK with adding the suggested language into the SIP as they are already doing most of what the suggested language would require? MDEs response acknowledges the problem with air quality hotspots ... in EJ communities ... driven by the SIP ... is real.

**Slide 6 - Bullet 1** - Does this say anything about the comment. No. The comment is that the SIP needs to make sure that the SIP does not allow for implementation to make problems in EJ areas worse. This is happening right now. The VADEQ response does not even acknowledge that the data, research and analysis show that the problem is real. This response is not responsive and inadequate.

**Slide 6 - Bullet 2** - Does the DC DOEE response infer that they would also be OK with adding the suggested language? Their response acknowledges that the problem is real but does not include anything specific on how the problem should be addressed. Like the VA DEQ comment ... The DC DOEE comment provides big picture rhetoric but does not actually address the "hotspots in EJ communities-caused by the SIP" issue.

**Slide 8 - All bullets** - Will the so-called "Safety Margins" help provide greater public health protection or are they really "Transportation Buffers that will increase emissions and decrease public health protection so that the transportation planning process does not have to find additional emission reductions"?

They are the latter. Safety margins is a misleading term. There are many other ways to address the “uncertainties” associated with new models and other technical changes. The real question is should future changes in mobile emissions or growth be handled by allowing for less public health protection or by finding more emission reductions in the transportation sector. The “Safety Margin” provisions of the SIP sacrifice public health protection to ensure that the transportation planning process does not need to find more emission reductions.

Is this what MWAQC wants?

**Slide 9 - All Bullets.** - Are the greenhouse gas benefits made available when policy makers are trying to decide what should be in transportation plans? For example if two packages of strategies are being considered (assume one package is very heavy on technology while the other is based on technology and strategies to reduce VMT) are the greenhouse gas reduction benefits from each package of strategies made available to policy makers so that climate change goals can be considered as the two strategies are debated.

The answer is no. This information should be made available to policy makers and the public as decisions are made on how to spend millions of public dollars to improve the region's transportation system while ensuring public health protection. Not ... as is current practice ... after the policy decisions have been made.

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)  
Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)  
Committee Members, MWAQC  
Committee Members, CEEPC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Concerns Over Delays in Addressing Environmental Justice, the Draft State  
Implementation Plan (SIP) MWAQC will be asked to Approve and the Need to  
Strengthen MWCOG Climate Change Goals

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

This letter is the letter mentioned in my comments to MWAQC for the September 27,  
2023 MWAQC meeting at noon. This letter is also being submitted to CEEPC as written  
public comment for their 10:00 meeting on the 27th. Both MWAQC and CEEPC have  
interest in the four issues I am commenting on ... environmental justice (EJ), clean air  
and the region's clean air plan, climate change and the Title VI/civil rights complaint.

I will start by apologizing up front for the tone of my letter and how my communications  
have evolved from collegial and polite in late 2022 to being more direct and less  
collegial in September of 2023. I have serious concerns over the way COG staff  
appears to want to minimize public input and participation. You should ask to be  
briefed on the way public comment and participation has been handled and become  
more difficult since late 2022.

### Environmental Justice

On the 27th, both Committees will receive a briefing on what has taken place since May  
24, 2023 to act on the unanimously approved motion by the MWAQC Chair to

expeditiously adopt a stand-alone regional plan to address environmental justice and how MWAQC air quality plans and TPB transportation plans are allowing, actually enabling, high-risk, air quality hotspots in environmental justice communities of color to get worse. Although MWAQC, CEEPC, and MWCOG appear to want to ignore the issue, what is happening is clear cut institutionalized, systemic environmental racism.

It is my opinion that the elected membership of MWAQC, CEEPC and MWCOG do not fully understand this as they appear to not have been adequately briefed on the issue by COG staff and public input on this issue has been ignored.

The briefing you will see today (which is similar to recent briefings provided to MWAQC TAC and ACPAC) was thrown together after my somewhat negative August 24, 2023 letter\*<sup>1</sup> to MWAQC asking what has the COG staff done for the last quarter of a year to implement the vigorously supported and unanimously approved motion ... again, made by the Chair ... to **“expeditiously”** develop and adopt an environmental justice plan.

As you will see in the briefing:

- No input was sought from leaders and residents who breathe the unhealthy air in the environmental justice areas. This kind of immediate input was highlighted by the Chair during the May 24 MWAQC meeting,
- The framework that I provided to MWAQC in a letter\* dated June 1, 2023 was never even discussed or considered. This framework includes significant input from environmental justice communities and experts, like Dr. Sacoby Wilson and Vernice Miller.
- The briefing is very general and includes a lot of “feel good” concepts and buzzwords like, “EJ toolkit” (which is mostly borrowed from other organizations' work and has never actually been used by anyone), “EJ Resource Guide” and “equity lens”.

What the briefing does not include is any discussion of anything that is action oriented ... things that will actually reduce risk to the residents and the children who have to breathe the air in these already overburdened communities. Maryland is implementing a very action oriented EJ plan in several high profile EJ communities. The Maryland Department of the Environment (MDE) effort involves:

- Building real partnerships and trust with these communities ... in general, government has very low credibility in these areas,

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<sup>1</sup> All of the other letters ... that are mentioned in this letter ... that are marked with an \* ... are attached

- Taking immediate action using existing authorities to reduce air pollution risks in these communities, and
- Working to rethink the legacy of government actions dumping high polluting transportation projects and dirty industrial plants on environmental justice communities over and over and over. This legacy has been built over the last 100 years and will not get better until state and local governments rethink the very difficult issue of how business-as-usual land-use and zoning decisions are made.

MDE was not even asked by COG staff to provide a briefing on their EJ effort and plan to TAC. In their June and July meetings, TAC did not even mention the MWAQC Chair's action requesting that a regional EJ Plan be developed and implemented expeditiously. Public comment\* was provided for these meetings requesting that the issue be made a priority. Over the past year, I have on multiple occasions offered to help set up a panel, involving MDE, EJ community leaders and other local EJ experts.

The bottom line ... the issue has been ignored for a quarter of a year.

I urge you to charge the COG staff to establish a subcommittee (as provided for in the MWAQC ... and I believe CEEPC ... bylaws) to move forward more expeditiously. I will volunteer to be on the subcommittee. The Subcommittee should reach out to communities and local EJ experts immediately, discuss the EJ framework document that was sent to MWAQC, ask for a briefing from MDE and then bring back a much more robust, action-oriented regional environmental justice plan for your next set of meetings. Again, I will volunteer my time to help with this.

### Air Pollution and Air Quality Plans

During agenda item #5 of the 9/27 MWAQC meeting, MWAQC will be asked to approve a revised regional air quality plan, called the SIP, to submit to EPA. I urge you to ask the COG staff to again revise the draft SIP to be responsive to public comments and to ensure that the SIP is consistent with the public health protection goals that I believe are critical to the vast majority of MWAQC and CEEPC members.

The SIP you will be asked to approve to be sent to EPA, as currently drafted, can be summarized as a SIP that:

**Sacrifices public health protection** to make the transportation planning process easier and to relieve the transportation planning community from implementing additional emission control measures.

Is this what MWAQC and CEEPC want?

There are common sense, effective transportation emission control measures that could be adopted, implemented and reserved/banked to address the problems that the transportation community is worried about. Examples include environmental performance contracting for transportation projects, offset requirements for transportation projects similar to the offset requirements already in place for stationary sources and the creation of a “rainy day” credit bank of extra transportation emission reductions to be used when unexpected problems surface.

My guess is that neither MWAQC nor CEEPC members clearly understand that the proposed SIP is about sacrificing public health protection to benefit transportation planning. Several examples that demonstrate that the proposed SIP is sacrificing public health for transportation include:

1. The draft SIP does not require that in implementation of the plan, state and local governments may not create environmental justice problems or make existing environmental justice problems worse. This is happening right now.

Comments\* submitted to MWAQC and the states recommended that the following language be added to the SIP to ensure that the public health protection for residents and their children who live in environmental justice communities of color is not made worse.

- “A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities. The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.”

During the May 24, 2023 MWAQC meeting, several MWAQC members argued “why wouldn’t we put this in the SIP ... even if it is not in explicit EPA guidance at this time”. This is a very good question.

Business-as-usual implementation of many measures in the plan will generate significant region-wide health benefits for the residents of the region ... the primarily white residents of the region. This is great. Unfortunately these benefits, because of very old policies on land-use and zoning, are sometimes achieved at the expense of the health of already overburdened communities of color in the region.

The draft SIP package does not discuss inclusion of the proposed language above at all. At a minimum, shouldn't the response to comments document at least discuss why that language was rejected? Again, during the debate on this issue during the May 24, 2023 MWAQC meeting, there was considerable support from some members of MWAQC to include language similar to the suggestions as it appeared to be the right thing to do ... whether it was or was not explicitly required in current (but soon to be revised) EPA guidance.

Failure to include language like the language that was proposed, in essence, means that MWAQC is OK with allowing the implementation of the SIP to increase the public health risks in environmental justice communities of color. I do not believe this is what MWAQC or CEEPC would want.

During the summer, I submitted several other important documents\* on this issue. On July 10, 2023, I wrote to EPA and federal transportation agencies on the need to ensure that implementation of federally approved air quality and transportation plans do not create high-risk environmental justice problems in already overburdened communities of color. MWCOG, CEEPC and others were copied.

Also on July 10, 2023, I submitted a Title VI (civil rights) complaint\* to MWCOG on ignoring the well documented problem of systemic, institutionalized environmental racism being allowed in federally required and approved air quality and transportation plans. These plans do not require that implementation of the plan will not create EJ problems or make EJ problems worse. The air quality and transportation plans should include such a requirement as current transportation projects in multiple EJ communities are already making existing EJ problems worse. Both of the July 10, 2023 letters/documents are attached. They were also sent to MWAQC TAC..

On August 15, 2023 and September 2, 2023 I submitted comments to Virginia\* and the District\* as part of the public hearing process on the proposed SIP. These comments are attached.

2. The draft SIP is almost 100% about establishing new mobile budgets with something called "Safety Margins". The safety margins in the SIP have nothing to do with providing greater public health protection. They should be called "Transportation Buffers that will increase emissions and decrease public health

protection so that the transportation planning process does not have to find additional emission reductions”.

Safety margins is a very misleading term. There are many other ways to address the “uncertainties” associated with new models and other technical changes. The real question is should future changes in mobile emissions or growth be handled by allowing for less public health protection or by finding more, readily available, emission reductions in the transportation sector to ensure that public health protection is maintained. Again, the “Safety Margin” provisions of the SIP sacrifice public health protection to ensure that the transportation planning process does not need to find more emission reductions.

I do not think this is what MWAQC or CEEPC would want?

3. The draft SIP does not require that policy makers should be allowed to look at the full benefits of different transportation strategies as they are deciding what projects to put into regional transportation plans. Greenhouse gas emission reduction information should be made available to policy makers and the public during the process of discussing and debating what measures will be in the next TIP or CLRP ... not after those decisions are already made (this is the current practice).

For example ... If two packages of strategies are being considered (assume one package is very heavy on technology while the other is based on technology and strategies to reduce VMT) shouldn't the greenhouse gas reduction benefits from each package of strategies be made available to policy makers so that climate change goals can be considered as the two strategies are debated?

This would be a major change for the transportation planning community ... but it would clearly result in greater transportation emission reduction measures, better public health protection and a better regional action plan to address the urgent problem of climate change.

This issue is one that, I believe, CEEPC would also be very interested in fixing.

There are also, I believe, some procedural issues with the draft SIP package. It has not even been reviewed by MWAQC TAC. The response to comments is also not at all responsive to the comments that were submitted to the states as part of their public hearing process. In addition, the package does not address or even mention the EPA

legal analyses on the use of SIPs and other state and federal authorities as a tool to begin to make progress on environmental justice.

I am also very concerned that the COG staff seems to believe they have been charged by MWAQC and CEEPC to develop the regional air quality plan or SIP by simply meeting minimum federal requirements and guidance ... not doing what is needed to protect public health. Is this what MWAQC and CEEPC want?

### Climate Change

On May 24, 2023 and June 1, 2023 I submitted letters\* to CEEPC on the need to update the weak climate change goals that are now being used to guide TPB as they develop a greenhouse gas emission reduction strategy for the region. As is now commonly understood, transportation related emissions are the largest contributor to the climate change problem (and the ozone problem) in the Washington region.

The June 1, 2023 letter provided a recommendation on what strengthened climate change goals for the region might look like. There has been no response to these letters. This issue was not discussed at the TAC meetings in June, July and September. It's now been a quarter of a year and it appears that the issue has not even been discussed. In essence, nothing has happened.

There is a true sense of urgency associated with the need to update the region's climate change goals. The science is clear ... deeper and faster GHG reductions are critical. There is also an issue specific to the MWCOG region that adds to that urgency. Again, the most significant contributors to the region's GHG emissions are mobile sources and other transportation related emission sources. The MWCOG TPB is currently developing and implementing a plan to reduce GHG emissions. Transportation strategies are often very expensive, are sometimes irreversible and often take years to phase in emission reductions. Because of this, having the right goals and timing is absolutely imperative.

If weak goals are used to guide the TPB plan, it is likely that important strategies involving VMT reductions and other travel demand management concepts will not be considered.

The Chesapeake Climate Action Network (CCAN) also submitted comments\* on this issue for the TPB meeting on September 20, 2023.

### The Title VI Civil Rights Complaint

I also need to mention the strengthened Title VI, civil rights complaint that is being prepared. My comments\* from the 9/20/23 TPB meeting on this issue are attached. I have also attached comments\* submitted by three national EJ experts who are working specifically on EJ issues in the Washington DC area. They have been joined by other EJ experts and have also submitted comments\* to MWAQC and CEEPC in advance of the back-to-back meetings on September 27th.

In closing, I urge you to move more quickly to finalize and implement a robust, action oriented EJ Plan and to ask staff and TAC to revise the final draft SIP submittal to be responsive to public comment and to ensure that the SIP is consistent with the public health protection policies that MWAQC and CEEPC feel are critical.<sup>2</sup>

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Members  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, MWCOG  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Tom Ballou, Chair MWAQC TAC  
Rick Conrad, MWCOG Title VI Officer  
Dr. Sacoby Wilson, UMCP CEEJH  
Parisa Norouzi, EmPower DC  
Dr Janet Phoenix, MD, MPH, Chair, DC Asthma Coalition  
Eric Schaefer, EIP

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<sup>2</sup> As background, My name is Tad Aburn. In October of 2022, I was the Chair of MWAQC TAC. For the past 10 years I was the MDE Air Director and an MWAQC member. I have helped write and have submitted over 30 SIPs to EPA over my career. I was also the State Chair of the National Association of Clean Air Agencies (NACAA) Criteria Pollutant Committee for over ten years. This is a national Committee that worked directly with EPA on all SIP policies and guidance. I am now retired ... and doing volunteer work for overburdened communities in Prince George's County.

Leah Kelly, EIP

Anne Havemann, CCAN

Adam Ortiz, Regional Administrator, USEPA

Cristina Fernandez, USEPA

Angus Welch, USEPA



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*Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition*  
*Parisa Norouzi, Executive Director, EMPOWER DC*  
*Dr. Sacoby Wilson, University of Maryland Center for Community*  
*Engagement, Environmental Justice and Health (CEEJH)*  
*Tene Lewis, Lead Volunteer, Campaign to Reduce*  
*Lead Exposure & Asthma*

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September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)

Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)

Committee Members, MWAQC

Committee Members, CEEPC

777 North Capitol St. N.E.

Suite 300

Washington, DC 20002

RE: Request to Provide Input on the MWAQC/MWCOG Environmental Justice Plan

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

We are writing to offer our assistance to MWAQC, CEEPC and MWCOG as you work to finalize and implement the regional Environmental Justice Plan that Chairwoman Bonds proposed and passed during MWAQC's May 24, 2023 meeting. This proposal was vigorously supported by the Committee and passed unanimously. We understand that this issue may be discussed at the September 27, 2023 MWAQC and CEEPC meetings. This letter is follow-up to the comments that we submitted for the May 20, 2023 TPB meeting.

We have begun to work with Tad Aburn on this and other issues and we share his concern that it has been nearly a quarter of a year and that no real progress has been made to follow-up on Chairwoman Bond's action during the May 24th MWAQC meeting to expeditiously develop and adopt a stand-alone environmental justice plan. We find this surprising given the Committees clear charge to develop and implement the plan expeditiously.

The Plan needs to not only encourage the need to build partnerships with environmental justice communities but also include real action to reduce excessive emissions in these areas from both stationary and transportation related sources.

The data, research and analysis that is now readily available clearly shows that excess emissions in and around environmental justice areas are creating very serious, inequitable public health risks to the people and the children that live in these communities. In a briefing to MWAQC, Dr. Russell Dickerson, a national expert on air pollution, characterized the measured air pollution levels in the Ivy City environmental justice area as “alarming”.

Transportation Related Air Pollution (TRAP) is a high priority to our coalition. We have attached a 2022 letter describing our concerns over TRAP and the critical need for government agencies and regional planning organizations like MWCOG to take action to address this issue.

We have followed Mr. Aburn’s efforts (before retiring, Mr. Aburn was the MDE Air Director for many years) to push MWAQC and the MWCOG Transportation Planning Board (TPB) to address the need to reduce pollution in the now well documented air pollution hotspots that are driven by TRAP and causing high risks in environmental justice communities of color. We support his efforts and share his concerns. Interestingly, Mr. Aburn’s efforts started in Late 2022, almost the same time we began to push the need to address TRAP.

In closing, should you want our input on what we believe is critical in your environmental justice plan, please contact us. Please contact Tad Aburn. He will be coordinating this effort.

Thank you again for allowing public input. The work you are doing is critical.

Sincerely,

*Janet A. Phoenix*

Janet A. Phoenix, MD, MPH, Chair, DC Asthma Coalition

*Parisa Norouzi*

Parisa Norouzi, Executive Director, EMPOWER DC

*Dr. Sacoby Wilson*

865U JWP

Dr. Sacoby Wilson, University of Maryland Center for Community Engagement,  
Environmental Justice and Health (CEEJH)

*Tene Lewis*

Tene Lewis, Lead Volunteer, Campaign to Reduce Lead Exposure and Asthma

*George S. Aburn Jr.*

George S. (Tad) Aburn Jr., Volunteer

Cc: William Washburn, Climate Justice Chair, Washington DC Branch, NAACP  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, Executive Director, MWCOG  
Rick Conrad, MWCOG Title VI Officer  
Adam Ortiz, Regional Administrator, USEPA  
Cristina Fernandez, USEPA  
Angus Welch, USEPA



6930 Carroll Ave, Suite 720  
Takoma Park, MD 20912  
T: 240-396-1981  
F: 888-428-3554  
www.chesapeakeclimate.org

September 18, 2023

To: Metropolitan Washington Council of Governments Transportation Planning Board  
From: Anne Havemann, CCAN  
RE: Comments for the 9/20/23 TPB Meeting

\*\*\*\*\*

Mr. Chairman, Board members, thank you for the opportunity to provide public comment today.

My comments focus on the need to update the climate change goals that the Metropolitan Washington Council of Governments (MWCOG) and the Transportation Planning Board (TPB) are using to develop the high priority greenhouse gas transportation emission reduction plan (TPB GHG Plan).

My name is Anne Havemann. I am General Counsel for the Chesapeake Climate Action Network (CCAN). CCAN is the largest and oldest grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. Our mission is to build a diverse movement powerful enough to put our region on the path to climate stability.

CCAN has been following the comments made by Tad Aburn since late 2022 that have pushed TPB to be more proactive on environmental justice and climate change. We support Mr. Aburn's push on environmental justice; my comments today, however, focus on climate change.

It is critical for MWCOG to use scientifically accurate goals as the basis for the TPB GHG Plan. The current goals are a 50% reduction in GHG emissions by 2030 and an aspirational 2050 goal of 80%. These goals are outdated, weak, and inconsistent with science. By using these outdated goals, the TPB GHG Plan will be inadequate and will not create the necessary incentives for meaningful GHG reductions.

To meet the challenge of climate change, CCAN recommends no less than a mandatory 60% reduction in GHG emissions by 2030 and net-zero GHG emissions by 2045. These goals are in line with the straw proposal Mr. Aburn submitted in his letter dated 6/1/23.

In March 2023, UN Secretary-General António Guterres [called on member states](#) to accelerate their efforts to tackle climate change, asking developed countries to reach net-zero by 2035-2040. Because of our region's affluence and technical savviness, we further urge MWCOG to adopt aspirational goals of 65% GHG reduction by 2028-2030, and 20% beyond net-zero by

2040-2045. The aspirational goals are designed to capture what is expected to be significant changes in technology, green markets, and the public's demand for climate action.

In closing, I urge you to quickly update your goals and demonstrate the leadership for which MWCOG is known. MWCOG and the TPB should adopt a nation-leading GHG reduction plan for the transportation sector.

Sincerely,

Anne Havemann  
General Counsel  
Chesapeake Climate Action Network



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In closing, I urge you to quickly update your goals and demonstrate the leadership for which MWCOG is known. MWCOG and the TPB should adopt a nation-leading GHG reduction plan for the transportation sector.

Sincerely,

Anne Havemann  
General Counsel  
Chesapeake Climate Action Network

Tad Aburn  
39724 East Sun Drive, Unit 213  
Fenwick Island, DE 19944  
tadaburn@gmail.com  
(443) 829-3652

September 26, 2023

Anita Bonds, Chair, MWCOG Metropolitan Washington Air Quality Committee  
(MWAQC)  
Takis Karantonis, Chair, MWCOG Climate, Energy and Environment Policy Committee  
(CEEPC)  
Committee Members, MWAQC  
Committee Members, CEEPC  
777 North Capitol St. N.E.  
Suite 300  
Washington, DC 20002

RE: Concerns Over Delays in Addressing Environmental Justice, the Draft State  
Implementation Plan (SIP) MWAQC will be asked to Approve and the Need to  
Strengthen MWCOG Climate Change Goals

Chairwoman Bonds, Chairman Karantonis, MWAQC members, CEEPC members:

This letter is the letter mentioned in my comments to MWAQC for the September 27,  
2023 MWAQC meeting at noon. This letter is also being submitted to CEEPC as written  
public comment for their 10:00 meeting on the 27th. Both MWAQC and CEEPC have  
interest in the four issues I am commenting on ... environmental justice (EJ), clean air  
and the region's clean air plan, climate change and the Title VI/civil rights complaint.

I will start by apologizing up front for the tone of my letter and how my communications  
have evolved from collegial and polite in late 2022 to being more direct and less  
collegial in September of 2023. I have serious concerns over the way COG staff  
appears to want to minimize public input and participation. You should ask to be  
briefed on the way public comment and participation has been handled and become  
more difficult since late 2022.

### Environmental Justice

On the 27th, both Committees will receive a briefing on what has taken place since May  
24, 2023 to act on the unanimously approved motion by the MWAQC Chair to

expeditiously adopt a stand-alone regional plan to address environmental justice and how MWAQC air quality plans and TPB transportation plans are allowing, actually enabling, high-risk, air quality hotspots in environmental justice communities of color to get worse. Although MWAQC, CEEPC, and MWCOG appear to want to ignore the issue, what is happening is clear cut institutionalized, systemic environmental racism.

It is my opinion that the elected membership of MWAQC, CEEPC and MWCOG do not fully understand this as they appear to not have been adequately briefed on the issue by COG staff and public input on this issue has been ignored.

The briefing you will see today (which is similar to recent briefings provided to MWAQC TAC and ACPAC) was thrown together after my somewhat negative August 24, 2023 letter\*<sup>1</sup> to MWAQC asking what has the COG staff done for the last quarter of a year to implement the vigorously supported and unanimously approved motion ... again, made by the Chair ... to **“expeditiously”** develop and adopt an environmental justice plan.

As you will see in the briefing:

- No input was sought from leaders and residents who breathe the unhealthy air in the environmental justice areas. This kind of immediate input was highlighted by the Chair during the May 24 MWAQC meeting,
- The framework that I provided to MWAQC in a letter\* dated June 1, 2023 was never even discussed or considered. This framework includes significant input from environmental justice communities and experts, like Dr. Sacoby Wilson and Vernice Miller.
- The briefing is very general and includes a lot of “feel good” concepts and buzzwords like, “EJ toolkit” (which is mostly borrowed from other organizations' work and has never actually been used by anyone), “EJ Resource Guide” and “equity lens”.

What the briefing does not include is any discussion of anything that is action oriented ... things that will actually reduce risk to the residents and the children who have to breathe the air in these already overburdened communities. Maryland is implementing a very action oriented EJ plan in several high profile EJ communities. The Maryland Department of the Environment (MDE) effort involves:

- Building real partnerships and trust with these communities ... in general, government has very low credibility in these areas,

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<sup>1</sup> All of the other letters ... that are mentioned in this letter ... that are marked with an \* ... are attached

- Taking immediate action using existing authorities to reduce air pollution risks in these communities, and
- Working to rethink the legacy of government actions dumping high polluting transportation projects and dirty industrial plants on environmental justice communities over and over and over. This legacy has been built over the last 100 years and will not get better until state and local governments rethink the very difficult issue of how business-as-usual land-use and zoning decisions are made.

MDE was not even asked by COG staff to provide a briefing on their EJ effort and plan to TAC. In their June and July meetings, TAC did not even mention the MWAQC Chair's action requesting that a regional EJ Plan be developed and implemented expeditiously. Public comment\* was provided for these meetings requesting that the issue be made a priority. Over the past year, I have on multiple occasions offered to help set up a panel, involving MDE, EJ community leaders and other local EJ experts.

The bottom line ... the issue has been ignored for a quarter of a year.

I urge you to charge the COG staff to establish a subcommittee (as provided for in the MWAQC ... and I believe CEEPC ... bylaws) to move forward more expeditiously. I will volunteer to be on the subcommittee. The Subcommittee should reach out to communities and local EJ experts immediately, discuss the EJ framework document that was sent to MWAQC, ask for a briefing from MDE and then bring back a much more robust, action-oriented regional environmental justice plan for your next set of meetings. Again, I will volunteer my time to help with this.

### Air Pollution and Air Quality Plans

During agenda item #5 of the 9/27 MWAQC meeting, MWAQC will be asked to approve a revised regional air quality plan, called the SIP, to submit to EPA. I urge you to ask the COG staff to again revise the draft SIP to be responsive to public comments and to ensure that the SIP is consistent with the public health protection goals that I believe are critical to the vast majority of MWAQC and CEEPC members.

The SIP you will be asked to approve to be sent to EPA, as currently drafted, can be summarized as a SIP that:

**Sacrifices public health protection** to make the transportation planning process easier and to relieve the transportation planning community from implementing additional emission control measures.

Is this what MWAQC and CEEPC want?

There are common sense, effective transportation emission control measures that could be adopted, implemented and reserved/banked to address the problems that the transportation community is worried about. Examples include environmental performance contracting for transportation projects, offset requirements for transportation projects similar to the offset requirements already in place for stationary sources and the creation of a “rainy day” credit bank of extra transportation emission reductions to be used when unexpected problems surface.

My guess is that neither MWAQC nor CEEPC members clearly understand that the proposed SIP is about sacrificing public health protection to benefit transportation planning. Several examples that demonstrate that the proposed SIP is sacrificing public health for transportation include:

1. The draft SIP does not require that in implementation of the plan, state and local governments may not create environmental justice problems or make existing environmental justice problems worse. This is happening right now.

Comments\* submitted to MWAQC and the states recommended that the following language be added to the SIP to ensure that the public health protection for residents and their children who live in environmental justice communities of color is not made worse.

- “A core requirement of this SIP is that the emission reduction measures contained in the SIP directly or indirectly, and the implementation of those measures will not create or make worse environmental justice problems in already overburdened communities of color, or other environmental justice communities. The SIP should also include detailed descriptions of how MWAQC jurisdictions and the States plan to enforce that core element.”

During the May 24, 2023 MWAQC meeting, several MWAQC members argued “why wouldn’t we put this in the SIP ... even if it is not in explicit EPA guidance at this time”. This is a very good question.

Business-as-usual implementation of many measures in the plan will generate significant region-wide health benefits for the residents of the region ... the primarily white residents of the region. This is great. Unfortunately these benefits, because of very old policies on land-use and zoning, are sometimes achieved at the expense of the health of already overburdened communities of color in the region.

The draft SIP package does not discuss inclusion of the proposed language above at all. At a minimum, shouldn't the response to comments document at least discuss why that language was rejected? Again, during the debate on this issue during the May 24, 2023 MWAQC meeting, there was considerable support from some members of MWAQC to include language similar to the suggestions as it appeared to be the right thing to do ... whether it was or was not explicitly required in current (but soon to be revised) EPA guidance.

Failure to include language like the language that was proposed, in essence, means that MWAQC is OK with allowing the implementation of the SIP to increase the public health risks in environmental justice communities of color. I do not believe this is what MWAQC or CEEPC would want.

During the summer, I submitted several other important documents\* on this issue. On July 10, 2023, I wrote to EPA and federal transportation agencies on the need to ensure that implementation of federally approved air quality and transportation plans do not create high-risk environmental justice problems in already overburdened communities of color. MWCOG, CEEPC and others were copied.

Also on July 10, 2023, I submitted a Title VI (civil rights) complaint\* to MWCOG on ignoring the well documented problem of systemic, institutionalized environmental racism being allowed in federally required and approved air quality and transportation plans. These plans do not require that implementation of the plan will not create EJ problems or make EJ problems worse. The air quality and transportation plans should include such a requirement as current transportation projects in multiple EJ communities are already making existing EJ problems worse. Both of the July 10, 2023 letters/documents are attached. They were also sent to MWAQC TAC..

On August 15, 2023 and September 2, 2023 I submitted comments to Virginia\* and the District\* as part of the public hearing process on the proposed SIP. These comments are attached.

2. The draft SIP is almost 100% about establishing new mobile budgets with something called "Safety Margins". The safety margins in the SIP have nothing to do with providing greater public health protection. They should be called "Transportation Buffers that will increase emissions and decrease public health

protection so that the transportation planning process does not have to find additional emission reductions”.

Safety margins is a very misleading term. There are many other ways to address the “uncertainties” associated with new models and other technical changes. The real question is should future changes in mobile emissions or growth be handled by allowing for less public health protection or by finding more, readily available, emission reductions in the transportation sector to ensure that public health protection is maintained. Again, the “Safety Margin” provisions of the SIP sacrifice public health protection to ensure that the transportation planning process does not need to find more emission reductions.

I do not think this is what MWAQC or CEEPC would want?

3. The draft SIP does not require that policy makers should be allowed to look at the full benefits of different transportation strategies as they are deciding what projects to put into regional transportation plans. Greenhouse gas emission reduction information should be made available to policy makers and the public during the process of discussing and debating what measures will be in the next TIP or CLRP ... not after those decisions are already made (this is the current practice).

For example ... If two packages of strategies are being considered (assume one package is very heavy on technology while the other is based on technology and strategies to reduce VMT) shouldn't the greenhouse gas reduction benefits from each package of strategies be made available to policy makers so that climate change goals can be considered as the two strategies are debated?

This would be a major change for the transportation planning community ... but it would clearly result in greater transportation emission reduction measures, better public health protection and a better regional action plan to address the urgent problem of climate change.

This issue is one that, I believe, CEEPC would also be very interested in fixing.

There are also, I believe, some procedural issues with the draft SIP package. It has not even been reviewed by MWAQC TAC. The response to comments is also not at all responsive to the comments that were submitted to the states as part of their public hearing process. In addition, the package does not address or even mention the EPA

legal analyses on the use of SIPs and other state and federal authorities as a tool to begin to make progress on environmental justice.

I am also very concerned that the COG staff seems to believe they have been charged by MWAQC and CEEPC to develop the regional air quality plan or SIP by simply meeting minimum federal requirements and guidance ... not doing what is needed to protect public health. Is this what MWAQC and CEEPC want?

### Climate Change

On May 24, 2023 and June 1, 2023 I submitted letters\* to CEEPC on the need to update the weak climate change goals that are now being used to guide TPB as they develop a greenhouse gas emission reduction strategy for the region. As is now commonly understood, transportation related emissions are the largest contributor to the climate change problem (and the ozone problem) in the Washington region.

The June 1, 2023 letter provided a recommendation on what strengthened climate change goals for the region might look like. There has been no response to these letters. This issue was not discussed at the TAC meetings in June, July and September. It's now been a quarter of a year and it appears that the issue has not even been discussed. In essence, nothing has happened.

There is a true sense of urgency associated with the need to update the region's climate change goals. The science is clear ... deeper and faster GHG reductions are critical. There is also an issue specific to the MWCOG region that adds to that urgency. Again, the most significant contributors to the region's GHG emissions are mobile sources and other transportation related emission sources. The MWCOG TPB is currently developing and implementing a plan to reduce GHG emissions. Transportation strategies are often very expensive, are sometimes irreversible and often take years to phase in emission reductions. Because of this, having the right goals and timing is absolutely imperative.

If weak goals are used to guide the TPB plan, it is likely that important strategies involving VMT reductions and other travel demand management concepts will not be considered.

The Chesapeake Climate Action Network (CCAN) also submitted comments\* on this issue for the TPB meeting on September 20, 2023.

### The Title VI Civil Rights Complaint

I also need to mention the strengthened Title VI, civil rights complaint that is being prepared. My comments\* from the 9/20/23 TPB meeting on this issue are attached. I have also attached comments\* submitted by three national EJ experts who are working specifically on EJ issues in the Washington DC area. They have been joined by other EJ experts and have also submitted comments\* to MWAQC and CEEPC in advance of the back-to-back meetings on September 27th.

In closing, I urge you to move more quickly to finalize and implement a robust, action oriented EJ Plan and to ask staff and TAC to revise the final draft SIP submittal to be responsive to public comment and to ensure that the SIP is consistent with the public health protection policies that MWAQC and CEEPC feel are critical.<sup>2</sup>

Respectfully,

*George S. Aburn Jr.*

Tad Aburn  
tadaburn@gmail.com  
(443) 829-3652

Cc: MWAQC Members  
Kate Stewart, Chair, MWCOG BOD  
Reuben Collins, Chair, TPB  
Clark Mercer, MWCOG  
Takis Karantonis, Chair, CEEPC  
Era Pandya, Chair, ACPAC  
Julie Kimmel, Vice Chair, ACPAC  
Tom Ballou, Chair MWAQC TAC  
Rick Conrad, MWCOG Title VI Officer  
Dr. Sacoby Wilson, UMCP CEEJH  
Parisa Norouzi, EmPower DC  
Dr Janet Phoenix, MD, MPH, Chair, DC Asthma Coalition  
Eric Schaefer, EIP

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<sup>2</sup> As background, My name is Tad Aburn. In October of 2022, I was the Chair of MWAQC TAC. For the past 10 years I was the MDE Air Director and an MWAQC member. I have helped write and have submitted over 30 SIPs to EPA over my career. I was also the State Chair of the National Association of Clean Air Agencies (NACAA) Criteria Pollutant Committee for over ten years. This is a national Committee that worked directly with EPA on all SIP policies and guidance. I am now retired ... and doing volunteer work for overburdened communities in Prince George's County.

Leah Kelly, EIP

Anne Havemann, CCAN

Adam Ortiz, Regional Administrator, USEPA

Cristina Fernandez, USEPA

Angus Welch, USEPA



## Marcela Moreno

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**From:** SULLIVAN GAIL <+12023986307>  
**Sent:** Sunday, October 15, 2023 9:01 PM  
**To:** TPBcomment  
**Subject:** Voice Mail (1 minute and 23 seconds)  
**Attachments:** audio.mp3

My name is Miss Sullivan. My number is 202-398-6307. My comment concerning the bus and rail. When you have connecting buses where one is going north and the other one is North and South, the other one going east to West, does anyone look at the time frame so people are not dashing out into the street trying to catch their connector bus? If the bus sees somebody running along, are they allowed to wait 30 seconds or do they want to much off? Why do 2 buses come at the same time? Which means to me they were together and they decided to go like 5. So you have all these people waiting and then another bus is not even 30 seconds behind it. And 3rd, the bus only lanes when the bus driver pulls to the corner. In the bus only lanes and traffic can flow freely. But when buses stick out, do not pull into the lane. Try to when cars go around they'll pull off. So the safety of the buses is not helping at all. When it comes to the rail service, the same thing. Is the rail service supposed to be compatible with the bus service? When you get off, how long do you have to wait before you can get your connecting bus or rail? Thank you.

You received a voice mail from [SULLIVAN GAIL](#).

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**Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.**

[Set Up Voice Mail](#)

## Marcela Moreno

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**From:** Bill Pugh <bill@smartergrowth.net>  
**Sent:** Tuesday, October 17, 2023 11:58 AM  
**To:** TPBcomment  
**Cc:** Lyn Erickson; Kanti Srikanth; Stewart Schwartz  
**Subject:** Item 1 Virtual Comment Opportunity  
**Attachments:** TPB board comment October 2023.pdf

Dear TPB Board and staff,

Please see attached comment for your meeting tomorrow, October 18.

I would like to speak in person on this matter as well.

Thank you,

**Bill Pugh, AICP CTP** | Senior Policy Fellow  
**Coalition for Smarter Growth**  
[www.smartergrowth.net](http://www.smartergrowth.net) | @betterDCregion  
[bill@smartergrowth.net](mailto:bill@smartergrowth.net)  
(202) 821-3226

October 17, 2023

Hon. Reuben Collins, TPB Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

**Re: State Carbon Reduction Strategies need to incorporate TPB climate goals, findings & strategies**

Dear TPB Chair Collins and Board members,

At the Oct. 18 TPB meeting, state DOT's will brief you on their draft Carbon Reduction Strategies. The states are required to consult with TPB on these plans before they submit them to the federal government next month. The Coalition for Smarter Growth encourages TPB members to closely review and provide feedback on these strategies.

To be effective and to reflect TPB's adopted policies, the state Carbon Reduction Strategies need to:

- Reference TPB's strong greenhouse gas reduction goal and incorporate the strategies that this board endorsed and plans to explore;
- Reflect the finding of TPB's Climate Change Mitigation study that our region and states must reduce per capita passenger Vehicle Miles Traveled 20% by 2030 with further reductions in later years, in addition to rapidly transitioning to electric vehicles;
- Include quantified targets for per capita VMT reduction and electric vehicle adoption;
- Address the increased greenhouse gas emissions from state highway capacity expansion plans. TPB's climate study and national research show that these projects typically worsen climate pollution and make it harder to meet our climate goals; and
- Show what levels of implementation the DOT's proposed strategies would need to achieve VMT, electric vehicle and greenhouse gas targets.

Transportation is the region's largest source of greenhouse gas emissions in our region and in Virginia and Maryland. We need accountability from our departments of transportation. We appreciate that state DOT representatives are presenting overviews of their Carbon Reduction Strategies to the TPB this month; however, it is disappointing that only Maryland has provided its full draft strategy to TPB.

CSG also would like to remind local TPB member agencies that regardless of state DOT plans, you have the opportunity through your Visualize 2050 submissions, to demonstrate how you will

help the TPB region achieve its adopted greenhouse gas emission target. The 800 plus public comments on Visualize 2050 projects submitted to date this year overwhelmingly call for a change from the status quo, asking for more priority given to transit and walkable, bikeable communities with safe streets, with less highway capacity expansion and arterial widening. Many of these comments reference climate change as a critical issue.

Thank you for your climate action efforts.

Bill Pugh, AICP CTP  
Senior Policy Fellow  
Coalition for Smarter Growth.



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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

VIRTUAL MEETING  
September 20, 2023

MEMBERS AND ALTERNATES PRESENT

Reuben Collins, TPB Chair – Charles County  
Charles Allen – DC Council  
Christina Henderson – DC Council  
Heather Edelman – DC Council  
Mark Rawlings – DDOT  
Anna Chamberlain – DDOT  
Sandra Marks – DDOT  
Mati Bazurto - Bowie  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Emmett V. Jordon – Greenbelt  
Brian Lee - Laurel  
Marilyn Balcombe – Montgomery County  
Eric Olson – Prince George’s County Council  
Victor Weissberg – Prince George’s County Executive  
Bridget Newton – Rockville  
Cindy Dyballa – Takoma Park  
Heather Murphy – MDOT  
Marc Korman – Maryland House  
Nancy King – Maryland Senate  
Canek Aguirre - Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Catherine Read – City of Fairfax  
James Walkinshaw – Fairfax County  
Walter Alcorn – Fairfax County  
David Snyder – Falls Church  
Kristen Umstattd – Loudoun County  
Rob Donaldson- Loudoun County  
Pamela Sebesky – City of Manassas  
Jeanette Rishell – City of Manassas Park  
Ann Wheeler – Prince William County  
Victor Angry – Prince William County  
John Lynch – VDOT  
Maria Sinner – VDOT  
David Marsden – Virginia Senate  
Allisin Davis – WMATA  
Mark Phillis - WMATA  
Sandra Jackson – FHWA  
Dan Koenig – FTA  
Laurel Hammig – NPS

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MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Nick Ramfos  
Tim Canan  
Mark Moran  
Jeff King  
Paul DesJardin  
Leo Pineda  
John Swanson  
Sergio Ritacco  
Rachel Beyerle  
Christina Finch  
Marcela Moreno  
Deborah Etheridge  
Kim Sutton  
Andrew Austin  
Andrew Bossi – MCDOT  
Richard Wallace – Chair, CAC  
Rebecca Schwartzman – DC Office of Planning  
Kari Snyder – MDOT  
Maricela Cordova - MCDOT

**1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a virtual-only format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

Lyn Erickson said that between noon on July 18 and noon on September 19, the TPB received 310 individual project comments from the Visualize 2050 initial project list feedback form and four comments via email. She said that staff was sharing the comments twice a month as they are being received, both at the Technical Committee and at the TPB. She thanked Fairfax County and Prince William County for hosting their own public outreach activities.

Lyn Erickson briefly summarized the rest of the comments that came in on the TPB meeting page. She said that Anne Havemann, general counsel for the Chesapeake Climate Action Network, submitted a letter detailing comments about the TPB's greenhouse gas plan supporting Mr. Aburn's prior comments on environmental justice. She said George Aburn followed up on previous comments outlining his concern about environmental justice in transportation planning in the National Capital Region. She said that Jason Stanford, president of the Northern Virginia Transportation Alliance, provided comments following up concerns he shared in-person at the July 2023 TPB meeting. She said that Bill Pugh, senior policy fellow for the Coalition for Smarter Growth, expressed concern about the lack of public engagement opportunities for the VDOT, MDOT, and DDOT carbon reduction strategies before they submit the carbon reduction strategies to the U.S. DOT. He also expressed concerns about the COG Round 10 cooperative forecast.

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## **2. APPROVAL OF THE JULY 19, 2023 MEETING MINUTES**

Pam Sebesky moved approval of the minutes. The motion was seconded by Takis Karantonis. The motion was approved with one abstention from Ms. Read.

## **3. REPORT OF THE TECHNICAL COMMITTEE**

Referring to the mailout material, Mark Rawlings said the Technical Committee met on September 8 and reviewed three items for inclusion on the TPB agenda. These items were a briefing on the draft National Capital Region's freight plan, an overview of new federal funding programs for carbon reduction, and a briefing on the Climate Pollution Reduction Grant program. In addition, he said the committee discussed six informational items. These items were a briefing on the regional electric vehicle planning efforts, a briefing on Visualize 2050, a briefing on the 2022 state of public transportation report, a briefing on the draft critical urban freight corridor designation update for the District of Columbia, a briefing on transportation inequities in disadvantaged communities, and a briefing on the upcoming vehicle probe data users group bottlenecks workshop.

## **4. REPORTS OF THE COMMUNITY ADVISORY COMMITTEE AND THE ACCESS FOR ALL ADVISORY COMMITTEE**

Presentations for both advisory committees referred to material that was posted in advance of the TPB meeting.

Richard Wallace, chair of the Community Advisory Committee, said the CAC met on September 14. The committee received two presentations from the staffs of the Maryland and Virginia Departments of Transportation about their funding and project privatization process. He said the committee expressed interest in how MDOT addresses accessibility, safety, and greenhouse gas emissions reduction in their goals and priorities. He said that both presentations elicited questions about funding related to projected budget shortfalls, the impact of inflation, and anticipated actions to address WMATA's funding needs.

Richard Wallace said the CAC also received an overview of the draft National Capital Region Freight Plan from TPB staff. He said the committee members discussed transportation policies and infrastructure that impacts freight and passenger travel, including freight restrictions on I 95, shared use of freight rail for passenger trains, and projects to rebuild tunnels to allow for full height and double-stack trains. The committee also asked about equity issues related to freight.

Christina Henderson, chair of the Access For All Advisory Committee, said the AFA met on September 18. The committee discussed the funding and project prioritization processes for Virginia, Maryland, and WMATA. The committee also received an update from Mohammad Khan, TPB's Enhanced Mobility program manager, about the 2023 solicitation process.

## **5. STEERING COMMITTEE REPORT AND DIRECTOR'S REPORT**

Referring to the posted material, Kanti Srikanth said the Steering Committee met on September 18. He said the following actions were taken:

- The committee approved a joint letter from the TPB, MWAQC, and COG's CEEPC committee in support of a proposal by the National Highway Safety Administration (NHTSA) to the revise the average fuel economy standards for passenger cars, light duty trucks, and heavy-duty pickup trucks and vans.

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- The committee approved MDOT's request to have Commuter Connections expand the employer outreach service they provide currently to the rest of the state of Maryland.
  - The committee approved three sets of amendments to the TPB's Transportation Improvement Program (TIP):
    - An amendment for District of Columbia's added approximately \$38 million to a new railroad bridge over New York Avenue in Northeast. It also reconciled its four-year plan funding outlays for a large number of projects and programs, about 50 different projects and programs.
    - An amendment for Maryland added about \$667,000 for a new study focused on areas of persistent poverty in Prince George's County and particularly to look for ways to improve traffic safety, storm water management, streetscape to discourage crime, and also importantly, to assess how to extend its bus rapid transit corridor to Prince George's County Community College. The amendment also adds about \$31 million for Prince George's County to purchase 20 zero-emission buses, battery electric buses, upgrade the electrical system at the transit depot, and also add electric chargers at multiple transit hubs.
    - An amendment for Virginia added approximately \$252 million for rail programs, \$239 million for in-state support for Amtrak services, approximately \$29 million for the city of Alexandria to purchase zero-emission buses and EV charging units at its bus facility, as well as funding for an ongoing project on Fairfax County Parkway.

Kanti Srikanth said the TPB provided six letters of support for its member agencies who are applying for federal grant applications.

Kanti Srikanth said the posted material included a letter from WMATA indicating renewed support for the Street Smart safety campaign. He said the packet included information about Car-Free Day. He said the packet included an announcement about a work session that will be held prior to the October board meeting on inter-city passenger rail travel. He said the packet included a memo about an upcoming TPB survey of the air passengers at the three major airports in our region. Finally, he said that Nicholas Ramfos, director of the TPB's Commuter Connections program, had recently been inducted into the Inaugural Hall of Fame of the Association of Commuter Transportation. He congratulated Ramfos on this recognition, which was described in the posted material.

## **6. CHAIR'S REMARKS**

Chair Collins said the TPB is working on the update of the long-range transportation plan. He said the schedule for that update had been extended to accommodate work that needs to happen to address WMATA's financial challenges. He asked Clark Mercer, COG executive director, to speak about efforts to address the transit system's financial issues.

Clark Mercer said that COG's annual retreat focused on the fiscal cliff that WMATA is facing. He said that transit systems across the country are suffering from similar challenges due to a combination of factors, including inflation, loss of ridership to COVID, and escalating costs. He noted that in 2018 the region came together with the states and federal partners to inject more money into the capital flow for Metro. But he said that infusion from five years ago is inadequate today, and furthermore, he noted, it did not include funding for operating expenses.

Clark Mercer described several groups that have been put together to address WMATA's challenges. These include the Metro Strategy Group, which includes elected officials and representatives from the mayor's office and the governors' offices with the purpose of setting strategy, and the Cost Structure Group, which is focused on financial challenges and solutions. He noted that WMATA does have good news to share about ridership increases and improvements in customer satisfaction. He said the communications team at COG is

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pulling together public information officers on a monthly basis to share information and to flag success stories. He said that in the coming months, he expects all of these efforts will develop a common understanding of the existing situation before leaders can start brainstorming and identifying long-term solutions.

## **ACTION ITEM**

### **7. NATIONAL CAPITAL REGION FREIGHT PLAN APPROVAL**

Chair Reuben Collins introduced Andrew Meese and asked for a motion to adopt Resolution R3-2024 to approve the National Capital Region Freight Plan.

Bridget Newton motioned to adopt Resolution R2-2024. Pamela Sebesky seconded the motion.

Referring to the handout materials, Andrew Meese stated that the TPB board received a briefing on the draft National Capital Region Freight Plan update in July, and a revised draft plan has been prepared based on received comments.

Meese said that TPB staff was not able to incorporate new safety information into the plan but pledges to work with committees on incorporating newer safety information. He noted that other COG and TPB activities are considering labor practices, workplace issues, delivery efficiency, greenhouse gas reduction, and safety. He said that staff plans to continue and amplify discussions on these topics at future freight subcommittee meetings.

Meese stated that information has been added about the Virginia Passenger Rail Authority, Long Bridge, and air cargo volumes at National Airport. He said that the plan will adhere to current membership geography, and staff does not have an ability to enhance the graphics for this plan. He said that there was an update to reflect a recent TIP amendment for the Fairfax County Parkway.

Cindy Dyballa commented that the July minutes indicate that there was a discussion about greenhouse gas goals, efficiency, and renewable-related program efforts. She said that with 73 percent of freight volume being on the roads, the topic is an important area, and she asked for clarification as to whether the topic would be pursued in the freight committee.

Andrew Meese said that the TPB's approach is to take cues from the dedicated planning resources the TPB has on greenhouse gas. He said that the freight committee's work is going to be in coordination with and reflective of the TPB's overall work program.

Kanti Srikanth said that COG and TPB have ongoing work activities on developing inventories of greenhouse gases by sector, and the TPB will look into how best to identify greenhouse gases from freight vehicles with non-freight vehicles. He said that work is part of an ongoing greenhouse gas inventory that would be reflected in the freight plan and not something that the freight subcommittee will be doing separately.

Kanti Srikanth said that TPB members may recall that there was a proposal by the U.S. Environmental Protection Agency (EPA) to enact specific greenhouse gas emission standards for trucks on which the TPB provided comments of support.

The motion to adopt Resolution R3-2024 was approved unanimously.

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## INFORMATIONAL ITEMS

### 8. NEW FEDERAL FUNDING PROGRAM FOR CARBON REDUCTION

Referring to the presentation materials, Erin Morrow provided an overview of new federal funding programs under the Inflation Reduction Act and the Bipartisan Infrastructure Law (BIL) that are dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas (GHG) emissions. She stated that the five programs in her presentation have the potential to reduce on-road transportation GHG emissions.

Erin Morrow said that the new programs are the Carbon Reduction Program, the Climate Pollution Reduction Grant Program, the Charging and Fueling Infrastructure Discretionary Grant Program, and the National Electric Vehicle Infrastructure Formula Program. She noted that the Low or No Emission Vehicle Program has existed for several years but has received increased funding under BIL. She said that all five programs will invest over \$20 billion nationally over five years.

Erin Morrow stated that the Carbon Reduction Program asks state departments of transportation (DOTs) to develop a statewide strategy for reducing on-road carbon emissions and provides funding for states to implement eligible projects and programs to reduce on-road transportation emissions. She said that documents are due by November 15, and the program provides \$6.4 billion in formula funding nationally from FY 2022 through FY 2026 and that if funding levels for the region remain consistent over the five years of the program, the region will see an investment of over \$60 million.

Erin Morrow said that the state DOTs are scheduled to present their draft reduction strategies to the TPB Technical Committee and TPB Board in October 2023.

Erin Morrow said that the Climate Pollution Reduction Grants (CPRG) program is an economy-wide program that is for the on-road transportation sector but also energy, buildings, and waste. She said that the CPRG program has a \$250 million noncompetitive planning grant stage and a second stage that will provide \$4.6 billion in competitive implementation grants. She said that COG will receive \$1 million for pre-planning work for the metropolitan statistical area (MSA) that will include development of a Priority Climate Action Plan due in March 2024. Projects included in the Priority Climate Action Plan will be considered for the competitive implementation grants.

Erin Morrow reported that the Charging and Fueling Infrastructure discretionary grant program will strategically deploy publicly accessible electric vehicle charging and alternative fueling. She said that COG submitted a request for funding on behalf of seven jurisdictions for 48 proposed locations. She said that in addition to COG, proposals were submitted by the District of Columbia, City of Alexandria, Prince William County, Montgomery County, and the Maryland Clean Energy Center. She said that of the 48 sites in COG's proposal, 30 of those sites, or 63 percent, are located either in or near disadvantaged communities.

Erin Morrow stated that the National Electric Vehicle Infrastructure (NEVI) formula program provides funds to strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection access and reliability. She said that NEVI requires states to develop a statewide plan to be updated annually and initial plans were submitted in August 2022.

Erin Morrow stated that the Low or No-Emission Vehicle Program received additional funding through the Bipartisan Infrastructure Law for an amount of \$1.22 billion in FY 2023. She said that FY 2023 grants included Low-No awards for WMATA, the University of Maryland, City of Alexandria, and Loudoun County. She noted that the TPB supports applications by agencies in the region through support letters and makes amendments to the Transportation Improvement Program to ensure the receipt of federal funding.

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Kanti Srikanth stated that this is the first year of a five-year period of funding for states and local governments under these new programs and there will be more opportunities for TPB members to conceive of and to work to procure funding to implement strategies based on the climate change mitigation study conducted by the TPB in 2021 – 2022. He noted that in October the TPB will hear from the District of Columbia, Maryland, and Virginia about their statewide strategies for reducing greenhouse gases.

Takis Karantonis asked whether COG would monitor the rate of absorption once a set of projects is going on and to see how these projects change or translate into goal attainment of the COG and TPB greenhouse gas emission reduction goals.

Kanti Srikanth stated that COG and TPB are working in partnership to develop GHG inventories for each sector for member jurisdictions and the entire region. He said that with new funding, in particular the carbon reduction program, there is a federal requirement for monitoring and reporting of projects implemented with the funding. He said that TPB staff will work with the states to document estimated emissions reductions of projects.

Takis Karantonis stated that he would like at some point on the implementation timeline to say that money was well invested because it enabled the TPB to come closer to its goals. He stated that a significant policy assessment needs to be done, and the funding investment can be transformative in some places.

Kanti Srikanth said that the TPB has heard from the state DOTs that they are thinking that they can use the money as leverage with other funding to advance projects earlier so that emissions benefits can be availed sooner. He said that if \$3 million dollars per state can be leveraged with additional funding that the state or local jurisdictions were planning to implement and advance greenhouse gas reducing strategies, the region might have greater bang for the buck. He said that the TPB will need to keep track of how it is leveraging the funding and how soon projects are able to be implemented.

## **9. CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM**

Referring to the Item 9 presentation, Jeff King provided a briefing on the EPA Climate Pollution Reduction Grant (CPRG) program. He said that the CPRG grant program is funded by the U.S. Environmental Protection Agency (EPA) out of the Inflation Reduction Act and provides grants to states, regions, and local governments to develop plans, and ultimately projects, to reduce greenhouse gas (GHG) emissions and other pollutants. He stated that the EPA released a competitive Notice of Funding Opportunity on September 20 with a due date of April 1.

Jeff King said that in order to be eligible for the \$4.6 billion in competitive grants, projects must be included in a Priority Climate Action Plan (PCAP). He said the PCAP is due March 1, 2024. He noted that noncompetitive allocations to the states and metropolitan statistical areas (MSAs) are also available. He said that of the \$3 million allocated to the District of Columbia for the state-level plan, \$1 million of the funding will be passed on to COG for management of the MSA-level plan which includes counties that are outside the COG footprint.

Jeff King said that COG needs to identify priority measures and will look at the Low-Income Disadvantaged Community benefits analysis because there is a federal program requirement to focus on benefits and justice for these communities. He said the program will have significant public engagement. He stated that under EPA requirements, COG must demonstrate that the Comprehensive Climate Action Plan (CCAP), due later in the grant program process, will lead to net zero GHG emissions by 2050.

Jeff King stated that the CCAP requires additional analyses such as looking at co-benefits analysis and workforce planning analysis, and the EPA is also looking at how grantees leverage other federal and state

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funding programs. He said that the jurisdictions COG will work with on the plans include the Virginia counties to the west of the region—Jefferson County in West Virginia, Warren County, and Clarke County and to the south and west counties—Culpeper, Fauquier, Rappahannock, Spotsylvania, Stafford, and the City of Fredericksburg.

Jeff King said that next steps include seeking nominations from the Chief Administrative Officers of COG-member jurisdictions to represent jurisdictions on a steering committee and reaching out to agency staff to invite participation on a technical committee. He stated that COG is already coordinating with the state DOTs and plans to kickoff the program in October 2023 along with outreach to non-member governments.

Kanti Srikanth said that the \$4.6 billion in discretionary grants will be available for any project including transportation projects; however, the project will need to be included in the PCAP due March 1, 2024. He said that as TPB members are working with their transportation agencies to identify what projects and programs can be implemented at the local level, and it will be important to bring forward project or program ideas related to the CPRG program study within the next four to five months and include those in the plan document. He commented that if the projects are not included, it may be difficult for projects that are conceived of later to receive some of the federal grant funding.

## **10. COG ROUND 10 COOPERATIVE FORECASTS OF POPULATION, HOUSEHOLDS, AND EMPLOYMENT**

Referring to the agenda materials, Paul DesJardin presented an overview of the COG Round 10 Cooperative Forecasts explaining that the key takeaway is that these are the official growth inputs that will go into the air quality conformity analysis of Visualize 2050 and are the inputs used on a regular basis in all TPB transportation models and assessments. He said that the COG Board of Directors approved the forecast in June 2023.

Paul DesJardin said that a key element of the forecast is that each local government member prepares projections for individual traffic analysis zones. He said that the steps for developing the forecast include looking at national and global economic conditions, and COG provided base year employment and housing data to local planning departments. He said that the near and long-term impacts of COVID were reviewed with the support of a consultant to look at a range of trends based on the COVID pandemic and prior pandemics, potential changes to future average household size, commercial space utilization, and housing growth and cost.

Paul DesJardin noted that COG continues to monitor office vacancies, return to office practices, and transit utilization on a regular basis. He said that at the date of the forecast, office occupancy was about 37 percent of pre-pandemic, and since the beginning of 2023, the occupancy rate has been about 47 or 48 percent.

Paul DesJardin said that ICF, COG's consultant, found that the household size figure is projected to decline for the region moving forward. He said that jobs growth is projected between a minimum of 3.6 million jobs to a maximum growth of just under 4.3 million jobs. He stated that the baseline growth for population is about 6.8 million people, and household growth show a range from a low of 2.25 million to a maximum of under 3 million for the region.

Paul DesJardin said that the region anticipates adding more than a quarter of a million jobs in professional and business services over the next 30-year period, and 75 percent of all wage and salary jobs expected by 2050 will be in professional business services, educational, health, and all other services. He said that steady growth in the workforce population of 25- to 44-year-olds is anticipated, and there is expected to be a 64 percent increase in the age 65 and older population.

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Paul DesJardin presented a summary of the forecasts and said that there will be about a million more jobs over the next 25 years by 2050 and an addition of 1.5 million people and approximately 700,000 households. He said that there is an expectation of 200,000 fewer jobs than projected for 2020. He commented that in terms of trends by individual jurisdiction, the District of Columbia has more jobs than any other jurisdiction in the region and expects to gain about 236,000 jobs over the next 30 years followed by Fairfax County, Montgomery, and Prince George's counties. He said that Fairfax County is the most populous jurisdiction in the region with just under 1.2 million people in 2020 followed by Montgomery County with approximately 1 million people. He noted that Prince George's County is expected to have the highest population growth over the 30-year period, Fairfax County has the greatest number of households, but the District is expected to see the greatest increase in number of households over the next 30 years.

Kanti Srikanth said that what was presented is the official projections for the region and what TPB will bring to the board in February 2024 as the inputs will be used to develop the air quality conformity analysis for Visualize 2050. He said that TPB members have noted that some of the projections are sobering, but one of the purposes of the forecast is to encourage the TPB members to think what interventions may be needed in policy and infrastructure investment.

Brian Lee asked if there is still time when jurisdictions can send in their information. He stated that he thinks it would be relevant to see the job projections growth for the northern end of Prince George's County and the Laurel, Maryland, area.

Paul DesJardin said that the Park and Planning Commission in Prince George's County prepares the small area projections, and he will circle back to see how they have coordinated with the municipalities in the county.

Brian Lee said that it is important because the City of Laurel's growth rate has been substantial and is projected to substantial moving forward.

Cindy Dyballa asked what the difference in household sizes between suburban Maryland and suburban Virginia is based on and how will the projections double back to other COG goals specific to housing.

Paul DesJardin said that that average household size data comes from individual jurisdictions, and the assumptions are made through the permitting process in terms of what types of units are coming online. He said that based on trends the jurisdictions are seeing through census data, school enrollment figures, and other data sources, the jurisdictions make assumptions about current and future average household size.

Paul DesJardin said that COG benchmarked housing targets to a prior set of cooperative forecasts and this is how the calculations arrive at the 2030 housing targets. He stated that when the forecast information was shared with the COG board, he shared that the region is well below the housing production targets set in 2019. He stated that the pandemic affected the cost of materials and provided supply chain challenges, and COG is aware of how that affects housing cost, housing availability and what that does for the region on a national competitiveness level.

Walter Alcorn thanked staff and said that he is aware that assumptions and data are coming from planning staff across different departments and agencies, yet jurisdiction staff say that the COG model is driving the forecast, so sometimes the assumptions that go in the model do need to change and be updated, and Fairfax County appreciates COG staff for monitoring because it is important.

Paul DesJardin commented that local government staff are engaged in the process, and that is really the strength of the process.

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**11. ADJOURN**

There being no other business, the meeting was adjourned at 1:50 P.M. The next meeting will be on October 18, 2023.



## Meeting Highlights TPB Technical Committee – October 6, 2023

The Technical Committee met on Friday, October 6, 2023. Meeting materials can be found here: <https://www.mwcog.org/events/2023/10/6/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's October agenda.

### **TPB AGENDA ITEM 7 – TRANSIT WITHIN REACH PROGRAM GRANTS**

The committee was briefed on the Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The board will be briefed on the 2023 solicitation and selection panel recommendations and will be asked to approve the recommendations.

### **TPB AGENDA ITEM 8 – CARBON REDUCTION PROGRAM – STATE CARBON REDUCTION STRATEGIES**

As part of the new federal Carbon Reduction Program, state DOTs are required to consult MPOs as they develop their statewide Carbon Reduction Strategies. MDOT, VDOT, and DDOT presented their draft strategies and request comments.

The following item was presented for information and discussion:

### **VISUALIZE 2050: COMMENTS ANALYSIS, TRANSIT INPUTS, PIT INPUTS, AND OTHER UPDATES**

Staff reported on public comments received to date and presented an analysis of the comments and their sentiment. Staff also provided an update on project input submission status, and upcoming training(s) on entering information into the PIT. Lastly, staff requested detailed network coding assumptions for Visualize 2050 transit projects.

### **OTHER BUSINESS**

- New Mobile Emissions Budgets Approval
- Intercity Bus and Rail Work Session October 18
- TIP requirements for grant applications
- Street Smart Kickoff Event October 25
- Air Passenger Survey
- Staff attended the annual Association of MPOs conference in Cleveland
- Staff Update



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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

October 12, 2023  
*Richard Wallace, CAC Chair*

The October meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, October 12. The committee received presentations about TPB's 2022 Bicycle and Pedestrian Plan and an update from WMATA on their Better Bus Network Redesign. The meeting was held virtually on WebEx.

### BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Michael Farrell, TPB Transportation Planner, provided an overview of the 2022 update of the Bicycle and Pedestrian Plan for the National Capital Region. The plan identifies the capital improvements, studies, actions, and strategies that the region proposed to carry out by 2045 for major bicycle and pedestrian improvements in state, local, and agency plans.

Member comments and questions included:

- **The importance of tracking investments in bicycling and pedestrian facilities, and education to increase mode share.** Related to the mode share data presented, two members asked about how investments in bicycling infrastructure are measured and their impact of mode share. TPB staff responded that it is difficult to track money being spent, as bicycle infrastructure may be a component of a road project. They noted that Montgomery County's bike mode by percentage of trips was stable over several years. TPB staff responded that the data is outdated (2017), but that there were limited facility expansions at the time. Another member shared their experiences in Rotterdam, Netherlands – they added that primary school students took a course to role play and pass a certification on safety. They noted cultural acceptance of the education program and observed bicyclists rode confidently.
- **How are different areas prioritized or infrastructure gaps addressed beyond TPB's Technical Assistance programs?** One member asked how areas are prioritized in the plan. TPB staff responded that projects are prioritized at the state level, but that TPB's technical assistance programs provide an opportunity to kickstart a project. Another member asked how agencies identify and plan infill for gaps in bicycling or pedestrian infrastructure. TPB staff referred to a staffer in Philadelphia that helped identify gaps in infrastructure and added that local jurisdictions are trying to catch up.
- **Highlighting the importance of TPB's work to raise or coordinate facility standards across the National Capital Region.** One member asked TPB staff to elaborate on how TPB's work can support consistent standards across the region. TPB staff mentioned that TPB previously supported Complete Streets policies in the region – and noted the progress of including bicycling and pedestrian elements to projects. They added that several organizations that produce design standards that are referenced in the Bicycling and Pedestrian Plan. They added that there are design solutions that can improve safety for shared facilities, but that speed limits are a major consideration.
- **CAC desire to stay connected with TPB's work on bicycle and pedestrian planning.** One member asked how CAC members could stay connected with the TPB's Bicycle and Pedestrian Subcommittee. TPB staff noted that their meeting is open to the public and would connect with CAC members on observing their meetings.

## WMATA BETTER BUS NETWORK REDESIGN UPDATE

Allison Davis, WMATA Acting Senior Vice President, Planning and Sustainability, provided an update on Metro's Better Bus initiative. Better Bus seeks to rethink, redesign, and revitalize bus service to better serve the needs of customers in the region. The CAC last received an update on Better Bus in January 2023.

Member comments and questions included the following:

- **How is WMATA ensuring regional coordination with proposed changes and transfers?** One member asked how WMATA is working with local jurisdictions and their transit providers? WMATA staff said that as part of the compact, they are able to provide service to all jurisdictions. They added that they are redesigning with Cue, The Bus, and the Ride On redesign. In addition, ART and DASH have been involved. Another member asked about cross-jurisdictional transfers. WMATA staff noted that many routes end at Southern Avenue – but jurisdictional boundaries do not matter, just where you are trying to go. They added that they look at travel patterns to align bus routes to where people want to go.
- **Why were the majority of negative comments from DC residents?** One member noted that DC residents had the most negative sentiment towards the proposed network and asked for more information. WMATA staff noted that two key route proposals generated negative comments. They noted that comments were considered and changes in response were made as appropriate.
- **Will the proposed visionary network be included in Visualize 2050?** One member asked if the proposed network will be included in the National Capital Region Transportation Plan. WMATA and TPB staff said that the network will be included in the travel demand model used in Visualize 2050.

## OTHER BUSINESS

- Marcela Moreno provided a summary of the October 2023 TPB meeting agenda.
- Vice Chair Amin announced that the next CAC meeting will take place on November 9 as a virtual meeting held on WebEx.

## ATTENDEES

### Members

Richard Wallace, *Chair*  
Ra Amin, *Vice Chair*  
Ashley Hutson, *Vice Chair*  
Christina Farver  
Daniel Papiernik  
Gail Sullivan  
Heather Gaona  
Jacqueline Overton Allen  
Jeffery Parnes  
Kalli Krumpos  
Maribel Wong

Mark Scheufler  
Nancy Abeles  
Rick Rybeck

### Staff

Rachel Beyerle  
Lyn Erickson  
Michael Farrell  
Marcela Moreno

### Other

Allison Davis, WMATA





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** October 12, 2023

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** October 12, 2023

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At its meeting on Friday, October 6, the TPB Steering Committee approved a resolution authorizing designation updates for Critical Urban Freight Corridors (CUFCs) within the District of Columbia. In accordance with federal transportation law, the TPB approved the designation of the region's CUFCs in 2017. Further amendments to the CUFCs were approved by the Steering Committee in 2021. With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA) and an upcoming update to the District of Columbia's official state freight plan, TPB has an opportunity to update and expand CUFC designations within the District. Andrew Meese on TPB's staff gave a presentation on the proposed designation updates. Following the presentation, the committee adopted resolution SR6-2024 authorizing the updates, as described in the attached materials.

The Steering Committee also adopted resolution SR7-2024, approving an amendment to the FY 2023–2026 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement. The Maryland Department of Transportation (MDOT) requested this amendment to reprogram and add funding for the MD 4 at Suitland Parkway Interchange Construction project. MDOT removed approximately \$21 million in National Highway Freight Program (NHFP) funding and added approximately \$81 million in National Highway Performance Program (NHPP) and matching state funds for a net increase of \$60 million to the total cost of the project. The amendment also reprogrammed approximately \$94.8 million funds from the 4-year span of the TIP into fiscal years beyond FY 2026, resulting in a net decrease of approximately \$18.6 million to the FY 2023–2026 program total.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director's report each month and the TPB's review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

### Attachments:

- Adopted resolution SR6-2024 approving updates to the Critical Urban Freight Corridors in the District of Columbia,
- Adopted resolution SR7-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

**TPB Steering Committee Attendance – October 6, 2023**  
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins  
TPB Vice Chair/DC Rep.: Cristina Henderson  
DDOT/Tech. Cmte. Chair: Mark Rawlings  
MDOT: Kari Snyder  
VDOT: Amir Shahpar

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS  
IN THE DISTRICT OF COLUMBIA**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

**WHEREAS**, the provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as CUFCs in consultation with the relevant state(s); and

**WHEREAS**, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

**WHEREAS**, the TPB adopted Resolution R6-2018 on November 17, 2017, designating CUFCs in the District of Columbia, and Maryland and Virginia portions of the National Capital Region, in accordance with the FAST Act requirements and constraints; and

**WHEREAS**, the IIJA modified requirements and constraints for CUFC designation; and

**WHEREAS**, TPB staff has collaborated with the District Department of Transportation (DDOT) staff to identify updates to its CUFC network as a result of the CUFC modifications of the IIJA and to coordinate with the DDOT State Freight Plan; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the designation of the District of Columbia public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, October 6, 2023.**  
**Final approval following review by the full board on Wednesday, October 18, 2023.**

**Table 1: Existing District Critical Urban Freight Corridors to be Removed**

ID	Segment	Extent A	Extent B	Length (mile)
1	58th St NE	Eastern Ave NE	East Capitol St. NE	0.66
2	Anacostia Fwy	I-295	East Capitol St. BN	2.46
			<b>SUM</b>	<b>3.12</b>

**Table 2: District of Columbia Corridors to be Added**

ID	Segment	Extent A	Extent B	Length (mile)
A	Riggs Rd. NE	South Dakota Ave. NE	DC Line/Eastern Ave. NE	0.46
B	S Capitol St. BN	DC Line/Southern Ave. SE	Martin Luther King Ave. SE	1.17
C	Martin Luther King Ave. SE	S Capitol St. SW/SE	Good Hope Road SE	2.58
D	Good Hope Rd. SE	Martin Luther King Ave. SE	Minnesota Ave. SE	0.24
E	Minnesota Ave. SE/NE	Good Hope Rd. SE	Nannie Helen Burrough Ave. NE	3.58
F	New Hampshire Ave. NW	North Capitol St. BN	Sherman Ave. NW	2.09
G	Massachusetts Ave. NW	Dupont Cir. NW	Westmoreland Circle NW	4.40
H	14th St. NW	Rhode Island Ave. NW	Delafield PI NW	2.77
I	16th St. NW	U St. NW/New Hampshire Ave. NW	DC Line/Eastern Ave. NE	5.20
J	Suitland Pkwy. SE	S Capitol St. SW	Alabama Ave. SE	2.79
K	Dalecarlia Pkwy. NW	Loughboro Rd. NW	Westmoreland Circle NW	0.96
L	Loughboro Rd. NW	MacArthur Rd. NW	DalecarliaParkway	0.28
M	MacArthur Blvd. NW	Foxhall Rd. NW	Little Falls Rd. NW	2.84
N	Canal Rd./Foxhall Rd. NW	M St. NW/37th St. NW	MacArthur Rd. NW	0.57
O	Arizona Ave. NW	Canal Rd. NW	Loughboro Rd. NW	0.80
P	9th St. NE/Brentwood Pkwy.	Florida Ave. NE	Mt Olivet Rd. NE	0.56
Q	9th St. NE/Brentwood Rd. NE	Mt Olivet Rd. NW	Rhode Island NE	0.93
R	Canal Rd. NW	Foxhall Rd. NW	Arizona Ave. NW	2.16
S	Canal Rd. NW	Arizona Ave. NW	Across Chain Bridge	0.72
T	Loughboro Rd. NW/Nebraska Ave. NW	Arizona Ave. NW	Tenley Circle NW	1.43
U	C St. NE/East. Capitol St. NE	22nd St. SE	Benning Rd. SE	2.74
V	Harvard. St. NW/Hobart Pl. NW & Columbia Rd. NW	Georgia Ave. NW/US 29	Warder St. NW/5th St. NW	0.34
W	Michigan Ave. NW/NE	Warder St. NW	Eastern Ave. NE	3.13
X	Maine Ave. SW	12th St. SW	6th St. SW	0.52

Y	Bladensburg Rd. NE	Benning Rd. NE/Florida Ave. NE/H St. NE	New York Ave. NE	1.33
<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (Mile)</b>
Z	9th St. SW	Frontage Rd. SW	Maine St. SW	0.20
AA	Western Ave. NW	Westmoreland Circle NW	Chevy Chase Circle NW	1.77
BB	S St. SW.	Half St. SW	Termination of Road	0.13
DD	H St. NW	Pennsylvania Ave. NW	New York Ave. NW	0.71
EE	Pennsylvania Ave. NW	22nd St. NW	H St. NW/19th St.	0.32
FF	New York Ave. (US 50) NE	14th St. NW	9th St. NW	0.47
GG	I St. NW	Pennsylvania Ave. NW	New York Ave. NW	1.09
HH	9th St./Florida Ave. NW	U St. NW	Sherman Ave. NW	0.21
II	Sherman Ave. NW	Florida Ave. NW	New Hampshire Ave. NW/Park Rd.	0.90
LL	Virginia Ave. NW	27th St. NW	Constitution Ave. NW	1.01
KK	27th St. NW	Whitehurst Fwy NW/K St. NW	Virginia Ave. NW	0.15
MM	Constitution Ave. NW	Virginia Ave. NW	14th St. NW	0.47
NN	19th St. NW	Virginia Ave. NW	K St. NW	0.61
OO	18th St. NW	Virginia Ave. NW	K St. NW	0.67
PP	17th St. NW	R St. NW	K St. NW	0.69
QQ	12th St. NE	Michigan Ave. NE	Rhode Island NE	1.09
RR	11th St. SE	M St. SE	Good Hope Road SE	0.68
SS	M St. SW/SE	6th St. SW	11th St. SE	1.53
TT	Kennedy St. NW/NE	New Hampshire Ave. NW	Georgia Ave. NW	1.02
UU	18th St. NW	S St. NW	Columbia Rd. NW	0.60
VV	Columbia Rd. NW	Mintwood Pl NW	16th St. NW	0.55
WW	8th St. SE	M St. SE	Pennsylvania Ave. SE	0.53
XX	11th St. NW	K St. NW	Rhode Island NE	0.55
YY	Southern Ave. NE	East Capitol St. BN	63Rd. St. NE	0.17
ZZ	63Rd. St. NE	Southern Ave. NE	Eastern Ave. NE	0.19
AAA	Southeast. Blvd SE	DC-695	Pennsylvania Ave. SE	1.11
CCC	6th St. NW	Constitution Ave. NW	Rhode Island NW	1.45
EEE	Branch Ave. SE	Pennsylvania Ave. SE	Southern Ave. SE	1.01
FFF	Alabama Ave. SE	Martin Luther King Ave. SE	Pennsylvania Ave. SE	3.28
GGG	Kenilworth Ave. NE	Nannie Helen Burroughs Ave. NE	Eastern Ave. NE	0.85
<b>SUM</b>				<b>68.6</b>

**Table 3: Existing District Critical Urban Freight Corridors that Remain Unchanged from 2017 Designation**

ID	Segment	Extent A	Extent B	Length (mile)
1	16th St. NW	U St. NW/New Hampshire Ave. NW	K St. NW	1.00
2	Georgia Ave. NW	DC Line/Eastern Ave. NW	U St. NW	4.76
3a	Massachusetts Ave. NW	Dupont Cir NW	9th St. NW	1.06
3b	Massachusetts Ave. NW	7th St. NW	North Capitol St. BN	0.76
4a	Pennsylvania Ave. NW	29th St. NW	22nd St. NW	0.46
4b	Pennsylvania Ave. NW	14th St. NW	4th St. NW	0.88
4c	Pennsylvania Ave. NW	3rd St. NE	DC Line/Southern Ave. SE	3.48
5	Wisconsin Ave. NW	DC Line/Western Ave. NW	M St. NW	4.12
6	Connecticut Ave. NW	DC Line/Western Ave. NW	K St. NW	5.00
7	Rhode Island Ave. NE	DC Line/Eastern Ave. NE	Scott Cir NW/ 16th St. NW	4.55
8	South Dakota Ave. NE	Riggs Rd. NE	New York Ave. NE	3.70
9	Florida Ave. NW/NE	9th St. NW	H St. NE	2.44
10	North Capitol St. NE	New Hampshire Ave. NE	Louisiana Ave. NE	4.35
11	14th St. NW	Rhode Island Ave. NW	I-395	2.56
12	Nebraska Ave. NW	Military Rd. NW	Tenley Cir NW	1.20
13	H St. NE	Florida Ave. NE	Massachusetts Ave. NW	1.73
14	7th St. NW	Florida Ave. NW	Independence Ave. SW	1.98
15	Benning Rd. NE	East. Capitol St. BN	Florida Ave. NE	2.67
16	Missouri Ave. NW	Military Rd. NW	North Capitol St. BN	1.33
17	K St. NW	27th St. NW	7th St. NW	1.84
18a	Constitution Ave. NW	14th St. NW	Pennsylvania Ave. NW	0.73
18b	Constitution Ave. NW	Pennsylvania Ave. NW	Louisiana Ave. NW	0.18
19	Independence Ave. NW	14th St. SW	3Rd. St. SW	0.90
20	South Capitol St. BN	Firth Sterling Ave. SE	Canal St. SW	2.36
21	M St. NW	US29/Francis Scott Key Memorial Bridge	29th St. NW	0.68
22	Military Rd. NW	Nebraska Ave. NW	Missouri Ave. NW	1.95
23	New Hampshire Ave. NE	DC Line/Eastern Ave. NE	North Capitol St. BN	0.72
24	Dupont Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.27
25	U St. NW	New Hampshire Ave. NE	9th St. NW	0.68
26	Thomas Cir.	M St. NW	M St. NW	0.16

<b>ID</b>	<b>Segment</b>	<b>Extent A</b>	<b>Extent B</b>	<b>Length (mile)</b>
<b>27</b>	Tenley Cir.	Nebraska Ave. NW	Nebraska Ave. NW	0.14
<b>28</b>	Washington Cir.	Pennsylvania Ave. NW	Pennsylvania Ave. NW	0.23
<b>29</b>	Scott Cir.	Massachusetts Ave. NW	Massachusetts Ave. NW	0.12
<b>30</b>	New York Ave. (US 50)	DC Line NE	7th St. NW	4.60
<b>31</b>	East Capitol St. NE	DC Line/Southern Ave. SE	Benning Rd. SE	1.31
<b>32</b>	Louisiana Ave. NW	North Capital St. BN	Constitution Ave. NW	0.30
<b>33</b>	Riggs Rd. NE	South Dakota Ave. NE	North Capitol St. BN	0.40
<b>34a</b>	9th St. NW	Mt Vernon Pl NW	K St. NW	0.06
<b>34b</b>	9th St. NW	Pennsylvania Ave. NW	Frontage Rd. SW	0.75
<b>35</b>	12th St. NW	I-395 BN	Pennsylvania Ave. NW	1.11
<b>36</b>	Francis Scott Key Bridge	DC Line/GW Memorial Pkwy	M St. NW	0.31
<b>37</b>	Mt. Vernon Pl. NW	7th St. NW	9th St. NW	0.11
<b>38</b>	Kenilworth Ave NE	East Capitol St. BN	DC Line/Eastern Ave. NE	1.51
<b>39</b>	Water St NW/Whitehurst Fwy NW	350' east. of Key Bridge NW	27th St. NW	0.79
<b>40</b>	Bladensburg Rd NE	Eastern Ave NE	New York Ave. NE	1.23
			<b>SUM</b>	<b>71.4</b>



## MEMORANDUM

**TO:** TPB Steering Committee  
**FROM:** Andrew Meese, TPB Systems Performance Planning Program Director  
Janie Nham, TPB Transportation Planner  
**SUBJECT:** Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for the District of Columbia  
**DATE:** September 29, 2023

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This memorandum describes proposed updates to the District of Columbia's Critical Urban Freight Corridor (CUFC) designations, originally approved by the Transportation Planning Board in November 2017. The 2021 Infrastructure Investment and Jobs Act (IIJA) increased the number of CUFC miles that a state or MPO can designate. The District Department of Transportation (DDOT) and TPB staff recently collaborated to develop recommended changes to its CUFC network under this new designation limit, described below in this memorandum and an accompanying PowerPoint presentation. Staff recommends that the TPB Steering Committee approve Resolution SR6-2024 at its October 6, 2023 meeting, to authorize the CUFC designation updates listed in the resolution and described in this memorandum.

## BACKGROUND

The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) (in addition to other freight discretionary grant funding programs) to ensure the condition and performance of highways deemed most critical to freight movement. The programs were established to increase U.S. competitiveness in the global economy, improve the efficiency and reliability of the freight network, and reduce the environmental impacts of freight.

Since 2016, between \$1.1 billion to \$1.5 billion<sup>1</sup> has been authorized annually for the NHFP to support the most critical portions of the national freight network. The FAST Act outlined requirements and constraints for identifying the subset of roadway segments to receive NHFP funding. Some of these provisions were subsequently amended under the IIJA.

### Designation Responsibility

The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN), a subsection of the total national freight network. The NHFN is composed of various subcategories of urban and rural roadways. Of these subcategories, the TPB is responsible for designating Critical Urban Freight Corridors (CUFCs), public roads in an urbanized area that provide access to and connection between the primary highway freight system and the

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<sup>1</sup> Federal Highway Administration (FHWA) FAST Act and Bipartisan Infrastructure Law Fact Sheets.

Interstate with other important ports, public transportation facilities, or other intermodal freight facilities. The FAST Act requires the TPB to coordinate with the relevant states on the designations.

It should be noted that CUFCs do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region and may not be contiguous from an operational standpoint. Rather, CUFCs are subsets of these truck-allowing facilities that are identified for the purpose of ensuring eligibility for the aforementioned special federal grants. States and MPOs generally prioritize the limited miles available under federal law for CUFCs for road segments that have anticipated improvement needs. Identified segments may not be contiguous and may later change once improvements have been implemented.

### Requirements for Candidate Critical Urban Freight Corridors

To be designated as a Critical Urban Freight Corridor, candidate public roadways must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS) or the Interstate System;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

### Mileage Limitations and IIJA Amendments<sup>2</sup>

The FAST Act limited the number of CUFC miles that a state or MPO could designate to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater.

The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater. As a result of this change, up to 150 CUFC miles can be designated in the District.

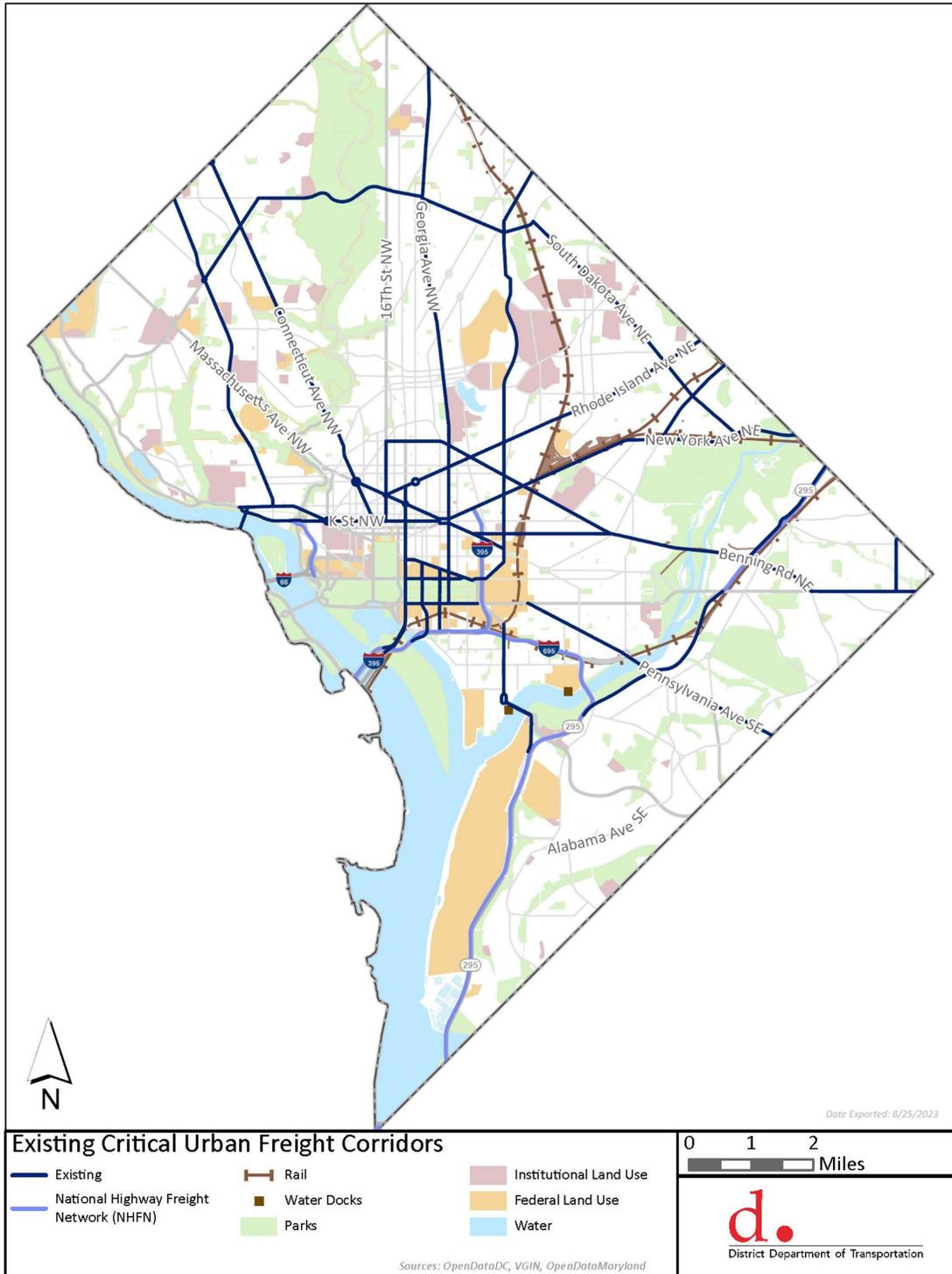
## **DISTRICT OF COLUMBIA CRITICAL URBAN FREIGHT CORRIDORS**

The TPB adopted [Resolution R6-2018](#) on November 15, 2017, which established the Critical Urban Freight Corridors for the National Capital Region. The 2017 designation included 73.1 corridor miles for the District of Columbia, which are illustrated in Figure 1.

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<sup>2</sup> This paragraph only discusses the IIJA amendments concerning CUFCs. For a summary of all IIJA amendments that apply to the NHFP, see the FHWA's Bipartisan Infrastructure Law Fact Sheet for the NHFP, available at: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm> .

**Figure 1: Map of Existing District CUFC Designations (Source: DDOT)**



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C. 20002

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION  
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY  
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-25.2 WHICH ADDS  
FUNDING TO THE MD 4 AT SUITLAND PARKWAY INTERCHANGE CONSTRUCTION PROJECT,  
AS REQUESTED BY THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022, the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, MDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-25.2, which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million, but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials; and

**WHEREAS**, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total program costs, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report providing the same information conveyed in the Change Narrative from Attachment B in a tabular format, and
- ATTACHMENT D) Letter from MDOT dated September 25, 2023, requesting the amendment, and

**WHEREAS**, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-25.2, creating the 25<sup>th</sup> amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at [www.mwcog.org/ProjectInfoTrak](http://www.mwcog.org/ProjectInfoTrak); and

**WHEREAS**, this project was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-25.2 which reduces the 4-year program total for the **MD 4 at Suitland Parkway Interchange Construction project (T3547)** by \$18.6 million but adds a net total of approximately \$60.2 million to the total cost, as described in the attached materials.

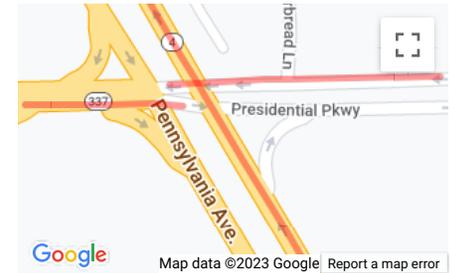
**Adopted by the TPB Steering Committee at its meeting on Friday, October 6, 2023.  
Final approval following review by the full board on Wednesday, October 18, 2023.**



**TIP ID** T3547 **Lead Agency** Maryland Department of Transportation - State Highway Administration **Project Type** Road - Other Improvement  
**Project Name** MD 4 at Suitland Parkway Interchange Construction **County** Prince Georges **Total Cost** \$282,722,457  
**Project Limits** **Municipality** **Completion Date** 2028  
**Agency Project ID** PG6181

**Description** Construction of a new MD 4 interchange at Suitland Parkway.

Phase AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE NHPP	\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE DC/STATE	\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
<b>Total PE</b>	<b>\$17,435,000</b>	<b>\$2,852,984</b>	<b>\$200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,052,984</b>	<b>\$20,487,984</b>
ROW NHPP	\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW PL	\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW DC/STATE	\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
<b>Total ROW</b>	<b>\$10,000,000</b>	<b>\$130</b>	<b>\$1,773,000</b>	<b>\$290,000</b>	<b>-</b>	<b>-</b>	<b>\$2,063,130</b>	<b>\$12,063,130</b>
CON NHPP	\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON DC/STATE	\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
<b>Total CON</b>	<b>\$37,669,905</b>	<b>\$36,438</b>	<b>\$13,765,000</b>	<b>\$26,706,000</b>	<b>\$36,582,000</b>	<b>\$119,877,000</b>	<b>\$77,089,438</b>	<b>\$234,636,343</b>
UT NHPP	\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT DC/STATE	\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
<b>Total UT</b>	<b>\$8,674,000</b>	<b>-</b>	<b>\$6,861,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$6,861,000</b>	<b>\$15,535,000</b>
<b>Total Programmed</b>	<b>\$73,778,905</b>	<b>\$2,889,552</b>	<b>\$22,599,000</b>	<b>\$26,996,000</b>	<b>\$36,582,000</b>	<b>\$119,877,000</b>	<b>\$89,066,552</b>	<b>\$282,722,457</b>



**Version History**

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-25.2 Amendment 2023-2026	10/18/2023	Pending	N/A

**Current Change Reason**

SCHEDULE / FUNDING / SCOPE - Cost change(s)

**Funding Change(s):**

Total project cost increased from \$222,475,649 to \$282,722,457

ATTACHMENT B - AMENDMENT SUMMARY REPORT  
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
ADOPTED BY THE TPB STEERING COMMITTEE ON OCTOBER 6, 2023

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE NARRATIVE
T3547	MD 4 at Suitland Parkway Interchange Construction	\$222,475,649	\$282,722,457	\$60,246,808	27	Cost change(s)	<p style="text-align: center;">PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p style="text-align: center;">DC/STATE</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 19 in PE from \$4,800,000 to \$0</li> <li>- Decrease funds in FFY 19 in ROW from \$1,047,000 to \$1,011,000</li> <li>+ Increase funds in FFY 19 in CON from \$3,117,000 to \$7,360,733</li> <li>- Decrease funds in FFY 19 in UT from \$7,183,000 to \$3,234,000</li> <li>+ Increase funds in FFY 20 in PE from \$0 to \$4,800,000</li> <li>- Decrease funds in FFY 20 in ROW from \$974,000 to \$0</li> <li>- Decrease funds in FFY 20 in CON from \$3,117,000 to \$0</li> <li>+ Increase funds in FFY 21 in CON from \$380,000 to \$4,299,006</li> <li>- Decrease funds in FFY 22 in ROW from \$54,000 to \$0</li> <li>+ Increase funds in FFY 22 in CON from \$507,000 to \$979,852</li> <li>+ Increase funds in FFY 23 in PE from \$1,468,000 to \$2,852,984</li> <li>- Decrease funds in FFY 23 in ROW from \$17,000 to \$25</li> <li>- Decrease funds in FFY 23 in CON from \$1,108,000 to \$15,041</li> <li>- Decrease funds in FFY 23 in UT from \$193,000 to \$0</li> <li>+ Increase funds in FFY 24 in PE from \$0 to \$200,000</li> <li>+ Increase funds in FFY 24 in ROW from \$7,000 to \$355,000</li> <li>- Decrease funds in FFY 24 in CON from \$1,362,000 to \$703,000</li> <li>+ Increase funds in FFY 24 in UT from \$0 to \$6,861,000</li> <li>+ Increase funds in FFY 25 in ROW from \$0 to \$58,000</li> <li>+ Increase funds in FFY 25 in CON from \$1,191,000 to \$1,364,000</li> <li>+ Increase funds in FFY 26 in CON from \$1,191,000 to \$1,869,000</li> <li>+ Increase funds in FFY 27 in CON from \$1,199,000 to \$1,969,000 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 28 in CON for \$2,004,000</li> <li>▶ Add funds in FFY 29 in CON for \$2,150,000</li> </ul> </li> </ul> <p style="text-align: center;">PL</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 23 in ROW from \$170,000 to \$105</li> <li>+ Increase funds in FFY 24 in ROW from \$67,000 to \$236,895</li> </ul> <p style="text-align: center;">NHFP</p> <ul style="list-style-type: none"> <li>- Decrease funds in FFY 23 in CON from \$2,891,058 to \$0</li> <li>- Decrease funds in FFY 24 in CON from \$7,875,000 to \$0</li> <li>- Decrease funds in FFY 25 in CON from \$5,250,000 to \$0</li> <li>- Decrease funds in FFY 26 in CON from \$5,250,000 to \$0</li> </ul> <p style="text-align: center;">NHPP</p> <ul style="list-style-type: none"> <li>+ Increase funds in FFY 19 in PE from \$7,579,000 to \$7,898,000</li> <li>- Decrease funds in FFY 19 in CON from \$12,468,000 to \$0</li> <li>+ Increase funds in FFY 20 in CON from \$12,468,000 to \$23,809,125</li> <li>- Decrease funds in FFY 21 in CON from \$7,229,000 to \$719,402</li> <li>- Decrease funds in FFY 22 in CON from \$9,634,000 to \$501,787</li> <li>- Decrease funds in FFY 23 in ROW from \$169,000 to \$0</li> <li>- Decrease funds in FFY 23 in CON from \$19,214,591 to \$21,397</li> <li>- Decrease funds in FFY 23 in UT from \$3,846,000 to \$0</li> <li>+ Increase funds in FFY 24 in ROW from \$67,000 to \$1,181,105</li> <li>- Decrease funds in FFY 24 in CON from \$19,297,000 to \$13,062,000</li> <li>+ Increase funds in FFY 25 in ROW from \$0 to \$232,000</li> <li>+ Increase funds in FFY 25 in CON from \$18,501,000 to \$25,342,000</li> <li>+ Increase funds in FFY 26 in CON from \$18,501,000 to \$34,713,000</li> <li>+ Increase funds in FFY 27 in CON from \$23,918,000 to \$36,582,000 <ul style="list-style-type: none"> <li>▶ Add funds in FFY 28 in CON for \$37,225,000</li> <li>▶ Add funds in FFY 29 in CON for \$39,947,000</li> </ul> </li> </ul> <p style="text-align: right;">Total project cost increased from \$222,475,649 to \$282,722,457</p>

ATTACHMENT C - FUNDING CHANGE DETAIL REPORT  
TIP ACTION 23-25.2 - FORMAL AMENDMENT TO THE  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM  
ADOPTED BY THE TPB STEERING COMMITTEE ON OCTOBER 6, 2023

SOURCE	TIP ACTION	PRIOR TOTAL	FY 2023					FY 2024					FY 2025					FY 2026					PROGRAM TOTAL	FUTURE TOTAL	GRAND TOTAL
			PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL	PE	ROW	CON	UT	TOTAL			
TIP ID T3547 - MD 4 at Suitland Parkway Interchange Construction																									
DC/STATE	23-00	\$26,188,000	\$1,468,000	\$17,000	\$1,108,000	\$193,000	\$2,786,000	\$0	\$7,000	\$1,362,000	\$0	\$1,369,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$0	\$0	\$1,191,000	\$0	\$1,191,000	\$6,537,000	\$1,199,000	\$33,924,000
	23-25.2	\$26,693,591	\$2,852,984	\$25	\$15,041	\$0	\$2,868,050	\$200,000	\$355,000	\$703,000	\$6,861,000	\$8,119,000	\$0	\$58,000	\$1,364,000	\$0	\$1,422,000	\$0	\$0	\$1,869,000	\$0	\$1,869,000	\$14,278,050	\$6,123,000	\$47,094,641
	DELTA	\$505,591	\$1,384,984	-\$16,975	-\$1,092,959	-\$193,000	\$82,050	\$200,000	\$348,000	-\$659,000	\$6,861,000	\$6,750,000	\$0	\$58,000	\$173,000	\$0	\$231,000	\$0	\$0	\$678,000	\$0	\$678,000	\$7,741,050	\$4,924,000	\$13,170,641
NHFP	23-00	\$0	\$0	\$0	\$2,891,058	\$0	\$2,891,058	\$0	\$0	\$7,875,000	\$0	\$7,875,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$5,250,000	\$21,266,058	\$0	\$21,266,058
	23-25.2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	DELTA	\$0	\$0	\$0	-\$2,891,058	\$0	-\$2,891,058	\$0	\$0	-\$7,875,000	\$0	-\$7,875,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	\$0	\$0	-\$5,250,000	\$0	-\$5,250,000	-\$21,266,058	\$0	-\$21,266,058
NHPP	23-00	\$63,018,000	\$0	\$169,000	\$19,214,591	\$3,846,000	\$23,229,591	\$0	\$67,000	\$19,297,000	\$0	\$19,364,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$0	\$0	\$18,501,000	\$0	\$18,501,000	\$79,595,591	\$23,918,000	\$166,531,591
	23-25.2	\$46,568,314	\$0	\$0	\$21,397	\$0	\$21,397	\$0	\$1,181,105	\$13,062,000	\$0	\$14,243,105	\$0	\$232,000	\$25,342,000	\$0	\$25,574,000	\$0	\$0	\$34,713,000	\$0	\$34,713,000	\$74,551,502	\$113,754,000	\$234,873,816
	DELTA	-\$16,449,686	\$0	-\$169,000	-\$19,193,194	-\$3,846,000	-\$23,208,194	\$0	\$1,114,105	-\$6,235,000	\$0	-\$5,120,895	\$0	\$232,000	\$6,841,000	\$0	\$7,073,000	\$0	\$0	\$16,212,000	\$0	\$16,212,000	-\$5,044,089	\$89,836,000	\$68,342,225
PL	23-00	\$517,000	\$0	\$170,000	\$0	\$0	\$170,000	\$0	\$67,000	\$0	\$0	\$67,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000
	23-25.2	\$517,000	\$0	\$105	\$0	\$0	\$105	\$0	\$236,895	\$0	\$0	\$236,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$237,000	\$0	\$754,000	
	DELTA	\$0	\$0	-\$169,895	\$0	\$0	-\$169,895	\$0	\$169,895	\$0	\$0	\$169,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	23-00	\$89,723,000	\$1,468,000	\$356,000	\$23,213,649	\$4,039,000	\$29,076,649	\$0	\$141,000	\$28,534,000	\$0	\$28,675,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$0	\$0	\$24,942,000	\$0	\$24,942,000	\$107,635,649	\$25,117,000	\$222,475,649
	23-25.2	\$73,778,905	\$2,852,984	\$130	\$36,438	\$0	\$2,889,552	\$200,000	\$1,773,000	\$13,765,000	\$6,861,000	\$22,599,000	\$0	\$290,000	\$26,706,000	\$0	\$26,996,000	\$0	\$0	\$36,582,000	\$0	\$36,582,000	\$89,066,552	\$119,877,000	\$282,722,457
	DELTA	-\$15,944,095	\$1,384,984	-\$355,870	-\$23,177,211	-\$4,039,000	-\$26,187,097	\$200,000	\$1,632,000	-\$14,769,000	\$6,861,000	-\$6,076,000	\$0	\$290,000	\$1,764,000	\$0	\$2,054,000	\$0	\$0	\$11,640,000	\$0	\$11,640,000	-\$18,569,097	\$94,760,000	\$60,246,808



Wes Moore  
Governor  
Aruna Miller  
Lieutenant Governor  
Paul J. Wiedefeld  
Secretary

September 25, 2023

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

Dear Chairman Collins:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board's (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one existing project in the FY 2023-2026 TPB TIP on behalf of the State Highway Administration (SHA) as described below and in the attached memo.

This action reflects SHA's updated programmed expenditures and project schedule from FY 2023 to FY 2026 by adding funds in advance of the project going out for advertisement. Additionally, this project is already included in the Air Quality Conformity Determination for the 2022 Update to Visualize 2045, and it will not affect the air quality determination.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
3547	MD 4 at Suitland Parkway Interchange Construction	\$60,300	Adds planning, preliminary engineering, right-of-way, and construction funds.

MDOT requests that this amendment be approved at the upcoming TPB Steering Committee meeting.

The revised funding status will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

The Honorable Reuben Collins  
Page Two

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

A handwritten signature in blue ink that reads "Tyson Byrne". The signature is fluid and cursive, with the first name "Tyson" and last name "Byrne" clearly legible.

Tyson Byrne  
Regional Planning Manager  
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT

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**MEMORANDUM**

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**TO:** OFFICE OF PLANNING AND CAPITAL PROGRAMMING (OPCP)  
DIRECTOR HEATHER MURPHY  
MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT)

**ATTN:** OPCP REGIONAL PLANNING MANAGER TYSON BYRNE  
OPCP REGIONAL PLANNER KARI SNYDER

**FROM:** OFFICE OF PLANNING AND PRELIMINARY ENGINEERING (OPPE)  
DEPUTY DIRECTOR ERIC BECKETT *Eric Beckett*

**SUBJECT:** REQUEST FOR ADMINISTRATIVE MODIFICATION OF THE NATIONAL  
CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB) FY 2023-  
2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AND  
NOTIFICATION OF THE FEDERAL HIGHWAY ADMINISTRATION (FHWA)

**DATE:** SEPTEMBER 22, 2023

**RESPONSE**  
**REQUESTED BY:** N/A

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**PURPOSE OF MEMORANDUM**

To request the MDOT OPCP approve and forward to TPB for its approval the following TIP amendment.

**SUMMARY**

The State Highway Administration (SHA) hereby requests amendment of the FY 2023-2026 TIP to reflect latest cashflows and revise the total project to \$282.8 million, an increase of \$60.3 million.

**ANALYSIS**

As shown *MD 4 at Suitland Parkway Interchange Construction (TPB 3547)*. The design, right-of-way, utilities, and construction cashflows were updated based on the latest schedule for the project which includes advertising for construction on September 26, 2023.

The amendment ensures that the FY 2023-2026 TPB TIP reflects SHA's updated programmed project expenditures and project schedule. This project's estimated total cost is increasing from \$222.5 million to \$282.8 million, which includes funding programmed in years prior to and beyond the FY 2023-2026 TPB TIP.

In addition, the Maryland Transportation Trust Fund (TTF) remains fiscally constrained. The TTF supports State transportation system operation and maintenance, MDOT administration, debt service, and capital projects. Semiannually, MDOT updates revenues and expenditures using two national forecasting companies' latest economic estimates. The MDOT published funding details in the draft FY 2024-2029

Ms. Heather Murphy  
Page Two

Consolidated Transportation Program (<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=27>) and FY 2022-2025 Maryland STIP (<https://mdot.maryland.gov/tso/pages/Index.aspx?PageId=117>).

Please amend the FY 2023-2026 TPB TIP and FY 2022-2025 Maryland STIP to reflect the funding information provided in the attachments. If you have any questions, please contact Mr. David Rodgers, SHA Office of Planning and Preliminary Engineering (OPPE), Regional and Intermodal Planning Division (RIPD) Regional Planner, at 410-545-5670 or via email at [drodgers1@mdot.maryland.gov](mailto:drodgers1@mdot.maryland.gov).

### **ATTACHMENTS**

- FY 2023-2026 TPB TIP project T3547 report
- FY 2022-2025 Maryland STIP project TPB 3547 report

cc: Ms. Lindsay Bobian, Team Leader, Office of Highway Development (OHD), SHA  
Jeff Davis, P.E., Chief, Highway Design Division, OHD, SHA  
Derek Gunn, P.E., District Engineer, District 3, SHA  
Ms. Tara Penders, Acting Chief, RIPD, OPPE, SHA  
C. Scott Pomento, P.E., Director, OHD, SHA  
Mr. David Rodgers, Regional Planner, RIPD, OPPE, SHA  
Ms. Thomasina Saxon, Administrative Assistant Executive, RIPD, OPPE, SHA



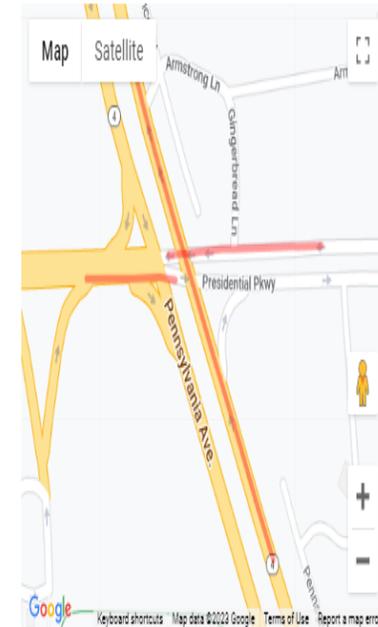
National Capital Region Transportation Planning Board  
 FY 2023-2026 Transportation Improvement Program  
 Maryland Department of Transportation - State Highway Administration  
 ALL 23TIP TIP ACTIONS

**TIP ID** T3547 **Lead Agency** Maryland Department of Transportation - State Highway Administration  
**Project Name** MD 4 at Suitland Parkway Interchange Construction **County** Prince Georges  
**Project Limits** **Municipality**  
**Agency Project ID** PG6181

**Project Type** Road - Other Improvement  
**Total Cost** \$282,722,457  
**Completion Date** 2028

**Description** Construction of a new MD 4 interchange at Suitland Parkway.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$7,898,000	-	-	-	-	-	-	\$7,898,000
PE	DC/STATE		\$9,537,000	\$2,852,984	\$200,000	-	-	-	\$3,052,984	\$12,589,984
		<b>Total PE</b>	<b>\$17,435,000</b>	<b>\$2,852,984</b>	<b>\$200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,052,984</b>	<b>\$20,487,984</b>
ROW	NHPP		\$8,472,000	-	\$1,181,105	\$232,000	-	-	\$1,413,105	\$9,885,105
ROW	PL		\$517,000	\$105	\$236,895	-	-	-	\$237,000	\$754,000
ROW	DC/STATE		\$1,011,000	\$25	\$355,000	\$58,000	-	-	\$413,025	\$1,424,025
		<b>Total ROW</b>	<b>\$10,000,000</b>	<b>\$130</b>	<b>\$1,773,000</b>	<b>\$290,000</b>	<b>-</b>	<b>-</b>	<b>\$2,063,130</b>	<b>\$12,063,130</b>
CON	NHPP		\$25,030,314	\$21,397	\$13,062,000	\$25,342,000	\$34,713,000	\$113,754,000	\$73,138,397	\$211,922,711
CON	DC/STATE		\$12,639,591	\$15,041	\$703,000	\$1,364,000	\$1,869,000	\$6,123,000	\$3,951,041	\$22,713,632
		<b>Total CON</b>	<b>\$37,669,905</b>	<b>\$36,438</b>	<b>\$13,765,000</b>	<b>\$26,706,000</b>	<b>\$36,582,000</b>	<b>\$119,877,000</b>	<b>\$77,089,438</b>	<b>\$234,636,343</b>
UT	NHPP		\$5,168,000	-	-	-	-	-	-	\$5,168,000
UT	DC/STATE		\$3,506,000	-	\$6,861,000	-	-	-	\$6,861,000	\$10,367,000
		<b>Total UT</b>	<b>\$8,674,000</b>	<b>-</b>	<b>\$6,861,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$6,861,000</b>	<b>\$15,535,000</b>
		<b>Total Programmed</b>	<b>\$73,778,905</b>	<b>\$2,889,552</b>	<b>\$22,599,000</b>	<b>\$26,996,000</b>	<b>\$36,582,000</b>	<b>\$119,877,000</b>	<b>\$89,066,552</b>	<b>\$282,722,457</b>



**Version History**

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-25.2	Amendment 2023-2026	Pending	Pending	N/A

**Current Change Reason**

**SCHEDULE / FUNDING / SCOPE - Cost change(s)**

**Funding Change(s):**

Total project cost increased from \$222,475,649 to \$282,722,457



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** October 12, 2023

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The attached letters were sent/received since the last TPB meeting.



National Capital Region  
**Transportation Planning Board**

September 21, 2023

Nuria Fernandez  
Administrator  
Federal Transit Administration  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

Re: FY 2023 Pilot Program for Transit Oriented Development (TOD) Planning Grant Application by the City of Alexandria, Virginia for the Duke Street Corridor project

Dear Administrator Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Alexandria, Virginia for a FY 2023 Pilot Program for Transit-Oriented Development (TOD) Planning grant for the Duke Street Corridor Plan project.

The TOD Planning grant would fund the Duke Street Corridor Plan project, scheduled to begin mid-2024, which will advance recommendations from the recently completed planning for the Duke Street bus rapid transit (BRT) corridor. The project will comprehensively analyze and update land use for the areas adjacent to the planned transit corridor to reflect current City priorities related to housing affordability, equity, open space, sustainability, and mobility, while integrating transit-oriented development principles such as walkability, variety of uses, and transit-supportive density, among others. This grant would leverage resources already committed by the Northern Virginia Transportation Authority (NVTA) for design and implementation of BRT in the corridor as well as regional grants to examine the housing inventory. The project will build on recent City efforts in developing community-driven land use and transportation mobility plans that advance and expand equitable transportation access with a focus on the transit needs of low- and moderate-income residents.

The work proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's metropolitan transportation plan, Visualize 2045; bring jobs and housing closer together and improved access to transit are two of the seven Aspirational Initiatives of the plan. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. The TPB has long supported investment in our public transportation system and in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region.

As such the TPB appreciates your favorable consideration of the City of Alexandria's application. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include this project.

Sincerely,

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

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Adriana Castañeda, Transportation & Environmental Services Director, City of Alexandria



National Capital Region  
**Transportation Planning Board**

September 28, 2023

The Honorable Peter Buttigieg  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590-0001

Re: FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program Grant Application by the City of Manassas Park, Virginia for the Conner Drive-Route 28 Reconnection Initiative

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the City of Manassas Park, Virginia for a FY 2023 Reconnecting Communities and Neighborhoods (RCN) Program grant to fund the Conner Drive-Route 28 Reconnection Initiative.

The initiative will address mobility and access for historically disadvantaged neighborhoods within the city. The grant funds will be utilized to address the most significant connectivity barrier in the city – the separation of designated economically distressed and disadvantaged neighborhoods and Persistent Poverty census tracts in the western portion of the city from emerging development and growth areas situated in the downtown area. This is the result of the location of Virginia State Route 28 without a safe west-east pedestrian pathway and the incomplete connection of Conner Drive to Route 28 and Manassas Drive. The initiative will formally launch a planning process to include a preliminary feasibility study of a pedestrian bridge and of extending Connor Drive. The city is committed to a robust community engagement process as related to planning, design, construction, operations, and related land use decisions.

The project is consistent with the regional transportation goals identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in pedestrian infrastructure to provide a broad range of equitable and affordable transportation choices for our region. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the City of Manassas Park. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Reuben Collins  
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Calvin O'Dell, Director, City of Manassas Park Division of Public Works

Administrator Ann E. Carlson  
September 27, 2023

Thank you for the opportunity to provide comments on this proposed rule.

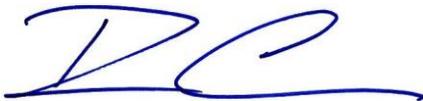
Sincerely,



Anita Bonds  
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Takis Karantonis  
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Reuben Collins  
Chair, National Capital Region Transportation Planning Board (TPB)



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** October 12, 2023

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The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Jane Posey, TPB Transportation Engineer  
**SUBJECT:** Updated Motor Vehicle Emissions Budgets (MVEBs)  
**DATE:** October 12, 2023

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The Metropolitan Washington Air Quality Committee (MWAQC) approved new Motor Vehicle Emissions Budgets (MVEBs) in an update to the region's 2008 Ozone Maintenance State Implementation Plan (SIP). The updated MVEBs will be submitted to EPA for approval and, after approved, will be used in the upcoming air quality conformity analysis of Visualize 2050.

### **BACKGROUND**

On January 7, 2021, the U.S. Environmental Protection Agency (EPA) officially released a new version of their Motor Vehicle Emissions Simulator model, MOVES3, and required its use in all State Implementation Plan (SIP) development and transportation conformity analyses by January 2023. National Capital Region Transportation Planning Board (TPB) staff completed sensitivity test runs which showed that, using the same inputs, MOVES3 resulted in significantly higher emissions estimates than did the previous version, MOVES2014b. TPB staff shared these results with the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) in September 2022, and informed the committee that, with the change in MOVES models, the region would find it challenging to remain below the current Motor Vehicle Emissions Budgets (MVEBs), which were established in the 2008 ozone maintenance plan. The MWAQC TAC, including representatives of the state air agencies, agreed to update the MVEBs in the 2008 ozone maintenance plan.

### **NEW MVEBS**

MVEBs provide an upper limit on the amount of allowable mobile source emissions that can be generated by the region's long-range transportation plan, which are estimated via MOVES, as part of an air quality conformity analysis. In order to have similar input assumptions used when developing the MVEBs to those used in the air quality conformity analysis, TPB staff worked with the MWAQC TAC to update the region's MVEBs. The updated MVEBs are shown in Table 1 on page 2. MWAQC approved these at its September meeting and the updated MVEBs will be submitted to EPA for approval and, after approved, will be used in the upcoming air quality conformity analysis of Visualize 2050, the region's long-range transportation plan.



September 27, 2023

Administrator Ann E. Carlson  
National Highway Traffic Safety Administration  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for the Proposed Rule to Establish Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030–2035; Docket ID No. NHTSA–2023–0022<sup>1</sup>

Dear Administrator Carlson:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Corporate Average Fuel Economy (CAFE) Standards for Passenger Cars and Light Trucks for Model Years 2027–2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans (HDPUVs) for Model Years 2030–2035.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing greenhouse gas emissions.

The National Highway Traffic Safety Administration (NHTSA) proposal to establish CAFE standards for model year 2027–2032 passenger cars and light trucks and model year 2030–2035 HDPUVs would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program, together with EPA's recently proposed greenhouse gas emission standards for light-, medium- and heavy-duty vehicles, would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent standards and subsequent emissions reductions have the potential to provide significant help to

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<sup>1</sup> " Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks for Model Years 2027-2032 and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans for Model Years 2030-2035," 88 Fed. Reg. 56128 (National Highway Traffic Safety Administration (NHTSA), U.S. Department of Transportation (DOT), August 17, 2023), <https://www.federalregister.gov/documents/2023/08/17/2023-16515/corporate-average-fuel-economy-standards-for-passenger-cars-and-light-trucks-for-model-years>.

the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, any reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are, in part, caused by emissions transported into the region, making this not only a regional issue but a national one. In the Draft Environmental Impact Statement (EIS),<sup>2</sup> NHTSA estimates that strengthening these standards will result in modest increases in NOx and PM2.5 emissions in 2035 for the preferred alternative (Figure S-1 and Figure S-2 of the Draft EIS). The Draft EIS also shows decreases in NOx and PM2.5 emissions in 2050 for the preferred alternative (Page S-12 of the Draft EIS). At the national level, relatively small increases in NOx emissions in 2035 of less than one percent relative to the 2035 “No Action” alternative are forecasted to mainly come from higher electricity production by fossil-fueled power plants for charging the electric vehicles. The region urges NHTSA to work closely with the EPA and other federal, regional, and state partners on implementing additional strategies and measures to further reduce emissions from the power sector.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed CAFE standards, which are estimated by NHTSA to reduce passenger car and light truck fuel consumption by 34% between 2022 and 2050 (Table S-3 of the Draft EIS) and 1.9% for HDPUVs for the same time period (Table S-4 of the Draft EIS) for the preferred alternative, are necessary for the region to achieve its greenhouse gas reduction goals. The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contribute approximately 31% and 39% of the region’s greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy.

For these reasons, MWAQC, CEEPC, and the TPB support the NHTSA’s proposal to establish new fuel efficiency standards for passenger cars and light trucks, and new fuel efficiency standards for heavy-duty pickup trucks and vans.

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<sup>2</sup> “Corporate Average Fuel Economy Standards for Passenger Cars and Light Trucks, Model Years 2027–2032, and Fuel Efficiency Standards for Heavy-Duty Pickup Trucks and Vans, Model Years 2030–2035: Summary,” Draft Environmental Impact Statement, July 2023, [https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-08/CAFE-2027-2032-HDPUV-2030-2035-Draft-EIS-Summary\\_072723-tag.pdf](https://www.nhtsa.gov/sites/nhtsa.gov/files/2023-08/CAFE-2027-2032-HDPUV-2030-2035-Draft-EIS-Summary_072723-tag.pdf).

**Table 1: Revised Onroad Motor Vehicle Emissions Budgets based on MOVES3.0.4<sup>1</sup>**

<b>Year</b>	<b>VOC Onroad Emissions (tpd)</b>	<b>NOx Onroad Emissions (tpd)</b>
<b>2014 Attainment Year</b>	<b>61.25</b>	<b>136.84</b>
2025 Predicted Emissions without Safety Margin	27.92	46.52
2025 Safety Margin	5.58	9.30
<b>2025 Interim Budget with Safety Margin</b>	<b>33.50</b>	<b>55.82</b>
2030 Predicted Emissions without Safety Margin	21.75	34.26
2030 Safety Margin	4.35	6.85
<b>2030 Final Budget with Safety Margin</b>	<b>26.10</b>	<b>41.11</b>

<sup>1</sup> State Implementation Plan Revision: Motor Vehicle Emission Budget Revisions Based on the MOVES3 Model Washington DC-MD-VA 2008 Ozone NAAQS Maintenance Plan. Prepared by: Metropolitan Washington Council of Governments for the District Department of Energy and Environment Maryland Department of the Environment Virginia Department of Environmental Quality on behalf of the Metropolitan Washington Air Quality Committee. September 27, 2023. <https://www.mwcog.org/documents/2023/09/27/washington-dc-md-va-2008-ozone-naaqs-maintenance-plan-update-air-quality-air-quality-conformity-ozone/>



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Pierre Gaunaud, TPB Transportation Planner  
**SUBJECT:** 2022 State of Public Transportation Report  
**DATE:** October 12, 2023

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The purpose of this memorandum is to provide a concise overview of the 2022 State of Public Transportation Report and highlight its key takeaways. An earlier draft of this report was presented to the TPB Technical Committee and the Regional Public Transportation Subcommittee for their information and feedback. Links to that draft and its related presentations are available at:

- [Draft 2022 State of Public Transportation report - September 2023](#)
- [Presentation to the TPB Technical Committee - September 2023](#)
- [Presentation to the Regional Public Transportation Subcommittee – September 2023](#) (updated).

As 2022 progressed, more and more riders returned to public transportation in the TPB region. Simultaneously, agencies continued to expand their services and adopt new fare policies to assist customers and increase demand. It's estimated that over 6.6% of commuters used public transportation within the region in 2022.<sup>1</sup> The Census Bureau estimates about 40% of commuters rode bus transit and 55% took the Metro.<sup>2</sup> However, 2021 data reported to the Federal Transit Administration's National Transit Database shows that the primary form of public transportation in the region is bus and streetcar service, accounting for over 65% of unlinked passenger trips.<sup>3</sup>

### COVID-19 & ITS CONTINUED IMPACTS ON PUBLIC TRANSPORTATION

Transit agencies adjusted to widely shifting guidance and health conditions throughout 2022. At the beginning of the year, the pandemic's Omicron variant wave began to peak, but only four months later in April, the federal mask mandate for public transportation was found unconstitutional and operators across the country lifted their onboard masking requirements. By that time, many agencies had restored fare collection and ended rear door boarding, although their buses now featured protective barriers protecting drivers from contact with riders. As a result of changing priorities and experiences during the pandemic, most agencies in the TPB region began to reevaluate their fare policies. By December 2022, nine operators offered full or partial fare free service.

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<sup>1</sup> Table B08301 – Means of Transportation to Work, ACS 1 Year Estimate (2022). This data does not reflect totals for the urbanized area of Fauquier County, VA.

<sup>2</sup> Id.

<sup>3</sup> See unlinked passenger trip data from 2021 NTD Agency Profiles.

## **PUBLIC TRANSIT SERVICE PROFILES AND ACCOMPLISHMENTS**

Profile sheets are provided for each major public transportation service in the NCR. These profiles provide a snapshot of each system's general details (e.g., fleet size, number of routes and maintenance facilities, etc.), annual operating costs, fare revenue, and ridership for the past five years. They also highlight each operator's recent accomplishments. In 2022, some of those accomplishments included:

- In Alexandria, DASH increased its ridership by 117% between Aug. 2021 and Aug. 2022,
- OmniRide inaugurated microtransit in Manassas Park to take over a low demand fixed route service,
- Ride On opened its state-of-the-art Brookville Smart Energy Bus Depot in Montgomery County,
- In Prince George's County, TheBus received a \$25 million federal grant to purchase electric buses and develop its countywide charging infrastructure, and
- WMATA celebrated the opening of the Silver Line's Phase Two to Loudoun County and began its Better Bus Network redesign project.

Also, several agencies completed their Transit Development and Asset Management Plans, among other plans and studies, like VRE's Solar Power Generation Study and NVTC's Transit Through the COVID-19 Pandemic Report.

At TPB, the 2022 update to the TPB's Bus Service Equity Analysis was released and the Visualize 2045 long range transportation plan was approved, while pivoting to the upcoming Visualize 2050 transportation plan process.



**ITEM 7 – Action**  
October 18, 2023

Transit Within Reach Project Approvals

**Action:** Approve the FY 2024 Transit Within Reach Projects.

**Background:** The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The board will be briefed on the 2023 solicitation and selection panel recommendations and will be asked to approve the recommendations.



**MEMORANDUM**

**TO:** National Capital Region Transportation Planning Board (TPB)  
**FROM:** John Swanson, Transportation Planner  
**SUBJECT:** FY 2024-2025 Transit Within Reach Program Funding Recommendations  
**DATE:** October 12, 2023

This memo provides information on the recommendations of the selection panel for the FY 2024-2025 round of technical assistance under the Transit Within Reach Program.

The TPB is scheduled to vote on the recommendations below at its meeting on October 18.

Project	Jurisdiction	Funding
Prosperity Avenue Safety Project	Fairfax County	\$80,000
Olde Towne to Washington Grove Shared-Use Path	Gaithersburg	\$85,000
9 <sup>th</sup> Street NW Sidewalk	District of Columbia	\$85,000

**PROGRAM BACKGROUND AND PURPOSE**

Over the next decade, more than half of the region’s job growth and over 40 percent of the region’s new households are forecast to be located within a half-mile of high-capacity transit. Yet, even where transit is physically close, it often is not within reach for people who walk and bike. Sidewalks are missing, crosswalks are unsafe, trails and paths are yet to be built.

Regional policy has confirmed the importance of walk and bike access to transit. The region’s long-range transportation plan, Visualize 2045, identified “Improving Walk and Bike Access to Transit” as one of seven regional initiatives that can positively affect travel conditions in the future. The plan noted that investments to improve nonmotorized access to transit should be considered regionally significant because they will not simply serve local circulation needs but will also improve access to regional transit systems, including Metrorail, commuter rail, light rail, streetcar, and bus rapid transit.

The Transit Within Reach program has sharpened the TPB’s focus on this issue by funding preliminary design or preliminary engineering (up to 30 percent) for small, high-impact projects that improve bike and walk access to transit. The program was launched two years ago with funding for three projects.

This summer the program underwent its second solicitation. In September, the program’s selection panel identified three projects for funding in FY 2024-2025.

## FUNDING RECOMMENDATIONS FOR FY 2024-2025

A total of \$250,000 is available in FY 2024-2025 through the Unified Planning Work Program (UPWP) Technical Assistance Regional Transit Account. The three projects recommended for funding are described below.

### **Prosperity Avenue Safety Project (30% Design)**

*Fairfax County, \$80,000*

Prosperity Avenue is a wide road with fast-moving traffic that residents, visitors and workers must cross to reach the Dunn Loring Metro station. This project will create designs for a road diet that will reduce the number of lanes, from four to two, and create 30% design for protected bike lanes. The primary study area is between the United States Customs and Immigration Service field office and Gallows Road. The project will also include designs to convert existing buffered bike lanes into protected bike lanes on Prosperity Avenue west of the study area and ending at Hilltop Road. The area is a TPB-designated Transit Access Focus Area (TAFA) and an Equity Emphasis Area. It has a high concentration of housing and jobs, as well as key destinations, including an elementary school, numerous restaurants and commercial businesses.

### **Olde Towne to Washington Grove Shared-Use Path (30% Design)**

*Gaithersburg, \$85,000*

Picking up on a recent TLC-funded feasibility study, this project will fund 30% design for a shared-use path connecting the city's amenity-filled downtown area – including a MARC station – to the Town of Washington Grove, where it would link to another path (currently in design by Montgomery County) connecting to the Shady Grove Metro Station. The final products resulting from the preliminary design phase of the project include selection of a preferred route, topographic survey, 30% design drawings, construction cost estimate, property boundary mosaic, utility impact matrix, and public presentation materials.

### **9<sup>th</sup> Street NW Sidewalk (30% Design)**

*Washington, DC, \$85,000*

In a rapidly densifying urban neighborhood, this project will develop a 30% design package to widen an unsafe stretch of sidewalk that is currently less than two feet wide in multiple locations. This preliminary engineering will narrow the cartway to provide a 6-foot sidewalk and a 4-foot furniture zone with tree boxes. In addition, the project will develop recommendations for a redirection of one-way traffic flow, from southbound to northbound, to improve safety. This section of sidewalk will connect pedestrians to multiple major transit routes including the U Street Priority Metrobus Corridor, the U Street Metrorail Station and the Shaw-Howard University Metrorail Station. The neighborhood's sidewalks experience high pedestrian use, including regular surges from the 930 Club and nearby restaurants and bars.

## APPLICATION PROCESS

On May 26, 2023, the TPB issued a call for projects for the FY 2024-2025 round of the Transit Within Reach Program. The deadline for application submissions was August 4. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger applications.

Technical assistance was offered in an amount of up to \$85,000 for preliminary design or engineering projects. The Call for Projects and the application placed a focus on improving walk and bike access to transit, access improvements that will increase transit ridership and/or utilization of available ridership capacity, access for low-income communities and communities of color, collaboration with other agencies or jurisdictions, and strategies to advance projects to construction.

The TPB received six applications in response to this solicitation. Total requested funding for the entire application package was \$486,000. For this application cycle, \$250,000 is available from the Regional Transit UPWP Technical Assistance Account.

## **SELECTION PROCESS**

The selection panel included the following members:

- Stephanie Piperno, Chair of Bicycle and Pedestrian Subcommittee
- Nick Ruiz, Chair of Regional Public Transportation Subcommittee
- Michael Farrell, TPB staff
- Janie Nham, TPB staff
- Pierre Gaunard, TPB staff

The selection panel meeting was facilitated by John Swanson. The panel met on August 30 to review the project applications and develop a list of recommended projects. The selection panel used program priorities and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance based on their assessments of the projects as well as regional criteria.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of three projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel aimed to equitably allocate funding across the region and across different modes of transit

## **PROPOSED PROJECT COMPLETION TIMELINE**

On October 18, 2023, the TPB will be asked to approve the proposed slate of three projects for technical assistance under the FY 2024-2025 Transit Within Reach Program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin soon after consultant contracts are signed. The projects will be scheduled for completion near the end of calendar year 2024.

For further questions regarding the Transit Within Reach Program, contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295).



## **ITEM 8 – Information**

October 18, 2023

### Carbon Reduction Program – State Carbon Reduction Strategies

**Background:**

As part of the new federal Carbon Reduction Program, state DOTs are required to consult MPOs as they develop their statewide Carbon Reduction Strategies. MDOT, VDOT, and DDOT will present their draft strategies and request comments.

# Carbon Reduction Strategy

DRAFT October 2023



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# Executive Summary

The past decade (2010-2019) was the warmest in recorded history due in part to the increased [concentration of greenhouse gases](#) (GHGs) in the atmosphere leading to a warming planet. The transportation sector generates the largest share of GHG emissions in the United States, accounting for 27% of emissions in 2020, according to the [U.S National Blueprint for Transportation Decarbonization](#). In Maryland, transportation is the leading emitting sector, accounting for [35% of emissions](#) in 2020. The passage of the ***Bipartisan Infrastructure Law***, otherwise known as the ***Infrastructure Investment and Jobs Act (IIJA)*** in November of 2021 and the ***Inflation Reduction Act*** in August of 2022 resulted in historic investments to decarbonize the transportation system. More recently, the ***National Blueprint for Transportation Decarbonization***, spurred by a joint agreement among the U.S. Department of Energy, U.S. Department of Transportation, U.S. Environmental Protection Agency (US EPA), and U.S. Department of Housing and Urban Development, is a landmark strategy for cutting all GHG emissions from the transportation sector by 2050. This joint effort demonstrates the whole-of-government approach required to address the climate crisis.

Maryland has been at the forefront of identifying and deploying a variety of carbon reduction strategies since 2009. The State of Maryland and the Maryland Department of Transportation (MDOT) have sought to reduce carbon through strategic investments in projects, programs, policies, and infrastructure in conjunction with other State agencies, including the Maryland Department of the Environment (MDE). The 2016 reauthorization of the State's ***Greenhouse Gas Reduction Act (GGRA)*** (2016) required Maryland to achieve a minimum of 40% reduction in statewide GHG emissions from 2006 levels by 2030 across all economic sectors, including transportation. To achieve this goal, MDE developed the ***2030 GGRA Plan***. Published in 2021, the GGRA Plan set forth a comprehensive set of strategies to reduce GHGs across sectors, including investments in energy efficiency, clean and renewable energy solutions, clean transportation projects, widespread adoption of electric vehicles, and improved management of forests and farms to sequester carbon.



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The ***Climate Solutions Now Act (CSNA)***, adopted in 2022 by the Maryland General Assembly, makes broad changes to the State’s approach to reducing statewide GHG emissions and addressing climate change. The CSNA adjusted statewide GHG emission goals to include net-zero carbon emissions by 2045, and reduction of statewide GHG emissions by 60% from 2006 levels by 2031. The CSNA also requires MDE, in conjunction with other State agencies, including MDOT, to deliver a plan by December 2023 describing how the State will achieve the reduction goals.

The ***Carbon Reduction Program (CRP)*** established under IIJA requires the development of a Carbon Reduction Strategy (CRS) in coordination with the metropolitan planning organizations (MPOs) in the State. MDOT’s CRS is being developed at an important, yet challenging time. The required submittal date for the CRS of November 15, 2023, means that several of Maryland’s anticipated new carbon reduction measures will still be in draft form. Therefore, this CRS is focused on existing carbon reduction strategies that are currently “on-the-books” with the recognition that the CRS will be revised in coordination with the MPOs following the adoption of Maryland’s new CSNA plan.



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Across MDOT, efforts have been underway to implement existing strategies by identifying and funding investments that will significantly reduce carbon emissions from Maryland's transportation sector. The MDOT Office of Climate Change Resilience and Adaptation, housed within the MDOT Transportation Secretary's Office (TSO), is also working with the MDOT modal administrations and the Maryland Transportation Authority to incorporate climate change mitigation, resilience, adaptation, and risk management into policies, planning, project and program development, asset management, maintenance, design, construction, and operations. Several of Maryland's local governments and MPOs have also developed plans that address the reduction of GHG emissions, with some seeking to exceed State goal timelines. Through this region-wide coordination of transportation investments and land use planning, Maryland can continue to experience new growth that aligns with the carbon emission goals.

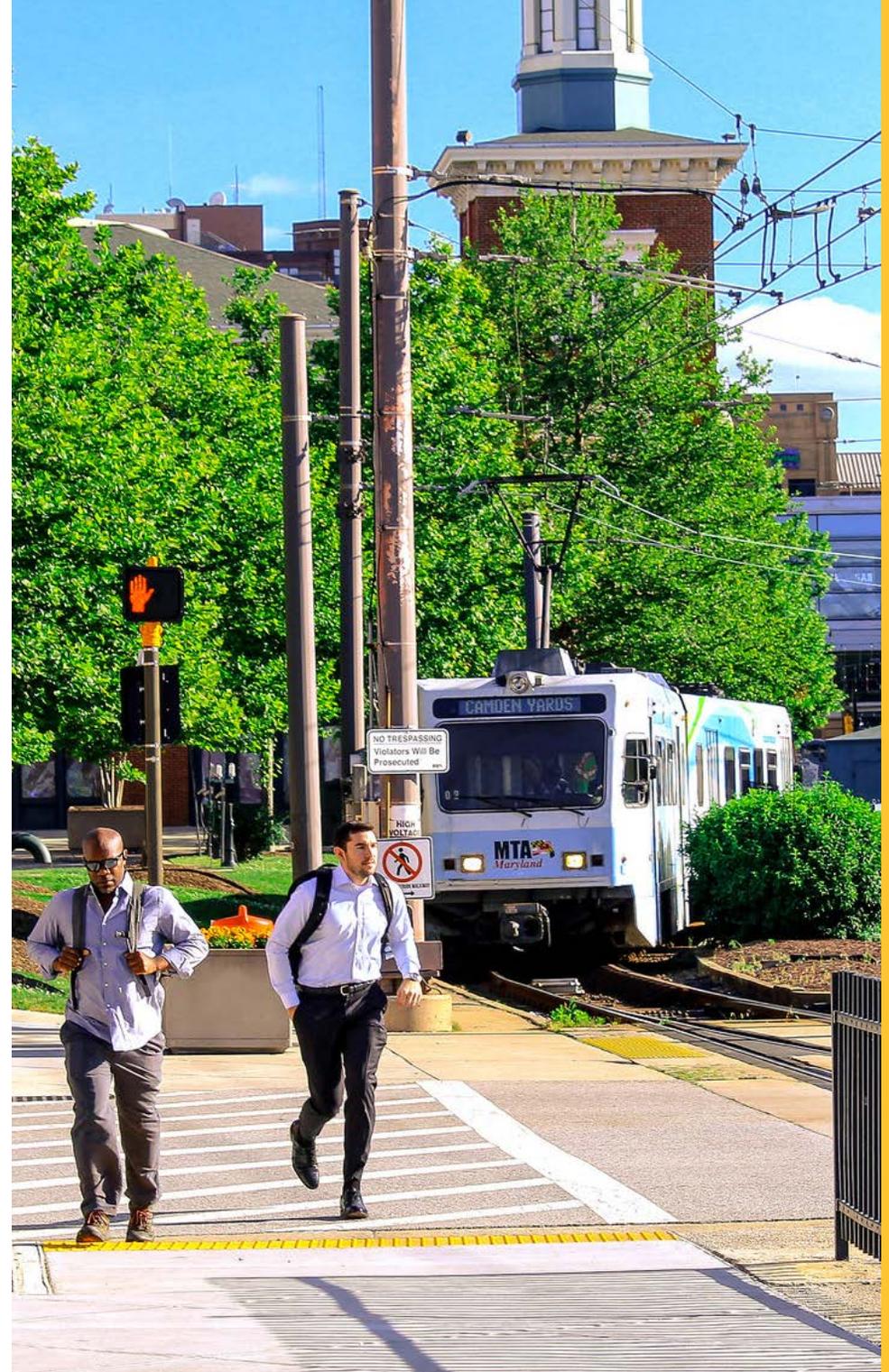
MDOT employs five major categories of transportation activities that support carbon reduction: technological advances, reductions in vehicle miles traveled (VMT), congestion mitigation, infrastructure design improvements, and emerging and innovative solutions. MDOT is taking a proactive role in promoting the intentional adoption and availability of technological

advancements in several ways, including through chairing the Maryland Zero Emissions Electric Vehicle Infrastructure Council and the Connected and Automated Vehicles Working Group, two publicly available forums convening stakeholders to guide efforts. MDOT is also a member of the Maryland Commission on Climate Change and a participant in several of its Working Groups, including the Adaption and Resilience Working Group (ARWG) and the Mitigation Working Group (MWG). The programs and initiatives to help reduce VMT include investing in and supporting transit, cycling and walking, carpooling, vanpooling, telework, and transportation demand management strategies through programs such as the Statewide Commuter Choice Maryland Program, and locally through commuter programs administered by counties and municipalities receiving Congestion Mitigation and Air Quality (CMAQ) and Locally Operated Transit System (LOTS) grants. Programs that address congestion mitigation include the Transportation Systems Management and Operations suite and Coordinated Highways Action Response Team. MDOT also takes steps—through programs such as Complete Streets—to ensure that its infrastructure and roadways are designed to safely promote low-impact forms of travel. MDOT seeks innovative solutions to reduce carbon emissions, including public involvement strategies for projects using social media and text message surveys to expand outreach and engagement.



In alignment with these actions at the federal and state levels, MDOT's CRS summarizes Department-wide activities to reduce carbon emissions. The CRS also reflects existing federal, state, and regional policies pertaining to GHG emissions reductions from on-road transportation systems. Multiple measures currently deployed and under consideration are described, along with a strategy for identifying projects that will help MDOT advance its GHG reduction goals in coordination with the MPOs while meeting the requirements of IIJA and the Carbon Reduction Program.

MDOT is coordinating with the MPOs and modal administrations to identify projects eligible for CRP funds and develop a candidate list of carbon reduction activities and projects from the existing statewide and regional plans and programs. MDOT will continue this coordination with its partners to maintain an up-to-date list of eligible projects on an annual basis to effectively optimize and prioritize CRP funding. Specifically, for funds available from federal fiscal year (FFY) 2022 and 2023, focus is being placed on eligible projects that are implementation-ready or can deliver immediate carbon reduction benefits. MDOT, in close coordination with the MPOs, will continue to strategically obligate the funding available for future years to advance projects that benefit local communities and all Marylanders. MDOT will also monitor and report several performance metrics, including the equitable distribution of program benefits, to provide insight to future project development in later CRP funding years and help evaluate the success of CRP investments in Maryland. MDOT will also update this CRS document in coordination with the MPOs as new information becomes available.



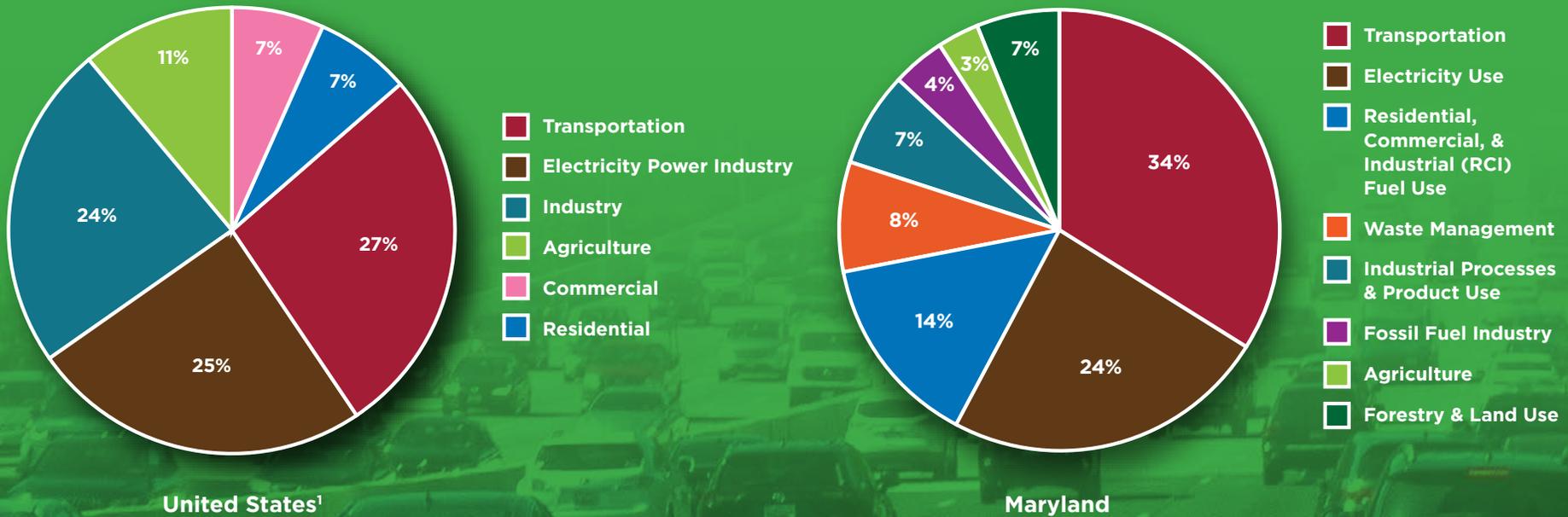
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# 1. Introduction

The Maryland Department of Transportation (MDOT) is an organization comprised of the Transportation Secretary's Office (TSO), the Maryland Transportation Authority (MDTA), and five modal administrations including the State Highway Administration (SHA), Maryland Transit Administration (MTA), Motor Vehicle Administration (MVA), Maryland Port Administration (MPA), and Maryland Aviation Administration (MAA). This unique structure provides the State's leadership with the ability to develop a coordinated and balanced approach to transportation system investments.

As of 2020, the transportation sector generates the largest share of greenhouse gas (GHG) emissions in the United States accounting for 27% of emissions, whereas in Maryland, transportation accounts for approximately 34% of emissions (**Figure 1.1**). Among the fuel types available to power the transportation sector, gasoline far outweighs the other emissions sources, accounting for 66% in the U.S. and nearly 80% in Maryland in 2020 (**Figure 1.2**).

**Figure 1.1** 2020 Greenhouse Gas Emissions by Sector (million metric tons of CO<sub>2</sub>e)<sup>1</sup>



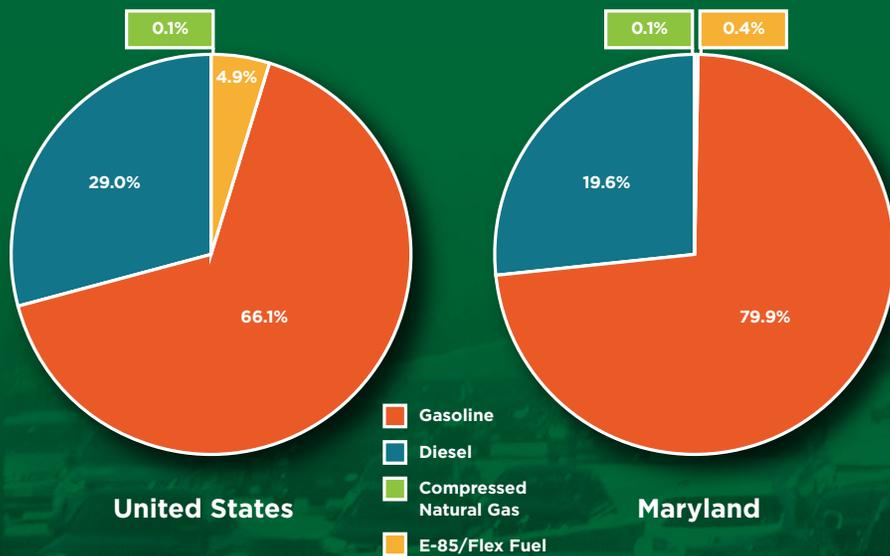
1. Totals may not add up to 100% due to rounding.

Source: [www.epa.gov/ghgemissions-greenhouse-gas-emissions](https://www.epa.gov/ghgemissions-greenhouse-gas-emissions)  
[www.mde.maryland.gov/programs/air/climatechange/pages/greenhousegasinventory.aspx](https://www.mde.maryland.gov/programs/air/climatechange/pages/greenhousegasinventory.aspx)

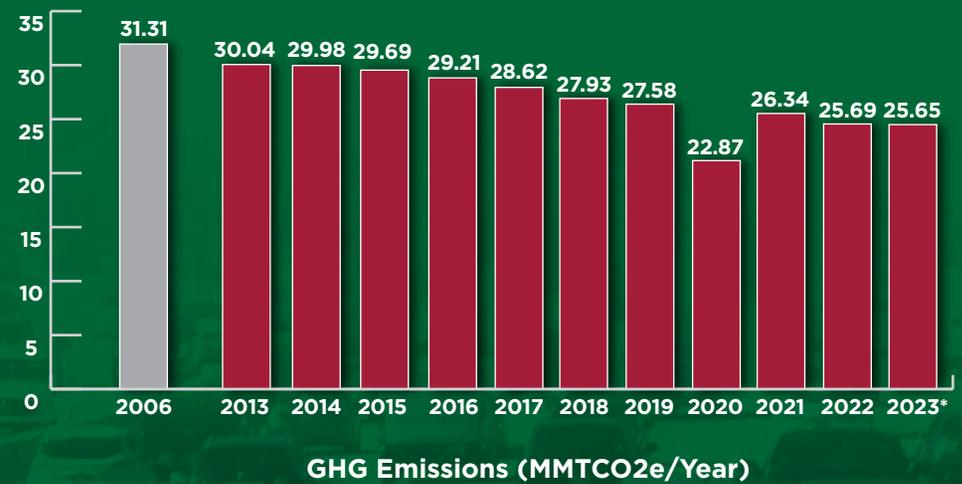
Maryland's enacted GHG emissions reduction goals are among the most progressive in the nation, and agencies like MDOT have developed and implemented significant carbon reduction programs. In total, GHG emissions from Maryland's transportation sector decreased by approximately 31% from 2006 to 2020 (**Figure 1.3**). The GHG on-road emissions have decreased every year between 2006 and 2019, with significant reduction in 2020 related to the COVID-19 pandemic. Subsequently, both 2021 and 2022 are below 2019 levels as post-pandemic travel recovers. After achieving its 2020 GHG

reduction goal to reduce statewide GHG emissions by 25% from 2006, Maryland established a new goal in 2022 through the **Climate Solutions Now Act (CSNA)** of achieving a 60% reduction from 2006 levels by 2031. The CSNA includes provisions to improve air quality and reduce climate pollution including transitioning vehicles, transit buses, and school buses to zero-emission technologies.

**Figure 1.2** 2020 Transportation Sector Emissions by Fuel Type<sup>1</sup>



**Figure 1.3** Maryland On-Road Transportation Sector Emissions from 2006 to 2022



GHG Emissions (MMTCO2e/Year)

\*2023 data is estimated.

\*\*Recent adjustments for EVs updated the 2020-2023 totals.

1. Totals may not add up to 100% due to rounding.

Source: [www.nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P10153PC](http://www.nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P10153PC)  
[www.mdot.maryland.gov/OPCP/Appendix A\\_MDOTGGRA\\_Plan.pdf](http://www.mdot.maryland.gov/OPCP/Appendix_A_MDOTGGRA_Plan.pdf)

This **Carbon Reduction Strategy (CRS)** documents strategies, programs, and projects to further address transportation sector emissions. The CRS is in accordance with federal requirements and guidance for the **Carbon Reduction Program (CRP)** created by the **Infrastructure Investment and Jobs Act (IIJA)** and codified in 23 United States Code (U.S.C.) 175 and was developed in consultation with the metropolitan planning organizations (MPOs) in Maryland.

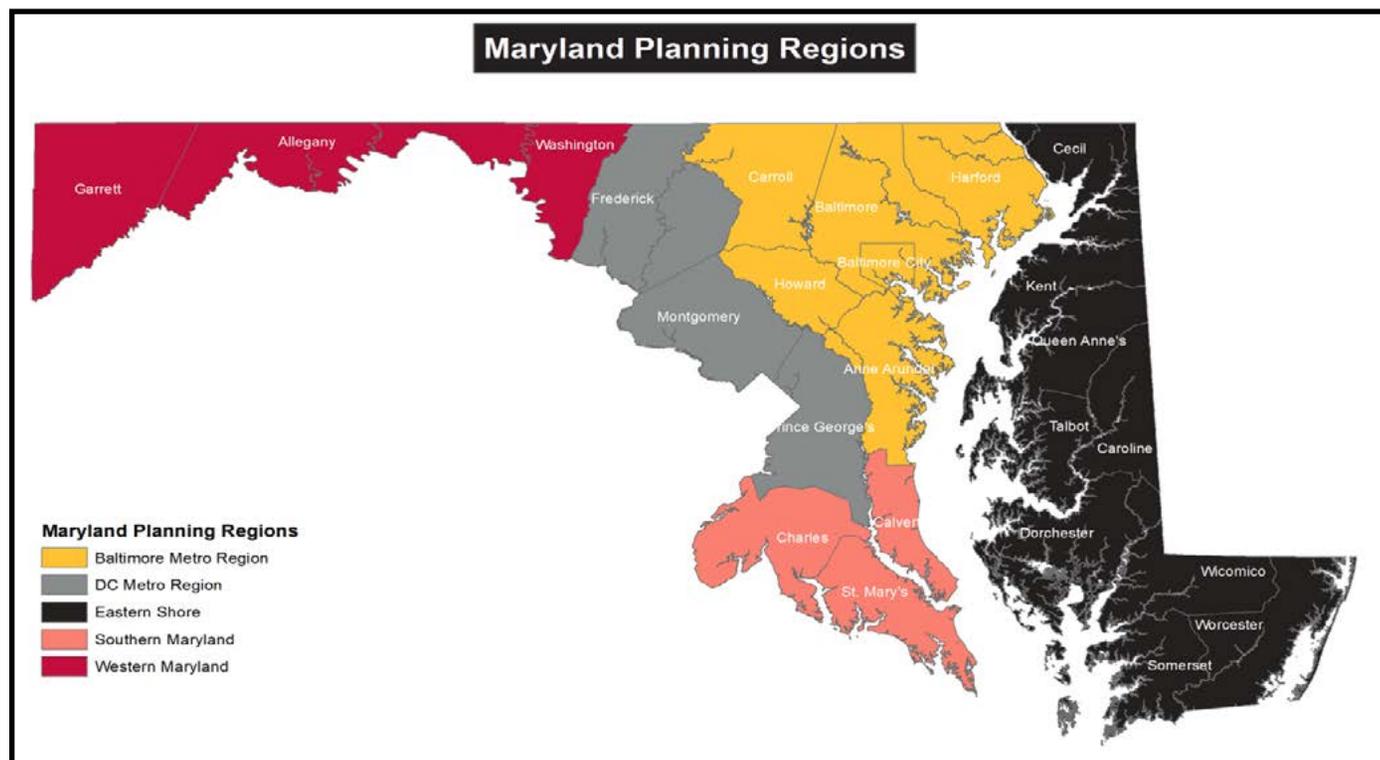
The CRP requires each state to identify projects and strategies that support efforts to reduce transportation emissions through safe, reliable, and cost-effective options including:

- Reducing traffic congestion and vehicle miles traveled (VMT) by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or carpooled trips within the State.
- Facilitating the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes.
- Facilitating approaches to the material use and construction of transportation assets that result in lower transportation emissions compared to existing approaches.

The CRS builds upon the ongoing work at MDOT's modal administrations, MPOs and local governments, and outlines projects and strategies that will reduce transportation emissions to meet the State's overall emissions reduction targets. Carbon reduction is an inter-departmental government responsibility since no one entity has complete authority for implementing all the strategies that are necessary to accomplish the State's goals. This is why Maryland implements a collaborative, transformative, and comprehensive approach to carbon reduction for surface transportation.

Despite its small size, Maryland is incredibly rich in its geography, character, and transportation systems. The [2040 Maryland Transportation Plan \(MTP\)](#), adopted in 2019, characterizes the State into five regions (**Figure 1.4**). This characterization includes

**Figure 1.4** Maryland Planning Regions

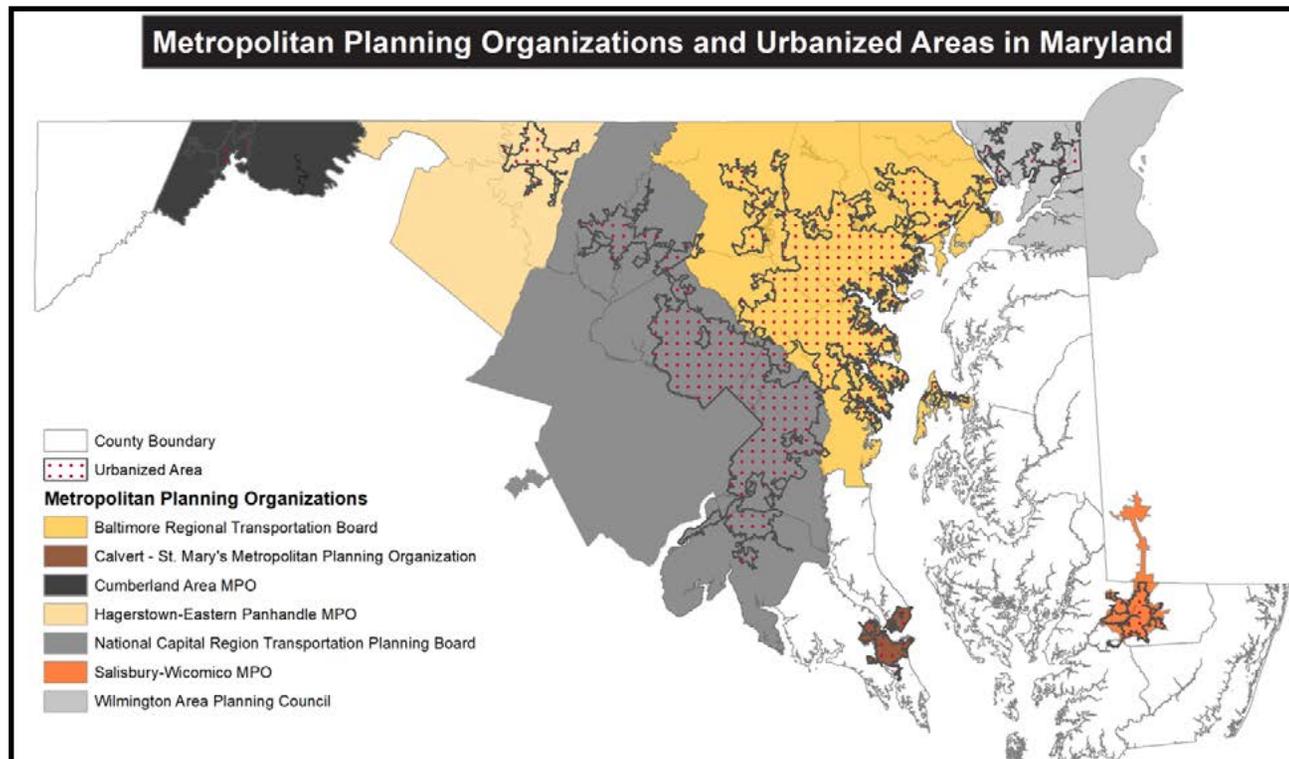


Maryland's 23 counties and the City of Baltimore to reflect shared trends in population density, topography, and development. Within these regions are seven MPOs, responsible for regional short- and long-range planning and programming (**Figure 1.5**). While there is overlap between the Maryland Planning Regions and MPO boundaries, they do not fully coincide.

This is a crucial time for developing the CRS to document Maryland's carbon reduction implementation approach for surface transportation. The CSNA establishes significantly stronger emission reduction goals that require major analysis of the State's carbon reduction strategies and a significant investment of capital and staff resources. The analysis portion of the CSNA is underway with a final document due after the

deadline for submitting the CRS. The update to the State's long-range transportation plan, the [2050 MTP](#), is also underway and will establish the State's 20-year transportation plan to guide transportation policies and investment priorities. The MTP guiding principles, goals, and objectives inform- and are informed by- all transportation reports and plans in Maryland, creating a family of plans. These updated plans will still be in draft form by the time that the CRS is to be submitted. Therefore, this CRS highlights the numerous existing carbon reduction measures identified in the various existing plans and aligns with relevant policies and programs. Future updates of the CRS will incorporate any additional measures identified as part of these and other statewide planning initiatives. Given the unprecedented array of Maryland climate-related planning activities in 2023 and beyond, MDOT anticipates that this CRS document will also be updated in coordination with the MPOs more frequently than the required four-year cycle.

**Figure 1.5** Maryland MPOs and Planning Boundaries



## 2. Relevant Policies and Programs

*Maryland has been at the forefront of actively identifying and deploying a variety of carbon reduction strategies since 2009 driven by federal, state, and local policies and programs. The State of Maryland and MDOT have sought to reduce carbon through strategic investments in projects, programs, and infrastructure in conjunction with other State and regional transportation planning agencies.*

### 2.1 Federal

The CRS reflects existing federal, state, and regional plans, programs, and funding opportunities pertaining to GHG emissions reductions from on-road transportation systems and seeks to capitalize on opportunities presented in each. The following presents an overview of these initiatives.

The Biden-Harris Administration has made a concerted effort to jump-start federal initiatives aimed at reducing climate impacts to infrastructure and the country. The **IIJA**, also known as the Bipartisan Infrastructure Law, provides vital federal funding for highway, transit, and other multimodal projects. President Biden signed the IIJA on November 15, 2021, authorizing funding for Federal Fiscal Years (FFY) 2022 through 2026. This historic federal investment emphasizes a commitment to equity and addressing climate change. The **Justice40 Initiative** pairs with IIJA to confront and address decades of underinvestment

in disadvantaged communities by bringing resources to communities most impacted by climate change, pollution, and environmental hazards. Justice40 is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from many federal grants, programs, and initiatives flow to disadvantaged communities.

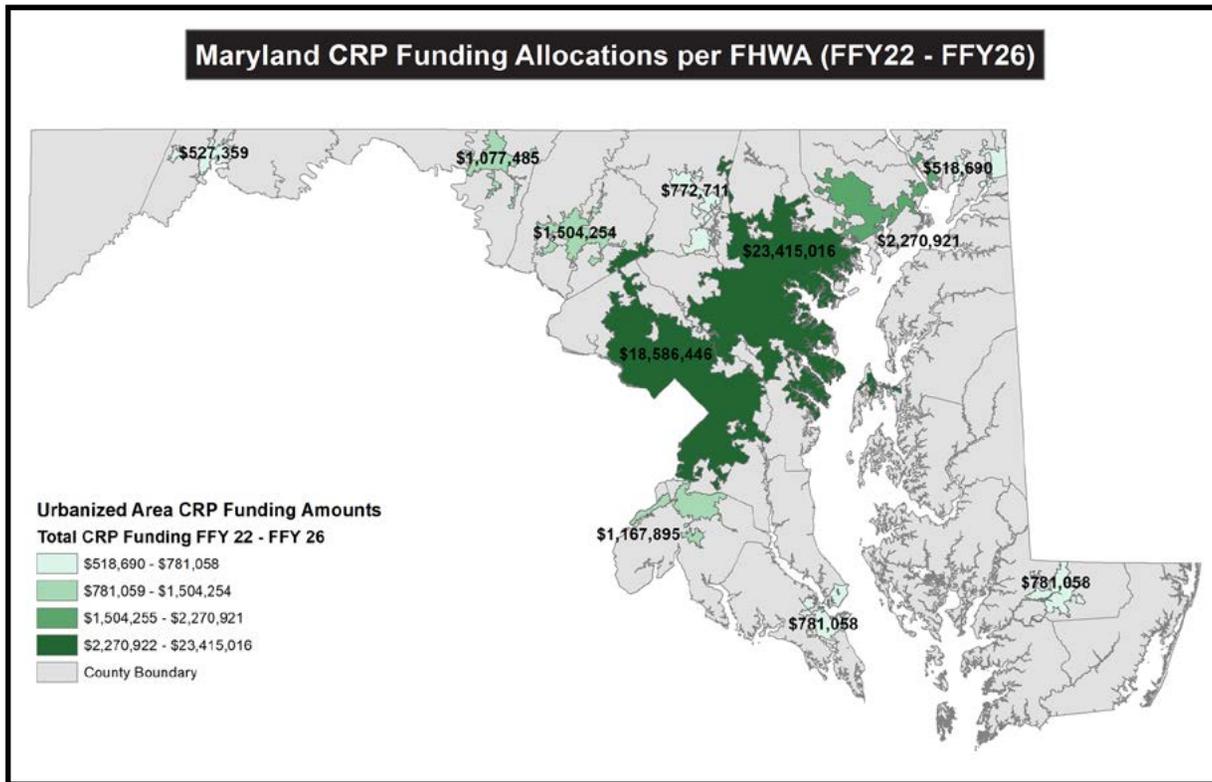
A landmark program in IIJA is the **CRP** administered by the Federal Highway Administration (FHWA). The CRP includes a total of over \$94 million allocated to MDOT in formula funds for eligible transportation projects from FFY 2022 through 2026. The apportionment of these funds (65%) must be distributed among urbanized areas relative to population size, as outlined in **Table 2.1** and **Figure 2.1**.

**Table 2.1** Maryland CRP Formula Funding Allocations per FHWA, Estimated Total for FFY 22 through FFY 26

Location	Suballocation (%) <sup>1</sup>	Suballocation (\$)
<b>Statewide</b>	<b>100</b>	<b>94,377,768</b>
<b>Distributed to areas in proportion to share of State's population<sup>2</sup></b>	<b>65</b>	<b>61,345,549</b>
<b>Population greater than 200,000</b>	<b>47</b>	<b>44,788,333</b>
Aberdeen--Bel Air South--Bel Air North	2	2,270,921
Baltimore	25	23,415,016
Philadelphia	1	518,690
Washington, DC	20	18,586,446
<b>Population between 50,000 and 199,999</b>	<b>7</b>	<b>6,455,940</b>
Cumberland	1	527,359
Frederick	2	1,504,254
Hagerstown	1	1,077,485
Lexington Park--California--Chesapeake Ranch Estates	1	625,574
Salisbury	1	781,058
Waldorf	1	1,167,895
Westminster--Eldersburg	1	772,711
<b>Population between 5,000 and 49,999</b>	<b>2</b>	<b>1,710,739</b>
<b>Population below 5,000</b>	<b>9</b>	<b>8,390,536</b>
<b>Available for any area of the State</b>	<b>35</b>	<b>33,032,219</b>

1. Totals may not add to 100% due to rounding.
2. Population estimates are currently based on the 2010 census, following FHWA computational tables (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.cfm>).

**Figure 2.1** Maryland CRP Formula Funding Allocations per FHWA, Total for FFY 22 through FFY 26



The *Carbon Reduction Program Implementation Guidance* prepared by FHWA outlines federal priorities on funding, eligible activities, and requirements of the CRP. References to federally supported priorities include equity and climate change, which ensures that the CRP advances a transportation network that effectively serves all community members while aligning with GHG reduction, climate resilience, and environmental justice commitments. Additional priorities include the safety and accessibility of a multimodal transportation network under the

guidance of Complete Streets, the Americans with Disabilities Act, and Transit Flex. The CRP aims to also support national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, and freight movement on the National Highway System. Another outlined priority is to create labor and workforce opportunities to advance high-quality job creation, all while improving the transportation system. Opportunities exist to couple or stack CRP and other federal funds to maximize carbon reduction benefits.

Federal agencies are implementing multiple additional pieces of legislation, policy, and programs to spur a reduction in GHGs, including the following:

- The **National Blueprint for Transportation Decarbonization** is a landmark whole-of-government approach to addressing the climate crisis for cutting all GHG emissions from the transportation sector by 2050.
- The FHWA **National Electric Vehicle Infrastructure (NEVI) Formula Program** provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability.
- FHWA has established a national network of alternative fueling and charging infrastructure along National Highway System corridors called **Alternative Fuel Corridors (AFCs)** as part of the Fixing America's Surface Transportation Act of 2015.
- The new **Congestion Relief Program** established under IIJA provides grants to advance innovative, integrated, and multimodal solutions to reduce road congestion and the related economic and environmental costs in the most congested metropolitan regions with an urbanized area having a population of at least 1 million.
- Competitive grant funding is available through the **Reduction of Truck Emissions at Port Facilities Program** for projects that reduce idling at port facilities, including port electrification and efficiency improvements particularly for heavy-duty vehicles.
- The **Transportation Alternatives** set-aside from the Surface Transportation Block Grant (STBG) Program seeks to reduce emissions and energy use by providing and encouraging nonmotorized travel.
- The **Congestion Mitigation and Air Quality Improvement (CMAQ) Program**, continues under IIJA after beginning in 1991 with the main goal of funding transportation projects that reduce regulated emissions associated with carbon monoxide, ozone, and particulate matter pollution in nonattainment and maintenance areas, often through congestion mitigation techniques.
- The **Buses and Bus Facilities Program**, administered by the Federal Transit Administration, provides federal resources to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low- or no-emission vehicles or facilities.
- The **Low- or No-Emission Vehicle Program** provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low emission-transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- The **Energy Efficiency and Conservation Block Grant Program** administered by the U.S. Department of Energy creates a \$550 million program for financing energy efficiency, renewable energy, and zero-emission transportation capital investments, projects, and programs.
- The **Inflation Reduction Act** provides \$5 billion in grants administered by the U.S. Environmental Protection Agency (US EPA) to support states, municipalities, air pollution control agencies, tribes, and territories to develop and implement GHG reduction strategies through the **Climate Pollution Reduction Grants Program**.

## 2.2 State Policies and Initiatives

Maryland has been at the forefront of actively identifying and deploying multiple methods to reduce GHG emissions including carbon for more than a decade. A summary of statewide GHG emissions reduction goals and associated policies, programs, and funding opportunities pertaining to transportation systems follows.

The ***Greenhouse Gas Reduction Act (GGRA)*** originally adopted in 2009, required the State to achieve a minimum of a 25% reduction in statewide GHG emissions from 2006 levels by 2020. The ***GGRA*** was reauthorized in 2016, and established expanded reduction goals, requiring Maryland to achieve a minimum of 40% reduction in statewide GHG emissions from 2006 levels by 2030 (“40 by 30”) across all economic sectors, including transportation. To help achieve this goal, MDE developed the [2030 GGRA Plan](#), a statewide GHG reduction plan.

Published on February 19, 2021, the 2030 GGRA Plan set forth a comprehensive set of measures to reduce and sequester GHGs across sectors, including investments in energy efficiency and clean and renewable energy solutions, clean transportation projects, widespread adoption of EVs, and improved management of forests and farms to sequester more carbon in trees and soils. Progress made through implementation of the plan is projected to achieve a 50% reduction in GHG emissions from 2006 levels by 2030.

The [2020 MDOT GGRA Plan](#) which comprises Appendix J of the overall Maryland 2030 GGRA Plan presents the MDOT strategies and approach to advance the goals of the GGRA. The overall purpose of this plan is to identify specific actions, including costs and benefits, for implementation through 2030 and assess the transportation sector’s contribution to the “40 by 30” goal. MDOT developed two policy scenarios built from the 2040 MTP, the Consolidated Transportation Program (CTP) and/or the



six-year capital budget, and Maryland’s two major MPO plans and programs (for the Baltimore and Washington, DC, regions):

- ❑ **Policy Scenario 1**, “On the Books,” evaluates the emission reductions over business-as-usual from funded projects and programs. This includes projects and programs in the CTP, land development assumptions consistent with local plans and Maryland Department of Planning goals, and GHG reducing projects included in fiscally constrained MPO metropolitan transportation plans.
- ❑ **Policy Scenario 2**, “Emerging and Innovative,” acknowledges that attaining the 2030 goal will require additional investments to expand or accelerate deployment of previously planned strategies, deployment of new best-practice strategies, and capitalizing on the opportunities created by new transportation technologies. The 22 strategies in this scenario (16 emerging and 6 innovative) represent a combination of approaches to reduce GHG emissions with varying levels of confidence and MDOT responsibility.

In 2022, the Maryland General Assembly enacted the [CSNA](#) (Senate Bill 528 – Chapter 38 of the Laws of 2022). The Act replaces the goals and provisions of the GGRA, broadly changing the State’s approach to reducing statewide GHG emissions and addressing climate change. Specifically, the CSNA adjusted statewide GHG emissions goals to include a net-zero carbon emissions goal by 2045 and a reduction of statewide GHG emissions by 60% from 2006 levels by 2031 (**Table 2.2**). The Maryland Department of the Environment (MDE) and MDOT are currently preparing the required plans to achieve these CSNA goals, which may include additional GHG reduction strategies not included in this CRS due to the deadline of November 15, 2023 for submittal to FHWA prior to finalization of CSNA plans.

**Table 2.2** History of Maryland Statewide Greenhouse Gas Emissions Reduction Targets

Year Established	Legislation	Baseline Emissions Year	Target Reduction	Target Date
2009	Greenhouse Gas Reduction Act	2006	25%	2020*
2016	Greenhouse Gas Reduction Act Reauthorization	2006	40%	2030
2022	Climate Solutions Now Act	2006	60%	2031
		N/A	Net-zero	2045

\*Achieved

The **Maryland Commission on Climate Change (MCCC)** was codified in 2015 alongside the GGRA reauthorization (Maryland Code, Environment, §2 1305) to advise the Governor and the Maryland General Assembly on strategies for reducing GHG emissions and deliberating science-based, equitable recommendations to combat the impacts of climate change on the State. The MCCC has played a fundamental role in Maryland’s efforts to fight climate change, serving in an advisory capacity to the Maryland Department of the Environment (MDE) and other State entities. Additionally, it comprises a diverse set of stakeholders, policymakers, business representatives, advocates, and citizens who recommend programs and policies aimed at mitigation, adaptation, and resiliency in response to climate change. MDOT is an active member of the MCCC and its Working Groups and is required to submit an annual report that reflects progress toward meeting the goals of the GGRA. The MCCC and identified agencies have prepared Annual Agency Reports since 2015 detailing progress and performance. The MCCC Annual Report also includes a suite of policy recommendations, with the most recent status report published in 2022.

The [MCCC 2022 Annual Report](#) includes policy recommendations reflective of the newly adjusted statewide goal by the CSNA include the following:

- Rapid acceleration of the transition to zero-emission vehicles.
- Increased support for transportation alternatives to reduce VMT.
- Development of a cohesive plan by the MDE, Maryland Department of Natural Resources (DNR), MDOT, and University of Maryland Center for Environmental Science that defines the suite of models to be used by the State in addressing climate change mitigation and adaptation.

In accordance with requirements of the GGRA and CSNA, MDOT prepares an annual [Climate Change Status Report](#) sharing MDOT’s progress towards achieving emission reduction targets and highlights recent and planned actions to continue to mitigate the impacts of climate change and reduce transportation sector GHG emissions.

On November 19, 2007, the Maryland General Assembly passed the [Clean Cars Act](#), which adopted California's stricter vehicle emission standards. It represented the first program that directly regulates carbon dioxide (CO2) emissions. In addition to regulating GHG from passenger vehicles, the Clean Cars Program includes a Zero Emissions Vehicle mandate that car manufacturers must meet. The Clean Cars Act of 2022 (House Bill 1391) re-establishes a program within MDOT funded by the Maryland Energy Administration (MEA) to incentivize the purchase of new, zero emission passenger vehicles. MVA conducts vehicle emissions inspections through the Vehicle Emissions Inspection Program (VEIP) in partnership with MDE. VEIP plays an important part in Maryland's successful and ongoing efforts to create a healthier Maryland. Along with cleaner fuels and vehicles, VEIP has significantly reduced Maryland's air pollution problems.

Maryland has established a robust network of AFCs, successfully designating corridors for all five alternative fuels since FHWA's initial solicitation for corridor nominations in 2016. Currently, there are 23 EV AFCs, one compressed natural gas (CNG) AFC, one liquid natural gas (LNG) AFC, two liquefied petroleum gas (LPG) AFCs, and three hydrogen AFCs (pending) designated in Maryland. MDOT will continue to work with the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)

and key planning partners to explore and identify future infrastructure opportunities.

The **Maryland NEVI Plan** serves as Maryland's first State EV Infrastructure Deployment Plan as required under the FHWA NEVI Formula Program. This Plan acts as the foundation of Maryland's Zero Emission Vehicle Infrastructure Plan (ZEVIP). The ZEVIP vision is to continue leading the nation and strengthening our communities by providing equitable, reliable, and safe transportation electrification solutions. NEVI goals include the following in **Figure 2.2**.

**Figure 2.2** Maryland NEVI Goals



## 2.3 Regional

At the regional scale, Maryland's seven MPOs are working toward plans that address the reduction of GHG emissions. The National Capital Region Transportation Planning Board (NC RTPB), for example, adopted regional, voluntary, on-road transportation-sector-specific goals to reduce GHG emissions 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. This goal is outlined in the Approved June 2022 *Visualize 2045 Long-Range Transportation Plan for the National Capital Region*. In the Baltimore region, US EPA awarded the Baltimore Metropolitan Council a \$1M Climate Pollution Reduction Grant for planning. Seven local jurisdictions of the Baltimore-Columbia-Towson Metropolitan Statistical Area and the Baltimore Metropolitan Council are coming together in an effort to develop a shared plan for moving the region forward in addressing harmful greenhouse gas emissions. This shared effort will consist of a Priority Climate Action Plan, due March 31, 2024; a Comprehensive Climate Action Plan, due two years from the date of the award; and, a Status Report, due at the close of the four-year grant period.

Local governments within Maryland are also continuing to make strides to reduce contributions to GHG emissions. Six jurisdictions have developed specific climate action plans that address climate threats, identify goals, and provide key steps to mitigate GHG emissions.

Together the policies and programs outlined at the federal, state, and local levels depict the commitments by the State of Maryland to reduce emissions, GHGs, and carbon through a range of strategies and measures.



## 3. Transportation Planning and Programming Alignment

*The CRS aims to leverage and build upon ongoing planning processes outlined in existing statewide and regional plans and programming documents. These documents support projects that reduce transportation emissions in the State of Maryland. Relevant transportation planning and programming documents are described herein. Every agency, ranging from counties and municipalities, MPOs, to MDOT has a role in identifying and supporting the development of projects that reduce transportation carbon emissions.*

### 3.1 Statewide

All statewide documents work together to guide MDOT's priorities and future investments. Integrated long-range and strategic plans, such as the MTP, the Statewide Freight Plan, Statewide Rail Plan, Strategic Highway Safety Plan, Bicycle & Pedestrian Master Plan and GGRA Plan create an opportunity for MDOT to connect statewide goals with its overall mission.

The **Maryland Transportation Plan or the 2050 MTP**, is currently under development and will be completed by January 2024. The 2050 MTP will be the new 20-year long-range statewide transportation plan guiding transportation policies and investment priorities. The MTP's guiding principles, goals, and objectives inform, and are informed by, all the transportation reports and plans in Maryland, creating a family of plans. As mentioned above, MDOT intends to update this CRS more frequently than required by federal law given the pivotal

planning activities currently underway, including updating and upgrading the MTP. In short, MDOT is poised to develop an updated family of plans better suited to a future governed by new State law and policy priorities for 2023 and beyond.

Meanwhile, the current 2040 MTP highlights MDOT's commitment to deliver sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources. MDOT identifies many approaches to strategically modernize infrastructure through new and innovative technology, such as the clean development of infrastructure to support alternative fuels and plug-in locations for EVs. The current MTP provides much of the strategic direction that informed the development of the CRS, as its scope covers all five MDOT Modal Administrations and the MDTA (**Figure 3.1**).



Objectives outlined in the MTP related to the reduction of GHG emissions include the following:

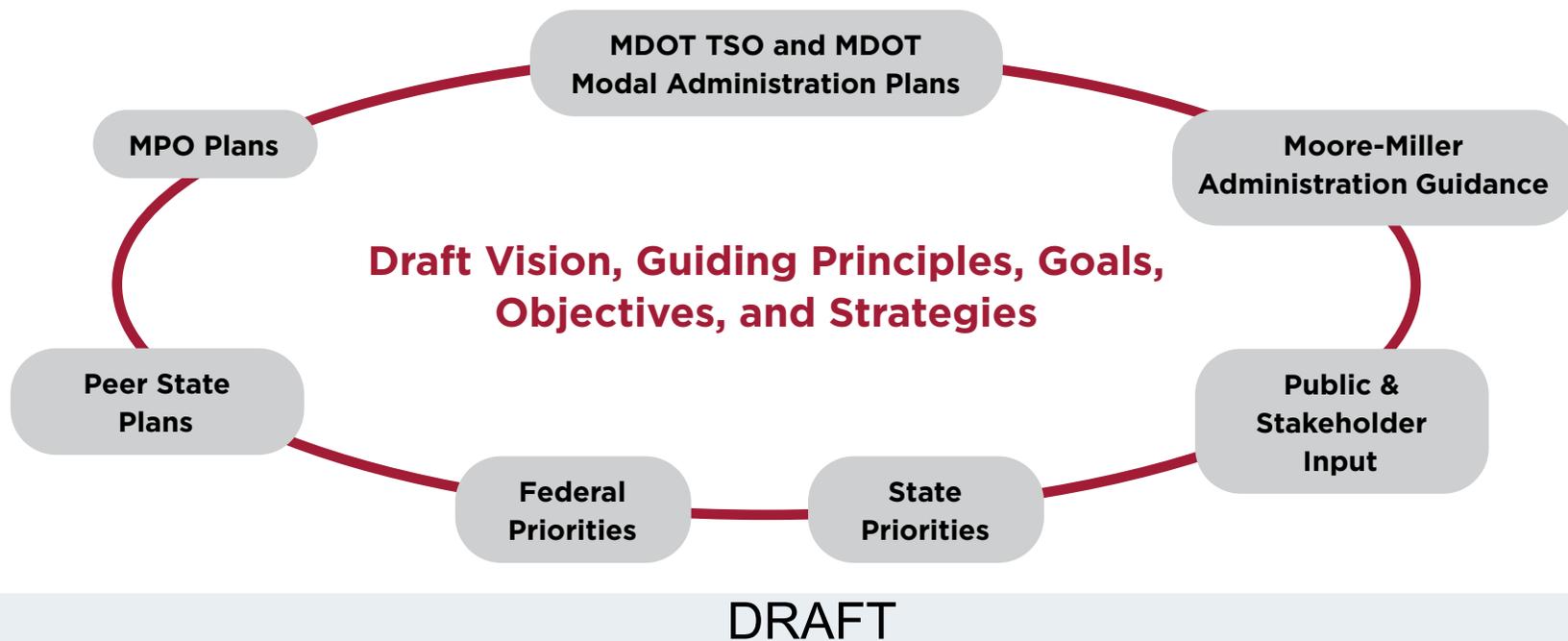
- ❑ Strategically modernize infrastructure through new and innovative technology, enhanced partnerships, design standards, and practices to facilitate the movement of people and goods.
- ❑ Implement initiatives to reduce fossil fuel consumption, mitigate GHGs, and improve air quality.
- ❑ Enhance transportation networks, through statewide, regional, and local coordination, to improve mobility and accessibility.
- ❑ Increase and enhance multimodal connections to improve movement of people and goods within and between activity centers.
- ❑ Inform and educate customers on transportation options and benefits.

- ❑ Strategically invest in expansion and operational improvements to reduce congestion along the multimodal transportation system.

As described above, while operating under this current set of goals and objectives MDOT is preparing an improved and updated 2050 MTP in coordination and collaboration with Maryland stakeholders and partners as required by federal and state policies. The 2050 MTP will be consistent with the CSNA Plan, due per statute by December 31, 2023, and the CRS document as well as other members of the Maryland family of plans.

The draft 2050 MTP Guiding Principles already align the mission, values, and capabilities and serve as overarching, cross cutting ideas that MDOT strives for through each of the goals (**Figure 3.2**).

**Figure 3.2** MTP Draft Vision, Guiding Principles, and Goals



The **Maryland Consolidated Transportation Program or CTP** is Maryland’s 6-year capital budget for transportation projects and programs across the Department that is updated annually. A main theme within the CTP is MDOT’s effort to improve air quality, reduce congestion, and lower GHG emissions. Each year, the **Attainment Report on Transportation System Performance (AR)** evaluates the performance of the State’s transportation system and reports on progress toward reaching the seven key goals listed in the existing MTP, including Ensure Environmental Protection and Sensitivity. The CTP, AR, and MTP form the **State Report on Transportation** also published annually.

Projects within the CTP work to expand or significantly improve facilities or services that may involve planning, environmental studies, design, right-of-way acquisitions, construction, or the purchase of essential equipment related to the facility or service. The Maryland **Statewide Transportation Improvement**

**Program (STIP)** is a 4-year, fiscally constrained, prioritized set of transportation projects that are compiled from statewide, local, and regional plans. The STIP comprises the Annual Consultation Process, known as the Fall Tour, in which the CTP is presented to each of the local jurisdictions.

As noted earlier, MDOT also produces the annual Climate Change Status Report that illustrates the progress made toward reducing transportation sector GHGs, which is submitted to the MCCC and the Maryland General Assembly.

MTA published the **Central Maryland Regional Transit Plan (RTP)**, a 25-year plan for improving public transportation in Central Maryland (Anne Arundel County, Baltimore City, Baltimore County, Harford County, and Howard County) by addressing traditional transit service, such as buses and trains, and exploring new mobility options and technologies.

**Table 3.1** MDOT Statewide Planning Timeframes for Documents related to CRS Initiatives

Document	Published	Planning Timeframe
<a href="#"><u>Maryland Transportation Plan</u></a>	2019	2020-2040 (20 years)
<a href="#"><u>Maryland Consolidated Transportation Program</u></a>	2022	FY 23 – FY 28 (6year capital budget)
<a href="#"><u>Maryland Statewide Transportation Improvement Program</u></a>	2021	FY 22 FY 25 (4year, fiscally constrained prioritized projects)
<a href="#"><u>State Report on Transportation</u></a>	2023	2023 (AR, CTP, and MTP)
<a href="#"><u>Attainment Report on Transportation System Performance</u></a>	2023	2023
<a href="#"><u>Bicycle &amp; Pedestrian Master Plan</u></a>	2019	2020-2040 (20 years)
<a href="#"><u>Transportation Systems Management &amp; Operations Plan</u></a>	2018	2018
<a href="#"><u>Pedestrian Safety Action Plan</u></a>	2023	2023



MTA published Maryland's first draft **Statewide Transit Plan (STP)** in January 2022, with the expectation for the final plan to be published in 2023. The STP provides a 50-year vision of coordinated local, regional, and intercity transit across the State with goals and strategies targeted toward increasingly coordinated, equitable, and innovative mobility. Within the plan, MTA encourages Maryland transit agencies to continue to prepare and implement a transition to a low- or zero-emission fleet. This transition includes the retrofitting of existing transit facilities and corridors to charge and maintain new types of electric or zero-emission vehicles and associated systems. These projects are among several public transit projects that are currently being considered for CRP funds.

The 2019 **Bicycle and Pedestrian Master Plan**, sets short- and long-term policy and implementation objectives to improve safety, access, and mobility for people walking, biking and using micromobility, such as e-scooters. The Plan also identifies Short Trip Opportunity Areas (STOAs) where mode shift is more likely for short distance trips. Currently being updated, the Plan will build on recent State and federal vulnerable road user plans and suggest strategies to advance e-bike incentives. The updated 2050 Bicycle and Pedestrian Master Plan will be published in January 2024.

The 2022 **Maryland State Rail Plan** is a 25-year plan outlining investment needs for public and private passenger and freight rail in Maryland. According to the U.S. Bureau of Transportation Statistics, intercity passenger rail uses 47% less energy to carry a person one mile compared to automobile transportation. This figure represents average energy usage for all Amtrak services nationally, and since the energy footprint in the electrified Northeast Corridor can be expected to be significantly smaller, mode shift here would result in even more efficient energy consumption and less GHG emissions.

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The 2022 **Maryland Freight Plan** assesses Maryland freight movements and multimodal network. An assessment of freight performance data related to quality of service, efficiency, and customer experience demonstrates the ongoing challenges in freight performance data. These challenges included wasted fuel, emissions, and other aspects of freight-related congestion, particularly in critical urban corridors and the Port of Baltimore. The Plan highlights ongoing strategies and new opportunities that work to improve efficiency and reduce emissions related to freight movement. For instance, MPA offers up to \$30,000 toward the replacement of older model dray trucks to help reduce air pollution and GHG as part of its “Dollars for Drays” Program.

The Maryland **Statewide Truck Parking Study**, published in 2020, assesses the truck parking needs statewide and develops opportunities and actions to improve truck parking in Maryland. Nearly 60% of freight-related emissions can be traced back to heavy-duty truck activity. In efforts to meet the fuel economy standards and mitigate the health and air quality impacts of trucking activities, vehicle makers have targeted innovation in truck powertrain systems. Current powertrain technologies have reduced the emissions of trucks, but electric motors provide an opportunity to substantially reduce the emissions associated with freight transportation. Opportunities also exist to enhance existing facilities with advanced truck stop electrification systems, a CRP eligible activity.

MDOT’s 2019 **Strategic Asset Management Plan** focuses on the 2040 MTP long-term goals of ensuring a safe, secure, and resilient transportation system, maintaining a high standard and modernizing the multimodal system, improving the quality and reliability of the system to enhance the user experience, and promoting fiscal responsibility. Each modal administration and the MDTA collaborates and shares knowledge and best practices relative to asset management. These **Transportation Asset Management Plans** work to strategically manage assets through asset inventory, condition assessment, determining criticality of each asset, and developing minimum data standards for assets.

**Table 3.2** MDOT Modal Administration Planning Timeframes

Document	Agency	Published
<a href="#">2024 Regional Central Maryland Transit Plan</a>	MTA	2020
<a href="#">Statewide Transit Plan</a>	MTA	2022 (Draft)
<a href="#">State Freight Plan</a>	MDOT	2022
<a href="#">State Rail Plan</a>	MDOT	2022
<a href="#">Statewide Truck Parking Study</a>	MDOT	2020
<a href="#">Strategic Asset Management Plans</a>	MDOT	2019



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## 3.2 Regional

In addition to statewide planning and programming, there are also significant regional planning activities led by the MPOs. The planning process varies for each region, some occurring on a regular cycle and others as required. MDOT and each of the MPOs are aligned in making the investments required to reduce GHG. Each MPO has its own mission, vision, and goals for how to accomplish its priorities. These goals are unique and were developed independent of one another – however, there are certainly commonalities and areas of overlap to create a sustainable transportation system.

**Long-Range Transportation Plans (LRTPs)** provide information on the region’s transportation goals and policies as well as socioeconomic, environmental, and other factors that affect the operation of the transportation system over 20- to 30-year periods. LRTPs include a list of planned major federally funded capital projects, their estimated costs, and the revenues reasonably expected to be available to fund these projects. LRTPs are generally updated every 4 years by their respective MPOs. **Table 3.3** highlights the current L RTP for each of Maryland’s MPOs.

**Table 3.3** MPO L RTP Planning Timeframes

MPOs	Current Planning Period	Adopted
CAMPO	<a href="#">2050 Plan</a>	March 2021
HEPMPO	<a href="#">Direction 2050</a>	May 2022
NC RTPB	<a href="#">Visualize 2045</a>	June 2022
BRTB	<a href="#">Maximize 2045; Resilience 2050</a>	July 2019; July 2023
WILMAPCO	<a href="#">2050 Regional Transportation Plan</a>	March 2023
S/WMPO	<a href="#">Connect 2050</a>	December 2019
C-SMMPO	<a href="#">Moving Forward 2045</a>	March 2020



**Transportation Improvement Programs (TIPs)**, which are generally updated every year, provide a 4-year listing of federally funded transportation projects. The TIP is the programming element of the L RTP, listing projects with committed funds and schedules. **Table 3.4** highlights the current TIP for each of Maryland’s MPOs.

**Table 3.4** MPO TIP Planning Timeframes

MPO	Current Planning Period	Adopted	Update Planning Period
CAMPO	<a href="#">FY 2022-2025</a>	March 2021	FY 2023-2026
HEPMPO	<a href="#">FY 2023-2026</a>	May 2022	FY 2025-2028
NC RTPB	<a href="#">FY 2023-2026</a>	June 2022	FY 2024-2027
BRTB	<a href="#">FY2024-2027</a>	July 2023	FY 2025-2028
WILMAPCO	<a href="#">FY 2023-2026</a>	May 2022	FY 2024-2027
S/WMPO	<a href="#">FY 2023-2026</a>	December 2022	FY 2024-2027
C-SMMPO	<a href="#">FY 2021-2024</a>	June 2020	FY 2024-2027

Coordination is ongoing between MDOT and the MPOs to identify preferred CRP-eligible projects to prioritize for funding. Ultimately, a project must be included in the STIP and/or an MPO TIP for CRP funding to be obligated. Together, the LRTP and TIP provide an overview of each MPO's transportation planning and programming efforts.

Annually, each county in Maryland and Baltimore City submits a letter of their [Transportation Priorities](#) to MDOT, highlighting transportation needs and opportunities for their jurisdiction. MDOT reviews these priority letters and kicks off an annual tour in the fall to meet with each county and Baltimore City and share the Draft CTP. The CTP is revised based on the priority letters, State needs, State goals, and funding availability. These priority letters represent an important opportunity for the Counties to identify potentially eligible carbon reduction projects in the future.

Maryland's two largest transit operators, MTA and Washington Metropolitan Area Transit Authority (WMATA), and several local and intercity transit providers serve the Baltimore and Washington metropolitan regions. For the purposes of the CRS, the MDOT Office of Climate Change Resilience and Adaptation (OCCRA) reviewed relevant WMATA plans to ensure that the CRS considers regional providers that provide service within

Maryland. For the first time ever, WMATA is implementing an [Energy Action Plan](#) to reduce the Authority's energy use, contain operating costs, and help the region move forward sustainably by avoiding regional CO2 emissions. As one of the single largest energy users in the region, Metro is an important partner for meeting regional energy goals. By implementing this Plan, Metro continues to incorporate energy-efficient design standards in major facilities under development as well as throughout its system service delivery.

The 2020-2021 [Metro Sustainability Report](#) highlights achievements in sustainability from the reporting period of January 2020 to December 2021. One of these achievements is the adoption of a Sustainability Vision and its eight Sustainability Principles. Naming sustainability as a core value of Metro supports efforts to improve cost-effectiveness, achieve climate and environmental goals, and contribute to livable and equitable communities. In June 2021, Metro was awarded a new District of Columbia electric supply contract that requires the supplier to provide 50% of the electricity from renewables. This movement to decarbonize transit aids the improvement of regional air quality and has supported healthy communities, particularly those that have been disproportionately impacted by poor air quality.



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## 4. Ongoing Carbon Reduction Strategies

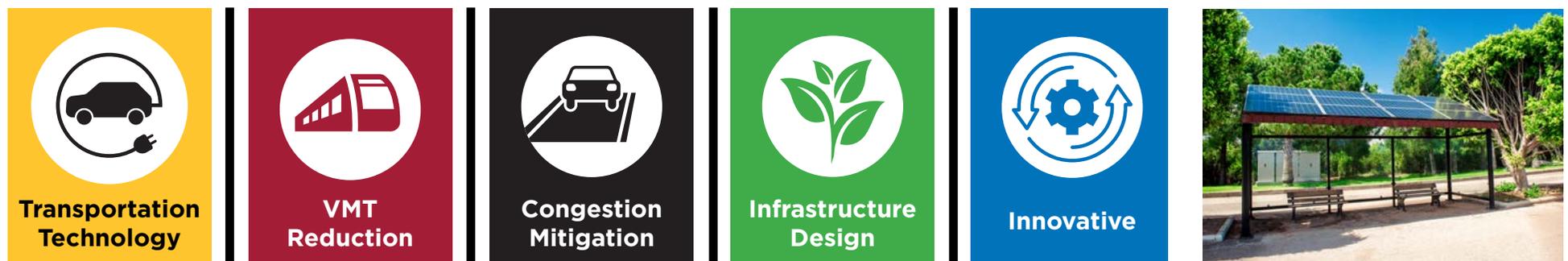
Maryland currently employs a variety of carbon reduction strategies that are referenced in the existing MTP and the GGRA Plan. As outlined in the [2022 MDOT Climate Change Status Report](#), there are four major categories of transportation activities used by MDOT to support carbon reduction (**Figure 4.1**). MDOT is also considering additional opportunities to expand carbon reduction efforts as explored in the fifth category. Each category involves specific strategies detailed in the following sections. The strategies outlined in **sections 4.1 – 4.4** are all eligible for CRP funding (23 U.S.C. § 175(c)), whereas some strategies identified in **section 4.5** may not be directly eligible and further analysis is required to demonstrate reductions in transportation emissions over the project’s lifecycle for CRP funding approval.

In addition to MDOT, the MPOs also employ numerous carbon reduction measures, which are included in their respective LRTPs and policies. For example, the NCRTPB established the Resolution on the Adoption of On-Road Transportation Greenhouse Gas Reduction Goals and Strategies ([Resolution 18-2022](#)), which adopts seven GHG reduction strategies to reduce on-road transportation GHG emissions and identifies seven other GHG reduction strategies for further coordinated discussions.

The potential carbon reduction benefit is identified for each of the carbon reduction strategies that are outlined in **sections 4.1 – 4.5**.

Strategies are categorized as having the potential for high (H), medium (M), or low (L) carbon reduction benefits if implemented. The expected time period for implementation of each strategy is also included. The time period for implementation is near-term (N), meaning expected to significantly underway within the next 2-5 years, mid-term (M), meaning expected to occur within 5-10 years, or long-term (L) meaning expected to occur within 10 years or more. For each strategy, the source of reference, such as the [MTP](#), [MDOT GGRA Plan](#), [Statewide Transit Plan](#), or the [State Freight Plan](#), is also noted.

**Figure 4.1** Greenhouse Gas Mitigation Activities



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## 4.1 Transportation Technology

Advancements in vehicle, infrastructure, and fuel technologies lower fossil fuel consumption and the level of carbon emitted per mile traveled, in addition to improving system efficiencies and safety. As vehicle technology evolves and becomes more reliable and less costly, market share is growing. Multiple opportunities in technological advances have been identified and described in the GGRA Plan and provided here. MDOT

is taking a proactive role in promoting intentional adoption and availability of these technological advancements through chairing the Maryland ZEEVIC and the Connected and Automated Vehicles (CAV) Working Group, two publicly available forums convening stakeholders to guide efforts. **Table 4.1** shows a variety of Maryland’s strategies for transportation technology carbon reduction measures.

**Table 4.1** Transportation Technology Carbon Reduction Measures

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Ramp up EV Market Share (GGRA)</b>	<b>H</b>	<b>M</b>
Promote electric vehicle infrastructure around the State (MTP)		
Install electric vehicle charging devices at parking lots along the Metro Subway Link, Light Rail Link, MARC, and Commuter Bus systems (MTP)		
Incentivize the demand for clean low carbon fuels and the development of infrastructure to provide for increased availability/accessibility of alternative fuels and plug-in locations for electric vehicles (MTP)		
<b>Transform the MDOT Vehicle Fleet Innovation Plan (GGRA)</b>	<b>M</b>	<b>M - L</b>
Reduce emissions by transitioning to zero-emission transit vehicles as technology becomes available, proven, and cost-effective (Transit)		
Replace BWI Airport parking shuttle buses (GGRA)		
<b>Promote and/or incentivize fuel-efficient technologies for medium and heavy-duty trucks (MTP)</b>	<b>M - H</b>	<b>M - L</b>
Deploy other Commercial Vehicle Technologies (Idle Reduction, Low-Carbon Fleet, Dynamic Routing) (GGRA)		
Encourage and incentivize retrofits and/ or replacements of old, diesel-powered non-highway engines, such as switchyard locomotives, with new hybrid locomotives (MTP)		
Continue the Port of Baltimore Drayage Truck Replacement Program (MTP)		

**Table 4.1** Transportation Technology Carbon Reduction Measures (Continued)

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Implement current state-of-the-practice in truck parking availability technology systems where appropriate and feasible (MTP)</b>	M	L
Increase truck parking facilities in key locations through innovative project delivery solutions and partnerships with private travel service providers (MTP)		
<b>Implement Connected and Automated Vehicle (CAV) pilots and support CAV testing through partnerships to build experience and attract partner investment in Maryland (MTP)</b>	L - M	M - L
Support CAV technology to build experience and attract partners, integrate the technology and investments, and explore/expand deployment opportunities in Maryland (MTP)		
Implement robust telecommunications infrastructure, and enhanced road markings and signage to provide foundational needs of a CAV program (MTP)		
Implement an internal and external outreach program related to CAV and continue involvement in national CAV activities and through the MDOT CAV Working Group (MTP)		

## 4.2 VMT Reduction

Reducing VMT, particularly relative to population growth, is crucial to reducing GHG emissions by offering alternatives to carbon-intensive modes of travel, like single occupancy vehicles. The strategies to change travel behavior vary widely, often include a combination of disincentives to driving alone and incentives to choosing alternative options, and are influenced by multiple factors including land use, access and reliability of alternative options, and housing. Strategies also depend on consumer knowledge of alternatives to driving alone, confidence in and ease of using transportation technologies and systems, and perception of value and time that influence how and why individuals travel. Strategies that encourage VMT reduction are important for ensuring equitable access and to sustain reduced GHG emissions, especially as vehicles become more energy efficient.

MDOT programs and initiatives help reduce VMT and single-occupant vehicle travel by investing in and supporting transportation demand management (TDM) strategies that encourage transit, cycling and walking, carpooling, vanpooling, and trip avoidance through options like telework and alternative work schedules. For transit, there is an emphasis on improving service quality and reliability, better aligning transit service to demand, and improving transit information dissemination to customers. MTA launched CharmFlex, a new discounted fare option to accommodate Marylanders returning to onsite work in a more flexible or hybrid work schedule.

MDOT Modal Administrations work together to advance bicycle - and pedestrian-supportive designs and policies to encourage

non-motorized travel options. For example, the MDOT Kim Lamphier Bikeways Network Program identifies and funds projects which maximize bicycle access, fill missing gaps in the State’s bicycle network, and enhance last-mile connections to work, school, shopping and transit. Other strategies to address last-mile connection include shared and micromobility including bicycles, scooters, electric-assist bicycles (e-bikes), electric scooters (e-scooters). MDOT also administers the Statewide TDM program Commuter Choice Maryland, which works collaboratively with 12 local government agencies that implement localized TDM programs and promotes TDM programs and benefits with employers across the State.

Collectively, these TDM programs promote travel options that reduce VMT to individuals and support the employer community in their efforts to implement workplace commuter benefits programs to reduce drive-alone commuting. New strategies that Commuter Choice Maryland plans to employ include implementing a statewide vanpool incentive, implementing incenTrip, and supporting the Maryland Jobs Access Reverse Commute (MD-JARC) program. MDOT actively promotes Transit Oriented Development (TOD) as another approach to help increase transit ridership, support economic development, and maximize the efficient use of transportation infrastructure. **Table 4.2** shows various strategies for VMT reductions related to carbon reduction measures.

**Table 4.2** VMT Reduction Carbon Reduction Measures

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Transit Capacity/ Service Expansion (GGRA)</b>	<b>M - H</b>	<b>L</b>
Support public transportation improvements and improve access to service in accordance with Maryland public transportation plans (MTP)		
MARC Growth and Investment Plan/Cornerstone Plan (GGRA)		
Intercity Transportation Initiatives (Amtrak NE Corridor, Intercity bus) (GGRA)		
Continue to support investments and partnerships with intercity bus providers to promote use of intercity bus as a commute option to reduce congestion and improve air quality (MTP)		
Invest in improvements to transit to provide better access to BWI Marshall Airport (MTP)		
Improve and expand regional connections to major urban areas and significant job centers (Transit)		
Provide intercity connections between rural communities and city centers offering medical, civic, and educational opportunities (Transit)		
Create and improve transfer hubs so riders can transfer with ease between multiple routes and service providers (Transit)		

**Table 4.2** VMT Reduction Carbon Reduction Measures (Continued)

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>MPO Plans and Programs (GGRA)</b>	H	L
Modeled vehicle miles traveled and emissions outcomes from implementation of most recent MPO fiscally constrained long-range transportation plans and cooperative land use forecasts (GGRA)		
<b>Transportation Demand Management (GGRA)</b>	M	N - M
Provide reliable and accessible real-time modal choice information to travelers and stakeholders (MTP)		
Coordinate activities across MDOT and with regional and local agencies to incentivize changing travel behavior (MTP)		
Provide outreach on Commuter Choice Maryland travel options through targeted media campaigns, brochures, and websites to promote bicycling, walking, carpooling, teleworking, and transit (MTP)		
Strengthen employer commuter incentive programs by increasing marketing and financial/and or tax-based incentives for employers, schools, and universities to encourage walking, biking, public transportation usage, carpooling, and teleworking (MTP)		
Expanded Telework (GGRA)		
Expand commuter transportation options, including commuter bus, car/vanpooling, park-and-ride facilities, cycling, walking, and transit, as well as promoting opportunities for teleworking, and alternative or flexible work hours to help reduce congestion along key routes (MTP)		
<b>Bicycle and Pedestrian Strategies (GGRA)</b>	M	N - L
Update State guidelines for bicycle and pedestrian infrastructure and establish a multimodal process to ensure innovative treatments and techniques are regularly vetted for inclusion (MTP)		
Develop tools and guidance to ensure effective and efficient enhancement and maintenance of bicycle and pedestrian infrastructure (MTP)		
Leverage local funding contributions and incorporate bicycle and pedestrian improvements by private developers through transportation impact mitigation process where feasible (MTP)		
Strategically invest to improve connectivity and comfort of pedestrian and bicycle networks within and between jurisdictions and for both on and off-road facilities to increase use and improve public health (MTP)		
Work with the University Systems to improve walk and bike access to and within their campuses (MTP)		
<b>Transit-Oriented Development (TOD) Build-Out (GGRA)</b>	M - H	L
Leverage TOD to generate economic growth as well as sustainable and accessible communities (Transit)		

### 4.3 Congestion Mitigation

Traffic congestion and idling, or operating vehicles at low speed, can increase GHG emissions because of additional fuel use and reduced engine efficiency at low speeds. For example, a car operating at 25 miles per hour emits 25% more CO2 per mile than a car operating at 50 miles per hour. Enhancing travel efficiency through congestion mitigation strategies lowers GHG emissions by reducing inefficient travel. Reducing congestion not only reduces emissions, but also helps improve air quality, travel reliability, and quality of life for Marylanders.

Programs that address congestion administered by MDOT through SHA include the Transportation Systems Management and Operations (TSMO) suite and Coordinated Highways Action Response Team (CHART). TSMO reduces emissions by decreasing delay to improve mobility, reliability, and safety for transportation system users. SHA's TSMO strategies leverage



technology to optimize capacity that is limited by congestion. The CHART program utilizes Intelligent Transportation Systems technologies to identify and resolve incidents including crashes, weather-related delays, and roadside disruptions through live traffic cameras, sensor data, and weather stations and keeps travelers informed via highway message signs to reduce congestion and GHG emissions. **Table 4.3** presents several strategies for congestion mitigation carbon reduction measures.

**Table 4.3** Congestion Mitigation Carbon Reduction Measures

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Freight and Freight Rail Programs (GGRA)</b>	<b>M - H</b>	<b>M - L</b>
Address congestion and bottlenecks on nationally and regionally significant corridors to facilitate access to major employment, freight, and activity centers (MTP)		
Promote strategies to modernize rail infrastructure identified in the Maryland State Rail Plan (Freight)		
Implement Freight and Freight Rail Programs (National Gateway, Howard Street Tunnel, MTA rail projects) (GGRA)		
Improve landside and freight rail access to the Port of Baltimore, including implementation of an Intermodal Container Transfer Facility in the vicinity of the Port (MTP)		
Identify locations where projected volume may exceed capacity on key freight rail corridors (MTP)		

**Table 4.3** Congestion Mitigation Carbon Reduction Measures (Continued)

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>On-Road Technology (TSMO and other Traffic Management Strategies) (GGRA)</b>	<b>M - H</b>	<b>M - L</b>
Implement TSMO improvements to reduce congestion on highway systems, focusing on integrated freeway and arterial management and operations (MTP)		
Continue to perform Traffic Signal Synchronization and installation of “smart signals” to provide an efficient flow or prioritization of traffic, increasing the efficient operations of a corridor and reducing unwarranted idling at intersections (MTP)		
Develop a data supported system and modeling tools to evaluate benefits and tradeoffs for TSMO strategies (MTP)		
Coordinate TSMO activities across MDOT, with regional and local agencies with clear, common objectives (MTP)		
Provide real-time variable-control of speed, lane movement, and traveler information (for drivers and transit users) and conduct centralized data collection and analysis of the transportation system (MTP)		
Invest in technology to facilitate 24/7 roadway clearance and public information of incidents through CHART (MTP)		
Expand CHART and other intelligent transportation systems and operations tools to better manage peak hour congestion on Interstate and regionally significant corridors (MTP)		
Manage peak hour congestion on regionally significant corridors through targeted operational strategies (MTP)		
<b>Freight and Freight Rail Programs (GGRA)</b>	<b>M</b>	<b>M - L</b>
Develop pricing strategies to encourage smarter commuting options (MTP)		
Evaluate managed lanes, including high occupancy vehicle (HOV) lanes, congestion pricing, and related strategies for future transportation investment and integrate transit as part of the strategies as appropriate (MTP)		
Electronic Tolling Pricing Initiatives (GGRA)		

## 4.4 Infrastructure Design

Carbon emissions reductions can also be realized through infrastructure design and construction, including opportunities for deployment of clean energy technologies. Infrastructure materials used during construction and maintenance activities, as well as throughout their total lifecycle, are associated with a certain level of GHG emissions, known as embodied carbon. MDOT Modal Administrations and the Authority have been embracing Federal Buy Clean initiatives as well as developing and implementing design changes to agency business processes to help mitigate emissions and ensure that the infrastructure is resilient to climate change impacts. In some cases, these changes have had additional positive impacts

on the environment, including nature-based design solutions. MDOT, through its asset management programs, continues to take steps to ensure that its assets and facilities are designed and operated to minimize their environmental impact. A large part of this is keeping MDOT assets in a state of good repair and updating and retrofitting facilities when necessary to optimize energy efficiency. Additionally, MDOT takes steps—through programs such as Complete Streets—to ensure its infrastructure and roadways are designed to safely promote low impact forms of travel. **Table 4.4** presents several infrastructure design strategies for carbon reduction measures.

**Table 4.4** Infrastructure Design Carbon Reduction Measures

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Continue to improve our transportation infrastructure using the most current design guidelines and applicable technology enhancements (MTP)</b>	M - H	M - L
Prioritize investing in state of good repair (SGR) needs to maintain service quality and safety needed for world-class customer service (Transit)		
Coordinate infrastructure improvements to facilitate multimodal connectivity and access (MTP)		
Incorporate new American Association of State Highway and Transportation Officials (AASHTO) design standards and framework including an explicit purpose and need for projects, implementation of new context classification system, multimodal considerations, design flexibility, and performance-based design (MTP)		
Update state guidelines for bicycle and pedestrian infrastructure and establish a multimodal process to ensure innovative treatments and techniques are regularly vetted for inclusion (MTP)		
Develop tools and guidance to ensure effective and efficient enhancement and maintenance of bicycle and pedestrian infrastructure (MTP)		

**Table 4.4** Infrastructure Design Carbon Reduction Measures (Continued)

Strategy	Potential Carbon Reduction Benefit	Time Period
<b>Infrastructure Planning and Coordination</b>	<b>M - H</b>	<b>M - L</b>
Coordinate with State and local government agencies to ensure that planned projects, new technologies, and incident training consider all customers to ensure equal access to Maryland’s transportation system (MTP)		
Work in partnership with local jurisdictions and other state agencies to focus transportation corridor improvements to support development and revitalization in urban, town, and suburban centers (MTP)		
Invest in improvements to provide choices and connections between rural and urban areas (MTP)		
Develop new tools and use new technologies to facilitate multimodal planning, policy, and project level decision-making at the State, regional, and local levels (MTP)		
Develop new tools to facilitate project development, prioritization, and implementation, and to ensure effective use of State and federal discretionary programs (MTP)		

## 4.5 Emerging Carbon Reduction Innovations

Other carbon reduction strategies and projects, including emerging innovations, may also be eligible for CRP funding if they can demonstrate reductions in transportation emissions over the project’s lifecycle. MDOT continues to explore emerging opportunities that support transportation carbon reduction with the intent to develop and implement strategies, projects, programs, and policies as innovations arise. For example, MDOT has committed to reduce conventional energy use through efficiency measures and is seeking expansion of renewable energy sources like solar and wind within MDOT facilities and rights-of-way. MPA received a grant from the MEA’s Resilient Maryland Program to investigate microgrid options, looking at wind, solar, batteries, and fuel cells at the Dundalk Marine Terminal to help mitigate severe weather, sea level rise, and other potential climate change impacts. MDOT was awarded a [FHWA Climate Challenge](#) grant to explore the carbon reduction

potential of innovative pavement projects. Other types of carbon reducing activity under consideration include carbon capture, the use of project lifecycle assessments to identify a strategy for incorporating lower carbon construction materials, and innovative use of tire pressure gauges. In addition to specific projects, MDOT is considering expanding educational opportunities both in communications with the public and in workforce development to further incorporate carbon reduction planning in project design and decision-making. Because these strategies are still emerging, the potential carbon reduction benefit and time period are currently to be determined.

**Table 4.5** shows several emerging carbon reduction innovations. These are longer-term strategies for which the potential carbon reduction benefit will be calculated in the future, and additional strategies are expected to be incorporated into upcoming versions of the CRS.

**Table 4.5** Emerging Carbon Reduction Innovations

<b>Strategy</b>
<b>Deploying Renewable Energy Options</b>
Continue to increase the renewable energy portfolio installations on MDOT facilities and rights-of-way (MTP)
Explore and expand the use of alternative energy sources (e.g., electric, solar) for freight applications, including freight commercial vehicles, multimodal support equipment, or related applications (Freight)
<b>Pricing and Financing Options</b>
Provide incentives to increase purchase of fuel-efficient vehicles/fleets (MTP)
Pay-As-You-Drive Insurance (GGRA)
<b>Outreach and Education</b>
Develop education and outreach tools, including web-based and social media applications, targeted to the traveling public (MTP)
Promote innovative public involvement strategies for projects such as use of social media and text message surveys to expand outreach and engagement (MTP)
<b>Freight and Port Options</b>
Develop and implement a “Green Port Strategy” consistent with industry trends and initiatives including US EPA’s Strategy for Sustainable seaports (MTP)
Intermodal Freight Centers Access Improvements (GGRA)
Partner with MPOs and municipalities to establish localized truck routing and mapping (Freight)
Freight Villages/Urban Freight Consolidation Centers (GGRA)
Release an updated truck route map and establish a process for periodic review and updates utilizing stakeholder outreach, asset conditions, and motor carrier safety data collection (Freight)
Designate Zero-Emission Truck Corridors (GGRA)
Develop and implement a “Green Port Strategy” consistent with industry trends and initiatives including US EPA’s Strategy for Sustainable seaports (MTP)
Consider emerging last mile logistics trends in planning, project development, and design processes (Freight)
<b>Innovative Pavement Pilot Projects (reduced embodied carbon) (FHWA Climate Challenge Grant)</b>

## 5. Framework for Optimizing CRP Investments

*Implementing the CRS in terms of identifying, prioritizing, and funding projects will require a two-pronged approach. The approach for FFY 22 and FFY 23 CRP funds focuses on obligating funds quickly by drawing on eligible projects from state and local entities. MDOT performed an analysis of potential projects that are eligible for CRP funding by drawing from existing projects identified in a range of planning documents. For FFY 24 to FFY 26 funds, efforts will be made to further diversify the types of projects funded through the CRP program by focusing on the ongoing carbon reduction measures as listed in the tables in **sections 4.1 – 4.5**. The following is a description of the types of projects eligible for CRP funding that align with Maryland's own requirements.*

### 5.1 Prioritizing Projects

Projects eligible for CRP funds are those that support the reduction of transportation emissions as outlined in **section 3** of the implementation guidance. To identify these projects, MDOT has coordinated with MPOs and modal administrations and is developing a candidate list of carbon reduction activities and projects from the following sources: the CTP, STIP, LRTPs, TIPs, modal- administration-specific Asset Management Plans, and county priority letters. MDOT will continue this coordination to maintain an up-to-date list of eligible projects on an annual basis. This list will be used to optimize and prioritize the use of CRP funds in FFY 24-26. FFY 22 and FFY 23 funds will be focused on eligible projects that are construction-ready or can deliver immediate carbon reduction benefits in coordination with the MPOs.

Several factors then will be considered when prioritizing eligible projects described as follows:

- Consistency with the MTP goals and guiding principles.
- Project is in CTP and STIP/TIP.
- Increasing connectivity of the pedestrian and bicycle transportation network.
- Eligibility under CRP Flex funding.
- Anticipated carbon reduction benefit.

Drawing on these factors and from a range of planning documents, several types of projects are being considered

including bicycle and pedestrian improvements, public transportation, intelligent transportation systems (ITS), engine retrofits, lighting upgrades, signal upgrades, and EV charging infrastructure and vehicle deployment.

For future funding years beyond FFY 23, MDOT will incorporate several additional factors that will help optimize investments in sub-allocation areas, align with State and regional equity goals, and enable the transportation network to effectively serve all community members. In the next round of project selection, MDOT will review projects considering the following additional factors:

- ❑ Estimated carbon reduction benefit and return on investment.
- ❑ Advances Justice40 Initiative and regional equity considerations.
- ❑ Project advances the goals of the Climate Solutions Now Act of 2022.
- ❑ Status of project funding for obligation and inclusion in the STIP/TIP.
- ❑ Readiness for implementation.
- ❑ Expected asset life cycle.
- ❑ Priority project for MDOT, MPO, or local government.
- ❑ Project adds or completes alternative transportation connections.
- ❑ Project enhances the health or safety of Maryland's urban or rural communities.
- ❑ Project has community support.
- ❑ Project aligns with future land uses and provides co-benefits.

Further refinement of the prioritization process, including consideration of weighting the factors above, will continue for future funding years in coordination with the MPOs. The intention of further refinement is to move toward quantifiable metrics, including the anticipated emissions reduction and project cost that will allow for the development of quantitative metrics such as the expected project cost per metric ton of carbon reduced. Existing tools can be applied to develop carbon reduction estimates at the project level. In addition to tracking funding distribution, efforts are being made to visually display investments made with CRP funds within a GIS-based tool. This tool will assist in easily quantifying distributions to urbanized areas per FHWA requirements and the development of other metrics such as progress made toward Justice40 goals. This tool will also help support internal efforts to visualize project distributions, in addition to official reporting mechanisms, and support continued coordination with MPOs and local jurisdictions.



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## 5.2 Tracking Funding Allocations

MDOT will provide a summary of projects and efforts funded by CRP per fiscal year in future CRS updates to demonstrate funding allocation requirements are being met as outlined in **Appendix A: CRS Alignment with Federal Requirements**.

In addition, the CTP now includes Project Information Sheets (PIF) for CRP projects. Additional sources of federal funding utilized per project will also be outlined to aid in future funding strategies. SHA will maintain a consistent funding allocation tracking methodology as part of routine fiscal recordkeeping processes.

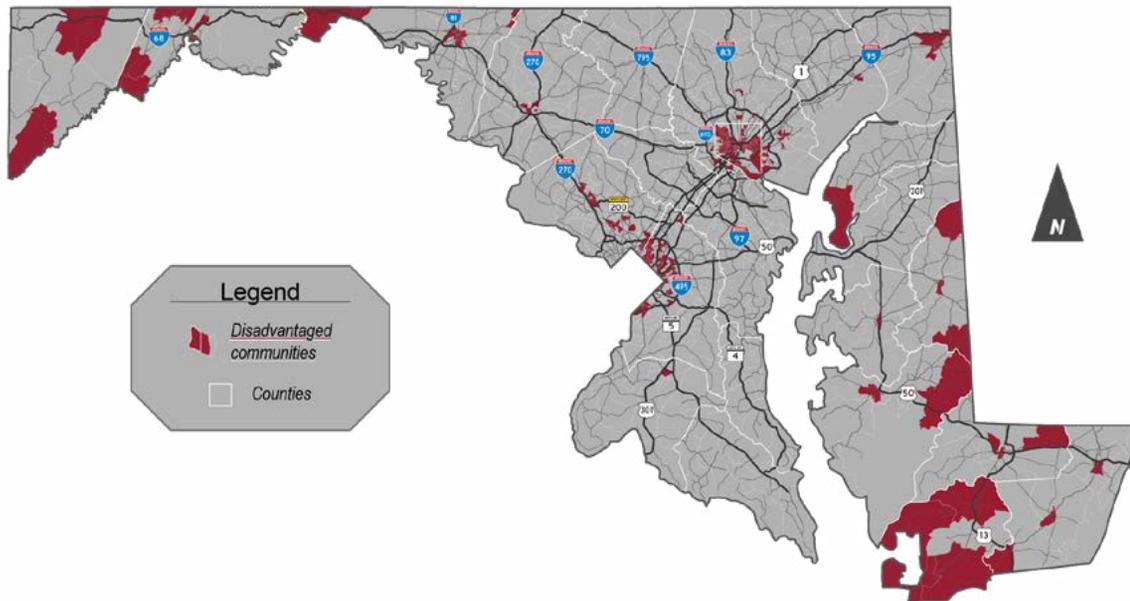
## 5.3 Incorporating Equity

MDOT is committed to advancing an equitable transportation system for Maryland and strives to integrate equity considerations in all aspects of transportation planning, programming, and operational processes. Additionally, MDOT intends to meet the federal Justice40 provisions which state that “40 percent of the overall benefits” of federal investments from covered programs, including CRP, should flow to disadvantaged communities. The disadvantaged communities in Maryland are shown in **Figure 5.1**. USDOT has developed a definition for highly disadvantaged communities using existing, publicly available data sets. The disadvantaged Maryland Census Tracts, identified in their Transportation Disadvantaged Census Tracts Dashboard, exceed the 50th percentile (75th for resilience) across at least four of the following six transportation disadvantaged indicators.

1. **Transportation Access disadvantage** identifies communities and places that spend more, and longer, to get where they need to go.
2. **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures.
3. **Environmental disadvantage** identifies communities with disproportionate pollution burden and inferior environmental quality.
4. **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
5. **Resilience disadvantage** identifies communities vulnerable to hazards caused by climate change.
6. **Equity disadvantage** identifies communities with a high percentile of persons (age 5+) who speak English “less than well.”



**Figure 5.1** Disadvantaged Communities in Maryland<sup>1</sup>



1. Disadvantaged communities data sourced from [USDOT Equitable Transportation Community \(ETC\) Explorer](#)

In addition to the USDOT dashboard, MDOT will use the following interactive mapping tools to identify communities:

- [Climate and Economic Justice Screening Tool \(CEJST\)](#)
- [MDE EJ Screen Tool](#)

Carbon reduction projects and strategies are intended to proactively address racial equity, workforce development, economic development, and remove barriers to opportunity in both rural and urban communities. Ensuring that carbon reduction projects are sensitive to the context and needs of each community is a critical equity consideration during project selection and development. Distributing CRP funds consistent with the Justice40 initiative to benefit disadvantaged communities is an integral component of the project prioritization strategy. This includes working with the



MPOs and local governments to involve the public, including traditionally underserved and underrepresented populations in transportation planning. Additionally, MDOT recognizes the recent State action in House Bill 009, of the 2023 Maryland General Assembly Chapter 583, [Equity in Transportation Sector - Guidelines and Analyses](#), as well as updated definitions of overburdened and underserved communities in the CSNA, and is working to ensure consistency with these initiatives. MDOT will continue to leverage existing public engagement programs implemented at the MDOT modal administrations, the MPOs, and the local governments to engage with communities. This includes the annual CTP tour, the MTP and LRTP public outreach processes, and the development of an internet-based CRS portal.

## 5.4 Continuing Program Evaluation

As noted in CRS guidance from FHWA, evaluation costs are allowable unless prohibited by statute or regulation. MDOT evaluates several programs by using systematic data collection and analysis to assess their effectiveness and efficiency. MDOT is working toward tracking a range of mechanisms to assess performance related to carbon reduction and emissions. For example, the AR tracks numerous performance measures such as transportation related emissions, registered EVs, transit ridership and access, and estimated regional VMT reductions. MDOT will continue to monitor and report these and other performance measures, including equitable distribution of program benefits, to help determine the success of CRP investments in Maryland. **Figure 5.2** presents a roadmap for embedding CRS into Maryland's long-term planning processes and documents.



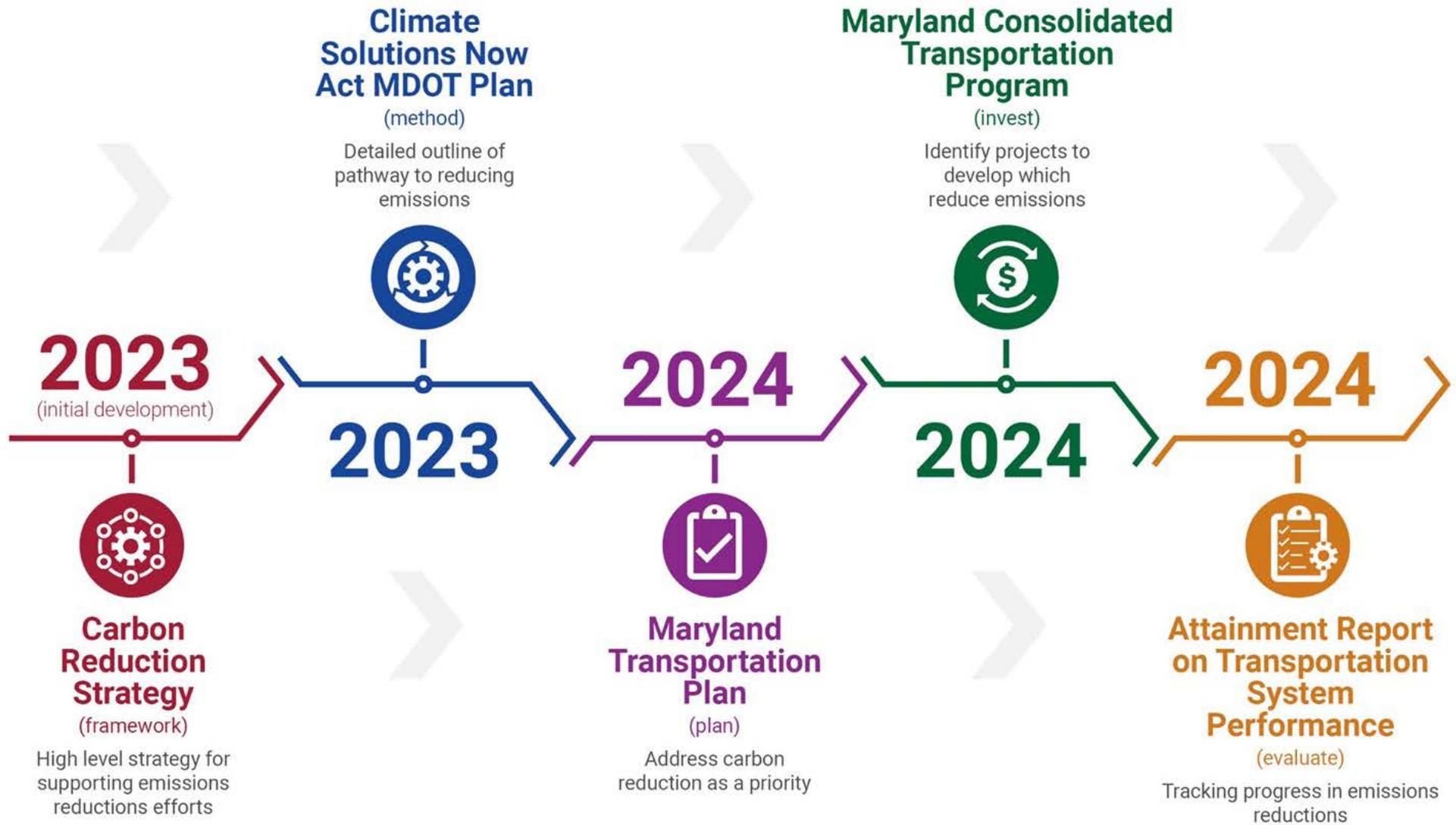
## 5.5 Embedding CRS in Long-term Planning and Climate Action Plan

MDOT and MPO coordination is ongoing regarding the CRS and the strategies outlined. MDOT will incorporate the CRS into the upcoming CSNA, MTP, CTP, AR and plans and will work with the MPOs for CRS inclusion in their LRTPs (**Figure 5.2**).

In addition, an overall MDOT Climate Action Plan is under development to incorporate both carbon reduction efforts and resilience improvement efforts in one plan. As the industry has come to recognize the effects of increased carbon and emissions on extreme weather and climate stressors that reduce system resilience, our goal is to collectively understand the tools and opportunities available to MDOT to address both challenges in one cohesive plan of action. The Climate Action Plan will incorporate relevant statewide programs and activities (Clean Cars Act of 2022, Clean Trucks Act of 2023, 5 Million Trees Initiative, Clean Fuels Incentive, Coast Smart Construction

Guidelines, Community Resilience, and Green Infrastructure Resilience, etc.) and federal programs (NEVI, CMAQ, PROTECT, Justice40, CRP, FTA Low/No Emission, FTA Rail Car, MARAD Port Infrastructure Development Program, EPA/MARAD Healthy Ports, and FAA Airport Improvement Program Zero Emissions Vehicle and Infrastructure Pilot opportunities). Synergies between ongoing MDOT climate resilience efforts in existing programs and plans will be noted. The Climate Action Plan will serve as a central repository for policy, guidance, information, forums, and documenting achievements by MDOT to reduce carbon emissions and improve transportation system resilience.

**Figure 5.2** Roadmap for Embedding CRS in Long-Term Planning





## 5.6 Updating the CRS and Next Steps

MDOT will update the CRS at least once every four years and intends to develop an earlier update as Maryland implements the CSNA to ensure consistency with statewide directives. MDOT is also working with its partners at the local level to help identify carbon-producing hot spots around the State that may be targeted for specific project development and investments. Utilizing data sources such as Traffic Incident Management data and statewide operational performance maps, MDOT will work with our local partners in future years to identify and analyze such locations for improvement in operational conditions to reduce carbon emissions. MDOT is also conducting assessments of connectivity of alternative transportation systems such as bicycle and pedestrian facilities that may benefit from investments to help complete the “last mile” to connect origin-destination pairs with high commuter trips or school-based

trips utilizing non-motorized means of transportation. MDOT is also working with its facilities staff to identify means to reduce carbon emissions from the installation of low-energy use lighting equipment, improved energy efficiency windows and doors, electric fleet purchases, and use of non-carbon fuel tools such as lawnmowers, blowers, chainsaws, and trimming equipment. Finally, MDOT is seeking methods to reduce carbon emissions generated from construction materials. Efforts are being made to identify sources of lower carbon-emitting products such as alternative planting materials, low-carbon or carbon-negative concrete, and warm-mix asphalt.

Recognizing that this CRS will evolve over time, MDOT is proposing to develop an interactive GIS-based CRS portal to centrally locate and geographically track investments by



MDOT to address carbon reduction. MDOT staff, local and state partners, and the community at large will better understand what is being done to reduce the impacts of the transportation sector on the environment by MDOT and what they themselves may be able to do to reduce their individual contributions to carbon emissions.

Ultimately, the first CRS and future editions of the CRS will be housed in the overall forthcoming MDOT Climate Action Plan. The Climate Action Plan and Portal is intended to house information for our staff and partners that provide services to MDOT including our policies pertaining to identified strategies, design and material standards, and best practices for reducing carbon and improving system resilience from planning and

design requirements, construction practices, and maintenance and operations activities. The Climate Action Plan and Portal will highlight innovative case studies and projects from across all MDOT Modal Administrations and our local partners to help foster a community of practice within transportation that seeks better solutions to reduce carbon emissions, improve system resilience, and protect our environment for future generations. The proposed portal will be public-facing and include items such as the CRS, the MDOT Transportation Resilience Improvement Plan, NEVI plan, and relevant statewide policies and initiatives to the transportation sector in a highly interactive, visually appealing, and easy-to-navigate website to draw in the reader and help them see how they too can contribute to improve and protect the great State of Maryland.

**Appendix A:  
CRS Alignment with Federal Requirements**

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**Table A.1** CRS Alignment with Federal Requirements

CRS Requirement	MDOT Progress	CRS Reference
Support efforts to reduce transportation emissions	CRS outlines a framework for optimizing MDOT CRP investments	Section 5 - Framework for Optimizing CRP Investments
<p>Identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options-</p> <p>(i) to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any;</p> <p>(ii) to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and</p> <p>(iii) to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches</p>	<p>CRS outlines ongoing strategies and example projects to reduce transportation emissions including those which:</p> <p>(i) reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips</p> <p>(ii) facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes</p> <p>(iii) facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches</p> <p>CRS outlines an approach to prioritizing projects to receive funding</p>	<p>Section 4 - Ongoing Carbon Reduction Strategies</p> <p>i - 4.2 Congestion Mitigation, 4.3 VMT Reduction</p> <p>ii - 4.1 Transportation Technology</p> <p>iii - 4.4 Infrastructure Design</p>
Support the reduction of transportation emissions of the State	CRS outlines planned funding allocations across geographic regions of the state	Section 5.2—Track Funding Allocations
At the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State	Because the development of the CSNA plan may result in new modeling information, MDOT has decided not to include quantification of emissions reduction in this version of the CRS to avoid presenting historic or potentially inconsistent data that could confuse readers.	
Be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State	CRS outlines planned funding allocations to urbanized areas consistent with CRP requirements	<p>Section 5.1—Develop Project Prioritization Approach</p> <p>Section 5.2—Track Funding Allocations</p>
Prepare CRS in consultation with MPOs	<p>Initial MPO meetings held Fall 2022</p> <p>MPO coordination ongoing</p> <p>MPOs invited to review draft CRS outline and provide feedback</p>	Appendix B
Develop CRS no later than 2 years after enactment of IJJA	Draft CRS under development, to be submitted to FHWA by November 15, 2023	N/A
Update CRS a minimum of once every 4 years	Next proposed update is no later than November 15, 2027	Section 6—Updating the CRS

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**Table A.2** Actual and Estimated Maryland CRP Funding Allocations

Location	Actual FFY 22 (\$)	Actual FFY 23 (\$)	Estimated FFY 24 (\$)	Estimated FFY 25 (\$)	Estimated FFY 26 (\$)	Estimated TOTAL FFY 22 to FFY 26 (\$)
Statewide	18,135,480	18,498,190	18,868,154	19,245,517	19,630,427	94,377,768
65% to areas in proportion to share of State's population	11,788,062	12,023,823	12,264,300	12,509,586	12,759,778	61,345,549
Population greater than 200,000	8,606,457	8,778,586	8,954,153	9,133,236	9,315,901	44,788,333
Aberdeen--Bel Air South--Bel Air North	436,423	445,151	453,976	463,055	472,316	2,270,921
Baltimore	4,499,295	4,589,281	4,681,231	4,774,856	4,870,353	23,415,016
Philadelphia	99,412	101,400	103,868	105,946	108,064	518,690
Washington, DC	3,571,327	3,642,754	3,715,974	3,790,293	3,866,099	18,586,446
Population between 50,000 and 199,999	1,240,562	1,265,373	1,290,683	1,316,496	1,342,826	6,455,940
Cumberland*	101,309	103,335	105,449	107,558	109,709	527,359
Frederick	289,061	294,842	300,729	306,744	312,879	1,504,254
Hagerstown	207,044	211,185	215,415	219,723	224,118	1,077,485
Lexington Park--California--Chesapeake Ranch Estates	120,207	122,611	125,067	127,568	130,120	625,574
Salisbury	150,053	153,054	156,173	159,296	162,482	781,058
Waldorf	224,425	228,914	233,484	238,154	242,917	1,167,895
Westminster--Eldersburg	148,463	151,432	154,495	157,585	160,736	772,711
Population between 5,000 and 49,999	328,732	335,306	342,015	348,855	355,832	1,710,739
Population below 5,000	1,612,311	1,644,558	1,677,450	1,710,999	1,745,219	8,390,536
35% to any area of the State	6,347,418	6,474,367	6,603,854	6,735,931	6,870,649	33,032,219

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## Notes:

FFY 22 and FFY 23 data come directly from FHWA calculations, whereas FFY 24, FFY 25, and FFY 26 data were estimated based on FHWA suballocation percentages as outlined in FHWA computational tables (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/comptables/table10p1-1.cfm>).

\*Calculations in this table are based on 2010 census data. Due to population changes in 2020 census data, sub-allocations are anticipated to be adjusted when FHWA publishes the actual FFY 24, FFY 25, and FFY 26 investments. With these adjustments, there is potential Cumberland may no longer be considered an urbanized area with specific apportionments.

**Appendix B:  
MPO Coordination Summary**

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**Table B.1** MPO Coordination Summary

<b>Coordination Activity</b>	<b>Date</b>	<b>MPOs Represented</b>	<b>Description</b>
<b>MDOT MPO Roundtable</b>	9/24/2022	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO, NC RTPB	Provided initial description of the Carbon Reduction Program to the MPOs.
<b>Meeting</b>	11/3/2022	TPB, BRTB, WILMAPCO	Discussed the CRP Program Overview and proposed CRS timeline.
<b>Meeting</b>	12/1/2022	HEPMPO, SWMPO, C-SMMPO, CAMPO	Discussed the CRP Program Overview and proposed CRS timeline.
<b>MDOT MPO Roundtable</b>	1/27/2023	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO, NC RTPB	Provided update on CRP and CRS status.
<b>Email Submission</b>	2/22/2023	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO, NC RTPB	Sent draft Annotated Outline for CRS with request for comments by 3/13/23.
<b>Meeting</b>	2/24/2023	NC RTPB	Discussed status of CRS and project identification with TPB staff, Virginia DOT, and DC DOT.
<b>Meeting</b>	3/2/23	NC RTPB	Presented and received feedback on draft CRS Annotated Outline.
<b>Meeting</b>	3/9/2023	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO	Presented and received feedback on draft CRS Annotated Outline.
<b>MDOT MPO Roundtable</b>	3/24/2023	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO, NC RTPB	Provided update on CRP and CRS status.
<b>MDOT MPO Roundtable</b>	6/23/2023	BRTB, WILMAPCO, SWMPO, C-SMMPO, HEPMPO, NC RTPB	Provided update on CRP and CRS status.
<b>Email Submission</b>	6/30/2023	BRTB, WILMAPCO, HEPMPO, SWMPO, C-SMMPO, CAMPO, NC RTPB	Sent draft CRS for MPO review with request for comments by 7/28/23.
<b>Meeting</b>	8/24/23	NC RTPB	Discussed status of CRS and CRP project identification.

## Summary of Comments Received on Draft CRS dated June 30, 2023

MDOT received a total of 99 individual comments on the draft CRS document from MPOs, the Maryland Department of Planning, Maryland Department of Environment, and Maryland Department of Transportation staff. Comments received primarily included suggested text revisions that recommended clarification of language used in the draft CRS document or to provide additional information. Examples include adding reference to the 2018 TSMO Strategic Plan and the 2023 MDOT SHA Pedestrian Safety Action Plan / Context Driven Guide (comments from HEPMPO). Each of these comments were addressed in the revised CRS document.

HEPMPO noted that utilizing the 2020 Census may result in Cumberland no longer being included as an urbanized area. This was revised in the notes in Appendix A. HEPMPO also recommended that a summary of CRP project funding should be provided annually. MDOT revised the CRS document to indicate that future versions of the Consolidated Transportation Program will include a Carbon Reduction Program Project Information Form (PIF), which will provide annual updates on project funding. HEPMPO asked if there would be consideration for strategic investments in areas Maryland has designated as Bicycle & Pedestrian Priority Areas. The CRS document already refers to the bicycle and pedestrian master plan and pedestrian safety action plan. While there is potential that CRP funds may correspond with these areas, they will not be specifically prioritized. HEPMPO also noted limited discussion in the CRS document about the mechanics and processes for MPOs to provide their projects for CRP suballocated funds. MDOT is currently considering several options, including a “Call for

Projects” approach to identify eligible projects, incorporation into the CTP process, and MPO and local government priority letters. The final process for future funding years will be included in future CRS documents.

BRTB provided additional information to include regarding initiatives underway in the Baltimore Region. These were added to section 2.3 of the CRS document. BRTB also provided recommended edits regarding the “Resilience 2050” plan and the FY2024-2027 TIP, both adopted in July 2023. These edits were incorporated into the CRS document.

NCRTPB provided comments on recommended text changes and to suggest additional information. NCRTPB asked about the measure under MPO Plans and Programs, and if there were recommendations in the draft CRS document that Maryland start requiring MPOs to report VMT and GHG emissions for LRTPs. Specific measures of the MPO Plans and Programs were not included in the CRS document, and there is not a current requirement for MPOs to report VMT or GHG emissions. No change was made to the CRS. NCRTPB included a comment indicating that they would like to see that CRP funding be used for a net addition to efforts to reduce GHG emissions, as in above and beyond what has traditionally been programmed towards GHG emissions. The CRP funds are available for use for eligible projects, including new or existing projects. MDOT is committed to reducing GHG emissions and is taking actions to do so. However, the CRS is not meant to change policy at the state level in terms of GHG reduction goals. No change was made to the draft document.

MDP requested clarification of the 35% of CRP funds that may be obligated in any area of the State. Text in the CRS document was revised to indicate that those funds are “available for any areas of the State”. MDP also suggested adding a new strategy, “Strategic Transportation Investment” in section 4.3. The CRS is designed to reference existing GHG emission reduction strategies, and not to establish new strategies or policies. No change was made to the document. MDP also recommended adding additional factors to help prioritize eligible projects for CRP funding in section 5.1. The CRS is not intended to create new policies or factors, and the proposed optimization approach is consistent with existing prioritization and funding strategies. No change was made to the CRS document, however, MDOT will be updating the prioritization checklists to include alignment with MPO and local priorities (in addition to modal administration priorities) for CRP and PROTECT funds. These changes will be reflected in future updates to the CRS document.

MDE provided comments noting the “Climate Pollution Reduction Grant” (CPRG) that is currently underway. This information was added to the CRS document in section 2.1. Through CPRG, participating MPOs also have a deadline of March 2024 to develop a Priority Climate Action Plan and 2025 deadline for a Comprehensive Climate Action Plan. MDE also provided a comment suggesting highlighting coordination with other state agencies and with the Maryland Commission on Climate Change and its Working Groups. Background information regarding the MCCC is included in section 2.2.

MDE also requested continued collaboration on developing funding priorities, especially since MDE will be responsible for developing similar priorities as part of the CPRG. MDOT intends to continue collaboration with all stakeholders as CRP projects are identified and implemented. MDE also inquired if there would be a benefit of referencing the recently completed modeling analysis provided in the Maryland Climate Pathway Report, prepared as part of the CSNA report due in December 2023. The CSNA is discussed in section 1 of the CRS document, however the modeling is not an MDOT product, and future updates of the CRS document will include the relevant MDOT policies and strategies that are currently being developed in support of CSNA targets.

## **Appendix C: Acronyms**

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**Table C.1** Acronyms

Acronym	Definition
<b>AFC</b>	Alternative Fuel Corridor
<b>AR</b>	Attainment Report on Transportation System Performance
<b>BRTB</b>	Baltimore Regional Transportation Board
<b>BWI Marshall</b>	Baltimore/Washington International Thurgood Marshall
<b>C-SMMPO</b>	Calvert–St. Mary’s Metropolitan Planning Organization
<b>CAMPO</b>	Cumberland Area Metropolitan Planning Organization
<b>CAV</b>	Connected and Automated Vehicles
<b>CHART</b>	Coordinated Highways Action Response Team
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CO2</b>	Carbon Dioxide
<b>CRP</b>	Carbon Reduction Program
<b>CRS</b>	Carbon Reduction Strategy
<b>CSNA</b>	Climate Solutions Now Act
<b>CTP</b>	Consolidated Transportation Program
<b>EV</b>	Electric Vehicle
<b>FFY</b>	Federal Fiscal Year
<b>FHWA</b>	Federal Highway Administration
<b>FY</b>	Fiscal Year (State)
<b>GGRA</b>	Greenhouse Gas Reduction Act
<b>GHG</b>	Greenhouse Gas
<b>HEPMPO</b>	Hagerstown/Eastern Panhandle Metropolitan Planning Organization
<b>I-</b>	Interstate
<b>IIJA</b>	Infrastructure Investment and Jobs Act
<b>L RTP</b>	Long-Range Transportation Plan
<b>MAA</b>	Maryland Aviation Administration
<b>MARC</b>	Maryland Area Regional Commuter

Acronym	Definition
<b>MCCC</b>	Maryland Commission on Climate Change
<b>MDE</b>	Maryland Department of the Environment
<b>MDOT</b>	Maryland Department of Transportation
<b>MEA</b>	Maryland Energy Administration
<b>MPA</b>	Maryland Port Administration
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Maryland Transportation Plan
<b>NCRTPB</b>	National Capital Region Transportation Planning Board
<b>NEVI</b>	National Electric Vehicle Infrastructure
<b>NGO</b>	Non-Government Organization
<b>OCCRA</b>	Office of Climate Change Resilience and Adaptation
<b>S/WMPO</b>	Salisbury/Wicomico Metropolitan Planning Organization
<b>SHA</b>	State Highway Administration
<b>STBG</b>	Surface Transportation Block Grant
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TDM</b>	Travel Demand Management
<b>TIP</b>	Transportation Improvement Program
<b>TSO</b>	The Secretary’s Office
<b>TSMO</b>	Transportation Systems Management and Operations
<b>VEIP</b>	Vehicle Emissions Inspection Program
<b>VMT</b>	Vehicle Miles Traveled
<b>WILMAPCO</b>	Wilmington Area Planning Council
<b>WMATA</b>	Washington Metropolitan Area Transit Authority
<b>ZEEVIC</b>	Zero Emission Electric Vehicle Infrastructure Council
<b>ZEVIP</b>	Zero Emission Vehicle Infrastructure Plan



## **ITEM 9 – Information**

October 18, 2023

### Intercity Bus and Rail Work Session Recap

**Background:**

Staff will review the work session held prior to the TPB meeting, noting highlights from the discussion.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Eric Randall, TPB Transportation Engineer  
**SUBJECT:** Intercity Bus and Rail Travel Work Session Arrangements  
**DATE:** October 12, 2023

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This memorandum provides an overview of the arrangements for the Transportation Planning Board work session on intercity bus and rail travel, which will take place on Wednesday morning prior to the board's October 18, 2023 meeting. The purpose of the work session is to bring to the board's attention key information on intercity bus and rail travel in the region, including use or ridership by travelers and visitors to the region, critical needs for operations and asset improvements, and future plans for improvement and expansion.

### **Work Session Format**

For the work session, TPB staff invited representatives from the Virginia Passenger Rail Authority, the Maryland Transit Administration, the National Passenger Rail Corporation (Amtrak), the Union Station Redevelopment Corporation, and the intercity bus sector. It should be acknowledged that this is not a comprehensive list of the agencies, organizations, and providers with a role in intercity bus and rail travel in the region but was selected in the interests of time and the range of responsibilities.

Work session panelists will each have approximately 10 minutes to make a short presentation following which there will be an open Q&A period for all. Presenters have been asked to describe their agency or organization's support for intercity rail and/or bus travel, including any available data on ridership/use, planned investments, and critical needs. In particular, panelists have been asked to highlight any actions the elected officials on the board or their jurisdictions can take to improve intercity travel for residents and visitors alike.

As materials for the work session become available, they will be posted on the event's website:  
<https://www.mwcog.org/events/2023/10/18/intercity-rail-and-bus-travel-work-session/>

At the October 18 TPB meeting, a short recap of the work session highlights and questions asked will be provided to the board.

### **Background Information: June TPB Briefing**

The board was previously briefed at its June 2023 meeting on an overview of current information on intercity bus and rail travel in the region as collected through online research. In addition, the briefing included information on the federal requirements for MPOs to consider intercity travel, the TPB's previous work in 2016 on intercity bus travel, and plans for data collection in FY 2024.

[June 2023 Intercity Travel Overview Presentation](#)  
[June 2023 Intercity Travel Overview Memorandum](#)





# TRANSIT WITHIN REACH PROGRAM

## Recommendations for Project Funding in FY 2024-2025

John Swanson  
TPB Transportation Planner

TPB Technical Committee  
October 18, 2023



# Need & Purpose

- Opportunity: More than half of the region's job growth and over 40 percent of new households over the next decade are expected to be within a half mile of high-capacity transit
- Challenge: But even where transit is physically close, it often is not within reach for people who walk and bike
- Goal: Fund small, high-impact projects that will make it easier to walk and bike to transit.



# How the program is structured

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- It's like TLC and the Regional Roadway Safety Program
  - Uses the same model of technical assistance as other TPB programs
  - Provides short-term consultant services, not direct financial assistance to TPB local government members
- ... But different
  - The TWR program is only for preliminary engineering and design (up to 30%), not planning
  - Program purpose is more focused: Improving access to transit
  - Two-year cycles of funding
  - Projects to be completed in 9-10 months, starting this winter and ending in late 2024
  - Program funded by UPWP Technical Assistance Regional Transit Account



# Program Priorities

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Seeking preliminary design and engineering projects that:

- Improve bike/ped access to High-Capacity Transit
- Increase transit ridership and/or utilize available ridership capacity
- Improve access for low-income and communities of color
- Demonstrate collaboration with other agencies or jurisdictions
- Demonstrate strategies to advance project to construction



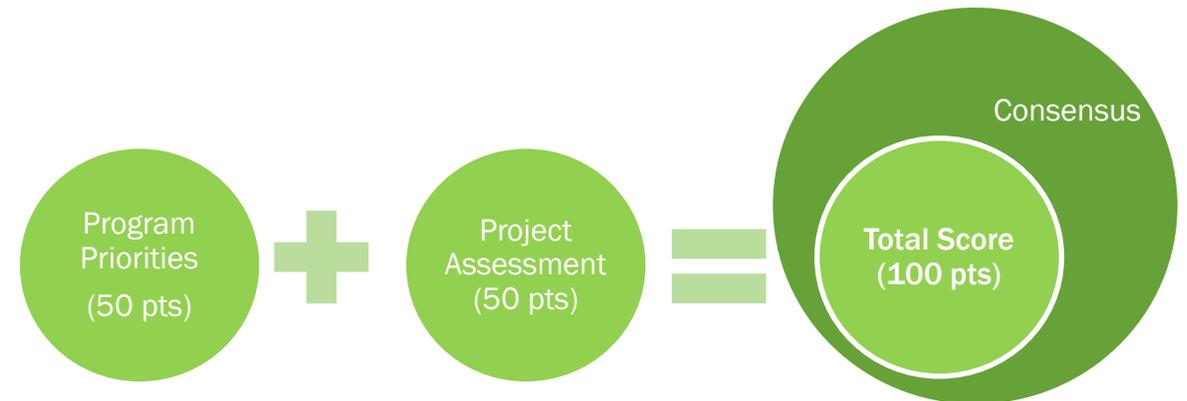
# This year's solicitation

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- \$250,000 available
- Application solicitation period May 26 to August 4, 2023
- 6 applications were received for \$487,000 in funding requests

# Selection

- Selection Panel
  - Chair of Regional Public Transportation Subcommittee
  - Chair of Bicycle and Pedestrian Subcommittee
  - 3 TPB Staff
- Individual Evaluations
- Consensus Building Meeting – Seek balance among projects (regional balance, transit modes, equity)



# Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
Fairfax County	Prosperity Avenue Safety Project	\$80,000
Gaithersburg	Olde Towne to Washington Grove Shared-Use Path	\$85,000
District of Columbia	9 <sup>th</sup> Street NW Sidewalk	\$85,000



# Prosperity Avenue Safety Project – Fairfax County

- 30% Design:
  - Road diet – 4 lanes to 2
  - Protected bike lanes
- The community:
  - Access to Dunn Loring Metro station
  - High concentration of housing, jobs, schools, retail
  - In an Equity Emphasis Area and a Transit Access Focus Area
- Project length – 0.8 miles
  - Primary area: US Customs and Immigration Service to Gallows Rd.
  - Also create designs to convert existing buffered bike lanes to protected lanes east of the primary area



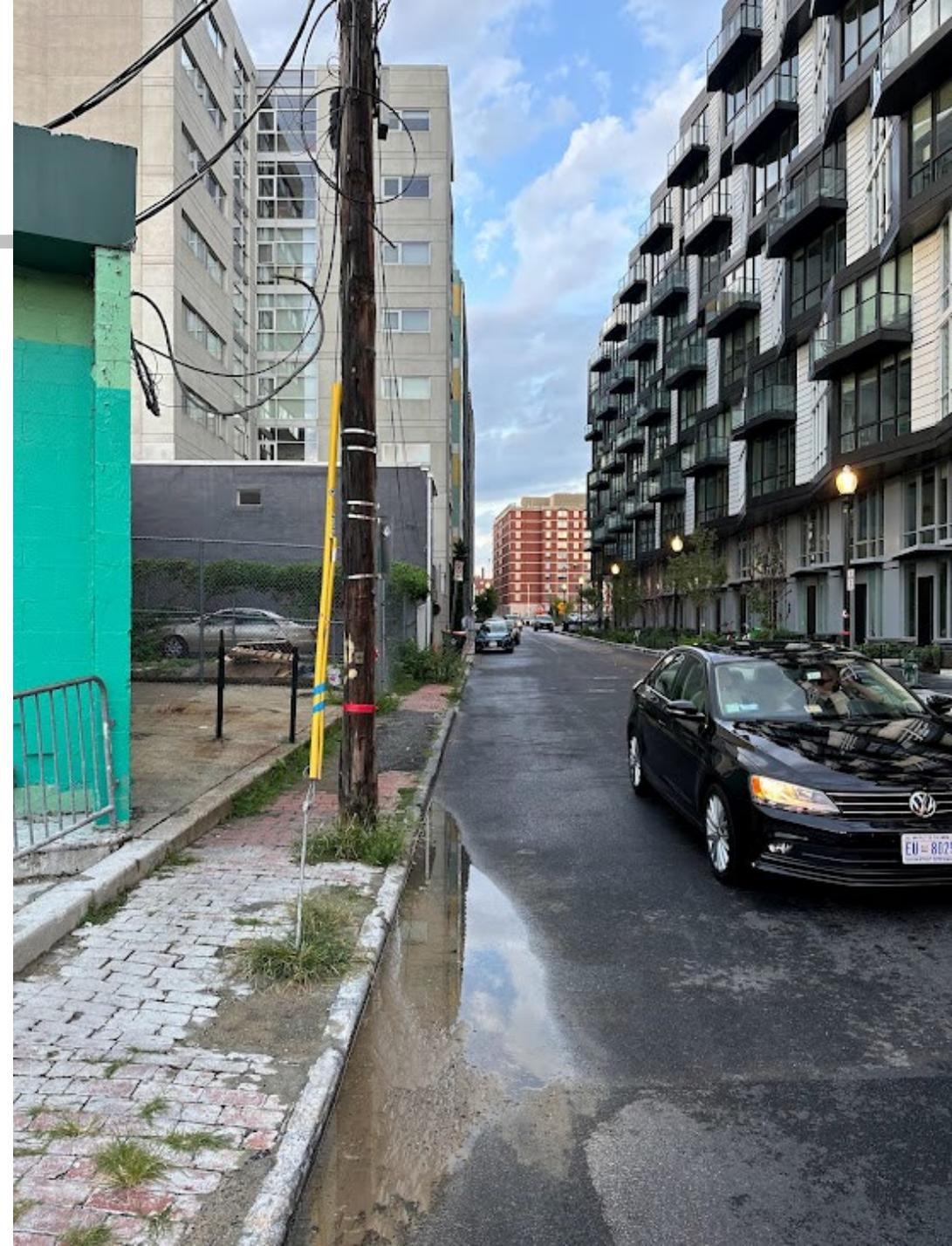
# Olde Towne to Washington Grove Shared-Use Path

- Gaithersburg - \$80,000
- 30% designs for a shared-use path
- Connecting two MARC stations – Gaithersburg and Washington Grove
- Will also connect to a new path from Washington Grove to Shady Grove Metro station
- Building on a TLC feasibility study completed this past summer



# 9<sup>th</sup> Avenue NW Sidewalk

- District of Columbia - \$80,000
- 30% designs
- Widen an unsafe stretch of sidewalk in a dense urban neighborhood
- Access to two Metro stations, as well as other transit
- Safety and streetscape improvements
- Lots of foot traffic from long-time residents, newcomers, students from Howard University, entertainment venues, etc.



# Next Steps

- Approval by the TPB of project recommendations for FY 2024-2025
- Begin consultant selection process



## John Swanson

TPB Transportation Planner

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

[mwkog.org](http://mwkog.org)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002



National Capital Region  
**Transportation Planning Board**



# CARBON REDUCTION PROGRAM: STATE CARBON REDUCTION STRATEGIES

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Erin Morrow  
TPB Transportation Engineer

Transportation Planning Board  
October 18, 2023



National Capital Region  
**Transportation Planning Board**

# Carbon Reduction Program (CRP)

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- Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, a.k.a “Bipartisan Infrastructure Law”) enacted on November 15, 2021
- Provides \$550 billion over fiscal years 2022 through 2026 in new federal investment in infrastructure including roads, bridges, mass transit, water infrastructure, resilience, and broadband
- One of the new programs: Carbon Reduction Program
  1. Provides States and Territories with \$6.4 billion in formula funding nationally (FY 2022 - FY 2026)
  2. Requires States and Territories to develop a Carbon Reduction Strategy in consultation with Metropolitan Planning Organizations by November 15, 2023, and update that strategy at least once every four years



# CRP – Funding

- Provided for “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources.”

\$ billions	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Contract Authority	\$1.234	\$1.258	\$1.283	\$1.309	\$1.335

- 65% percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area; 35% of the apportionment can be spent anywhere in the state

TPB Planning Area	FY 2022	FY 2023
District of Columbia	\$3,206,817	\$3,270,954
Maryland	\$3,571,327	\$3,642,754
Virginia	\$5,786,618	\$5,902,350
Total	\$12,564,762	\$12,816,058

- Project selection process for these new funds and how TPB will be involved in the allocation of these funds are under discussion for later briefings



# CRP – Carbon Reductions Strategy

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- Requires States to develop a Carbon Reduction Strategy (CRS) by November 15, 2023
  - Carbon Reduction Strategies “shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions”
  - States are required to consult with any MPO within the state as they develop the CRS
  - Carbon Reduction Strategies must be updated at least once every four years
- MPO consultation status:
  - TPB briefing today (October 18, 2023)
  - Maryland: TPB staff have reviewed and commented on draft CRS
  - District of Columbia: draft CRS not available at this time
  - Virginia: draft CRS not available at this time





# CARBON REDUCTION STRATEGY (CRS) UPDATE

Shawn Kiernan

Sr. Program Manager, Office of Climate Change Resilience and Adaptation

October 2023

# OUTLINE SLIDE

- Maryland Carbon Reduction
- CRS Table of Contents
- CRS Timeline
- Federal Requirements
- Next Steps



## Carbon Reduction Strategy

DRAFT October 2023

DRAFT

**MDOT**  
MARYLAND DEPARTMENT OF TRANSPORTATION

# MARYLAND CARBON REDUCTION

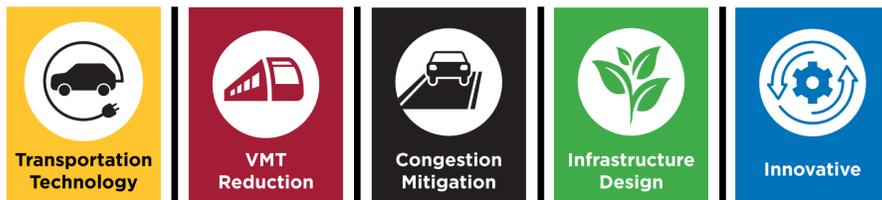
- Maryland has a long history of highly successful carbon reduction programs.
- Several major greenhouse gas emission reduction plans are currently being prepared.
- The CRS, due in November, does not establish new strategies, instead it documents existing strategies already published.
- Maryland is developing a plan to implement the Climate Solutions Now Act (CSNA), due in December 2023.
- MDOT is also updating the Maryland Transportation Plan (MTP), due in January 2024.
- MDOT will revisit and update the CRS following the adoption of these plans.

Year Established	Legislation	Baseline Emissions Year	Target Reduction	Target Date
2009	Greenhouse Gas Reduction Act	2006	25%	2020*
2016	Greenhouse Gas Reduction Act Reauthorization	2006	40%	2030
2022	Climate Solutions Now Act	2006	60%	2031
		N/A	Net-zero	2045

\*Achieved



# CRS Table of Contents



## *Executive Summary*

1. Introduction
2. Policy and Programs
3. Transportation Planning and Programming Alignment
4. Ongoing Carbon Reduction Strategies
5. Framework for Optimizing CRP Investments

## *Appendix A: CRS Alignment with Federal Requirements*

## *Appendix B: Stakeholder Coordination Summary*

## *Appendix C: Acronyms*

# Carbon Reduction Strategy Timeline



# Appendix A: Meeting Federal Requirements

**Table A.1** CRS Alignment with Federal Requirements

CRS Requirement	MDOT Progress	CRS Reference
Support efforts to reduce transportation emissions	CRS outlines a framework for optimizing MDOT CRP investments	Section 5 – Framework for Optimizing CRP Investments
Identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options- (i) to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the applicable metropolitan planning organization, if any; (ii) to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and (iii) to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches	CRS outlines ongoing strategies and example projects to reduce transportation emissions including those which: (i) reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips (ii) facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes (iii) facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches CRS outlines an approach to prioritizing projects to receive funding	Section 4 – Ongoing Carbon Reduction Strategies i – 4.2 Congestion Mitigation, 4.3 VMT Reduction ii – 4.1 Transportation Technology iii – 4.4 Infrastructure Design
Support the reduction of transportation emissions of the State	CRS outlines planned funding allocations across geographic regions of the state	Section 5.2—Track Funding Allocations
At the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State	Because the development of the CSNA plan may result in new modeling information, MDOT has decided not to include quantification of emissions reduction in this version of the CRS to avoid presenting historic or potentially inconsistent data that could confuse readers.	
Be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State	CRS outlines planned funding allocations to urbanized areas consistent with CRP requirements	Section 5.1—Develop Project Prioritization Approach Section 5.2—Track Funding Allocations
Prepare CRS in consultation with MPOs	Initial MPO meetings held Fall 2022 MPO coordination ongoing MPOs invited to review draft CRS outline and provide feedback	Appendix B
Develop CRS no later than 2 years after enactment of IIJA	Draft CRS under development, to be submitted to FHWA by November 15, 2023	N/A
Update CRS a minimum of once every 4 years	Next proposed update is no later than November 15, 2027	Section 6—Updating the CRS

# NEXT STEPS



Finalize and submit CRS to USDOT by November 15.



Regular coordination with MPOs, local government, and within MDOT.



Improve GHG emission reduction project identification and selection process.



Working with the MPOs, update the CRS following adoption of statewide GHG reduction planning efforts.

# CONTACT INFORMATION

Maryland Department of  
Transportation

Office of Climate Change Resilience  
and Adaptation

Shawn Kiernan, Senior Program  
Manager for Strategic Climate  
Initiatives

Email: [skiernan@mdot.Maryland.gov](mailto:skiernan@mdot.Maryland.gov)

Phone: 410-865-2775

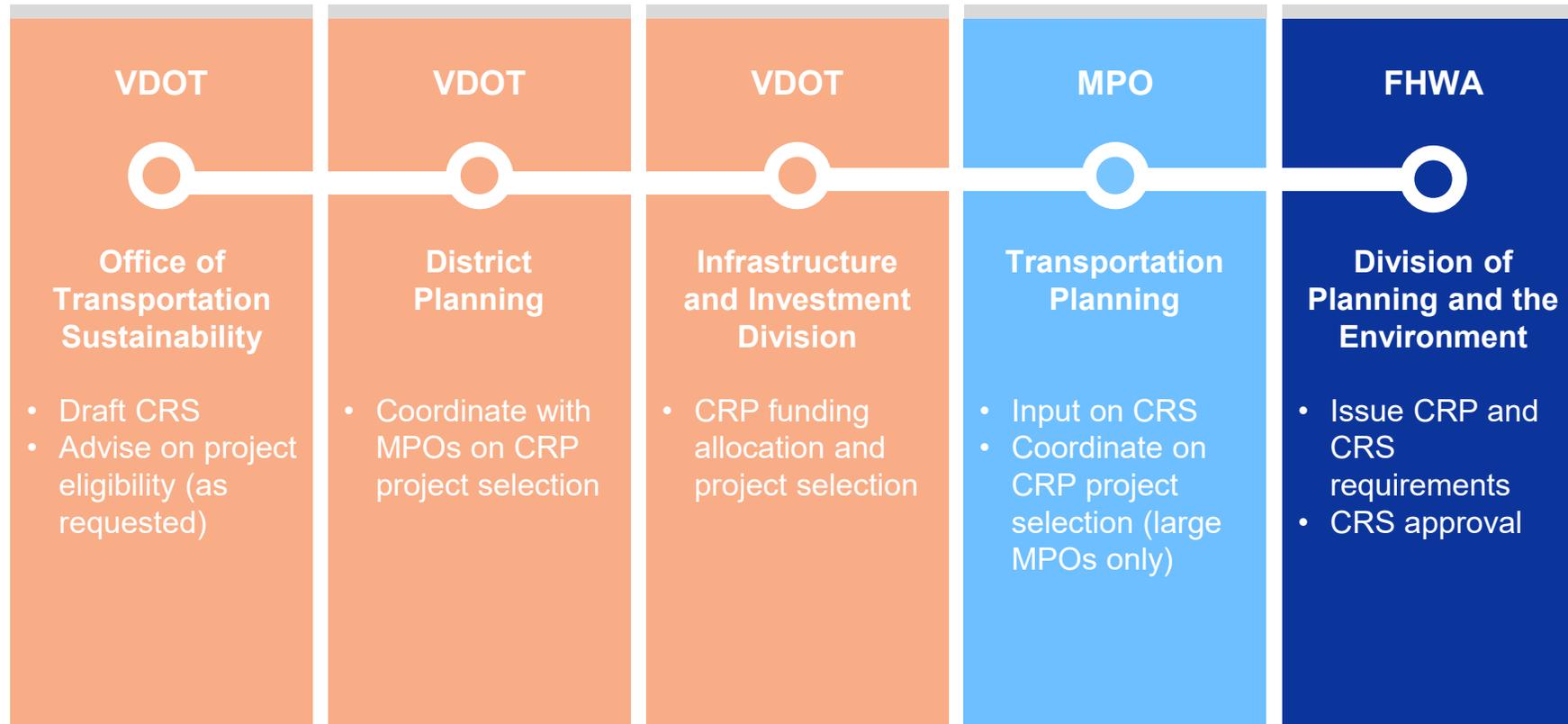


# VDOT Carbon Reduction Strategy

Chris Berg, Director of Sustainability

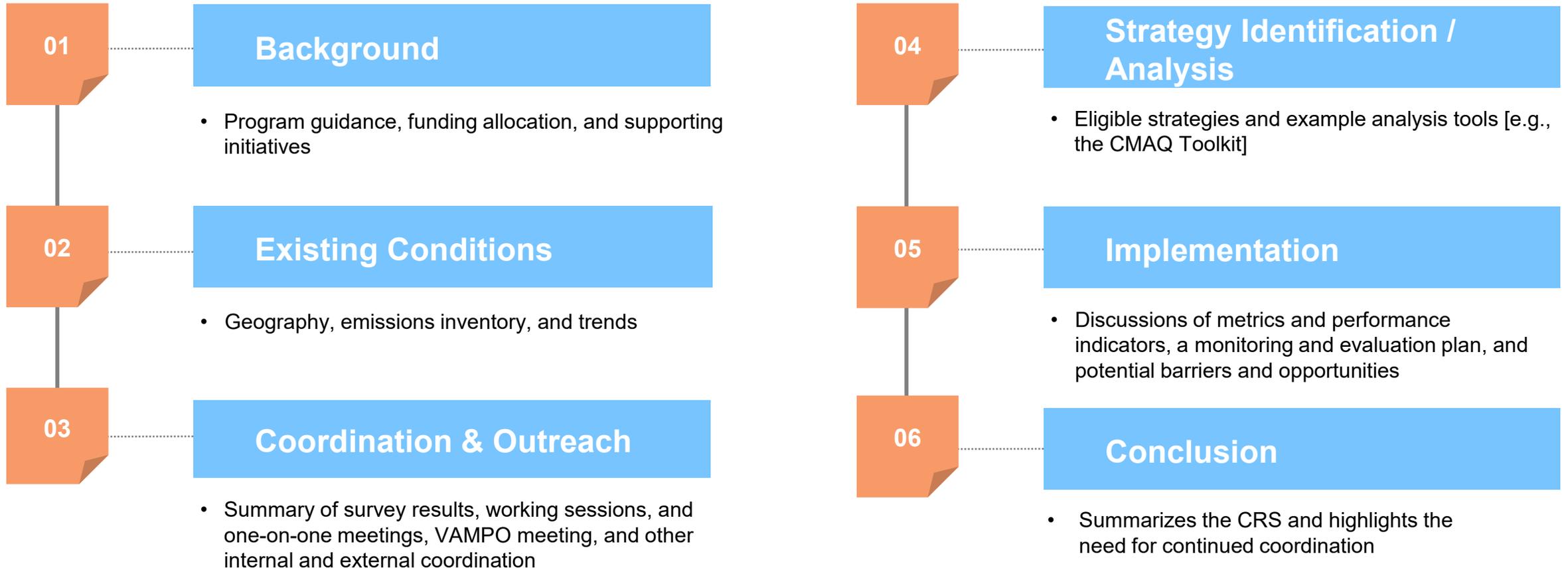
10/18/2023

# Roles & Responsibilities

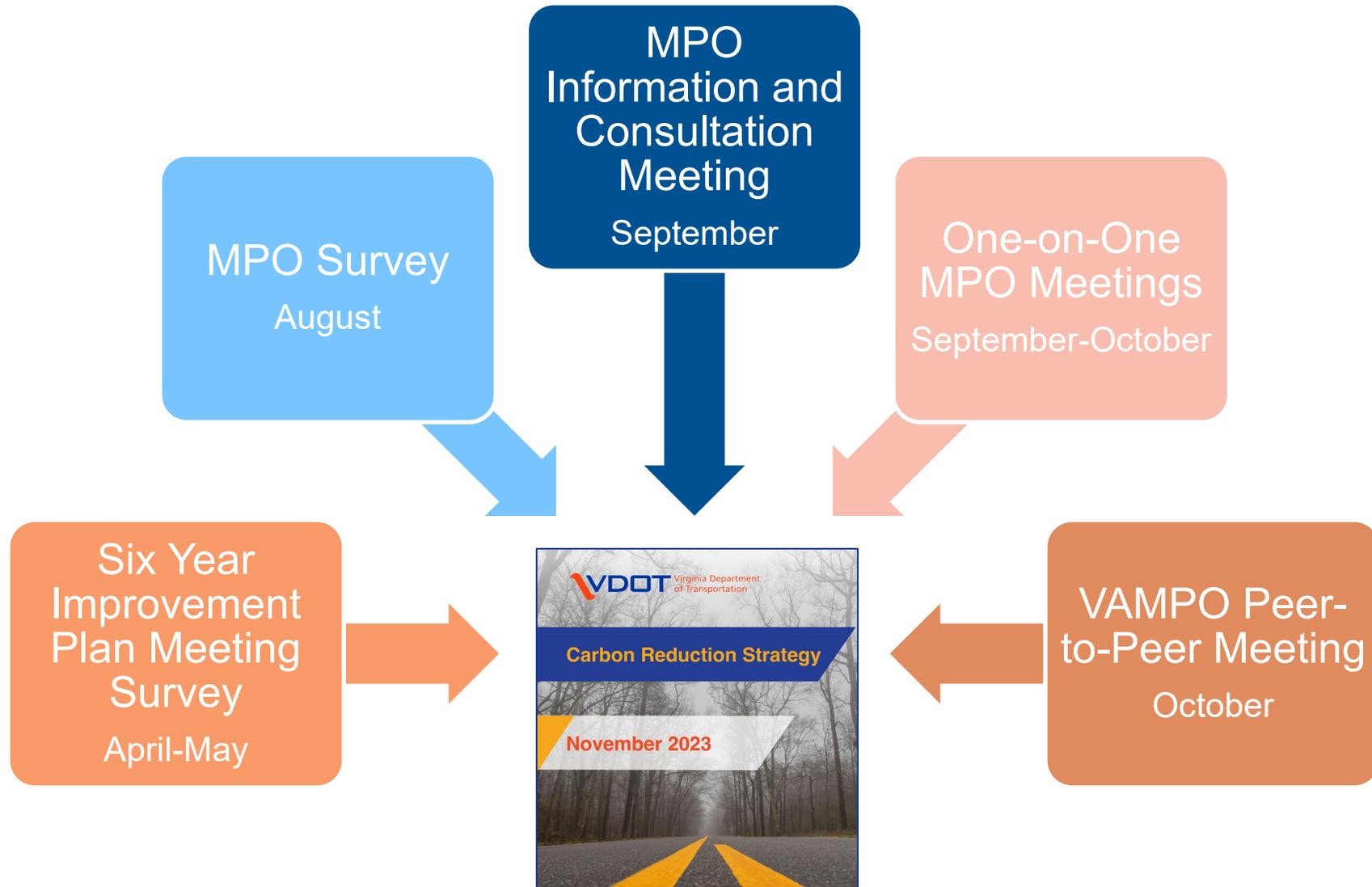




# VDOT CRS Document Outline



# MPO Consultation



# SYIP Public Survey Results – May 2023

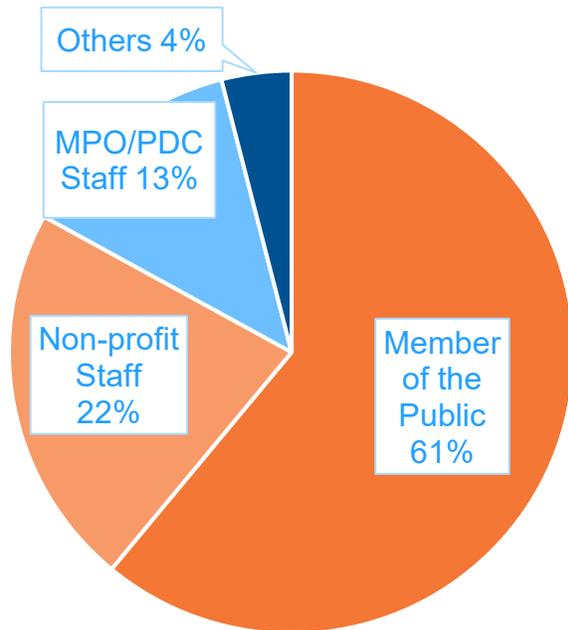
216  
VIEWS

46  
PARTICIPANTS

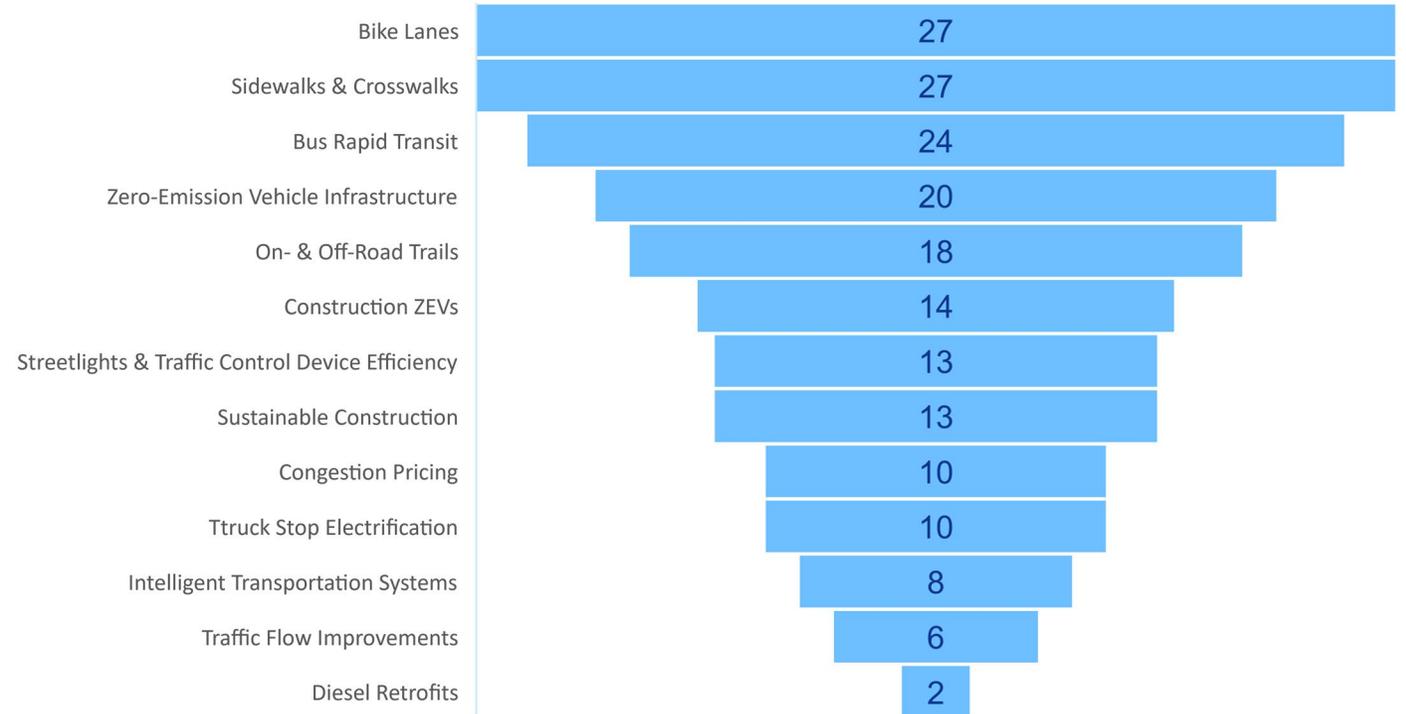
297  
RESPONSES

105  
COMMENTS

## PARTICIPANTS ROLE IN THE PLANNING PROCESS

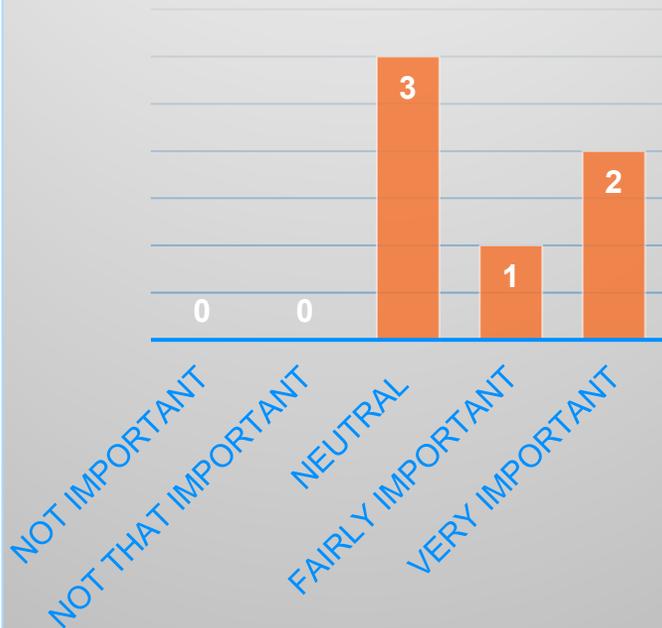


## CARBON REDUCTION STRATEGIES

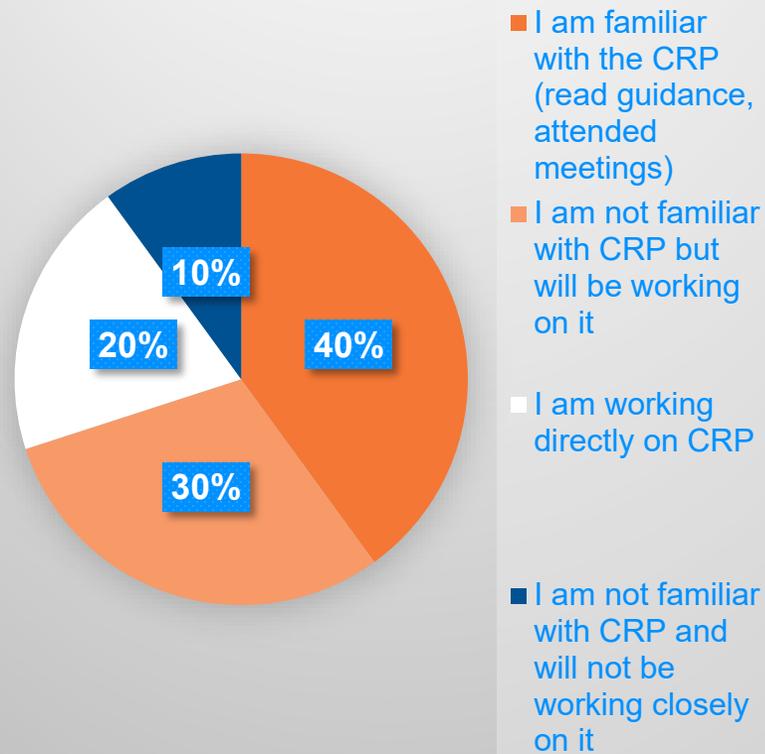


# MPO Survey Results – September 2023

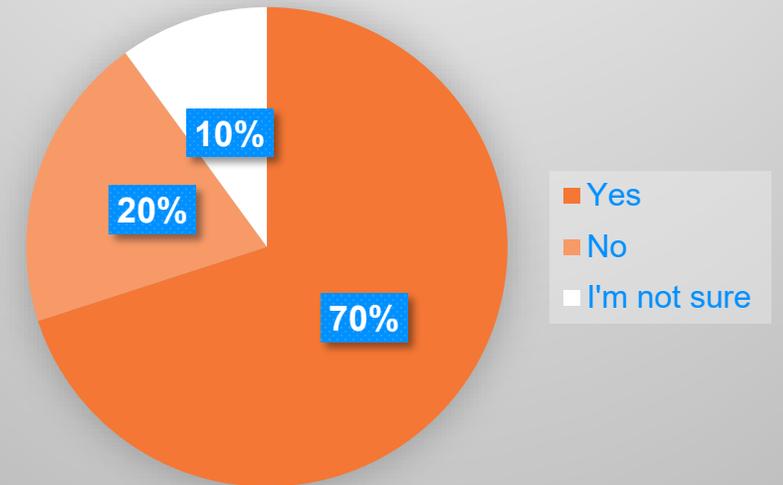
How important is addressing transportation carbon emissions to your organization?



What is your level of familiarity with CRP?



Does your organization have any existing climate-specific plans, projects, policies focused on reducing transportation emissions?



# Carbon Reduction Strategies

## *What's important to stakeholders?*

- Public Transportation
- Bicycle & Pedestrian Support
- Electric Vehicles & Charging



# Co-Benefits of Reduction Strategies

*All participants said they factored co-benefits into their strategy responses*



**SAFETY**



**ECONOMIC  
DEVELOPMENT**



**HEALTH &  
QUALITY OF  
LIFE**



**ACCESSIBILITY**

# Challenges When Implementing Strategies

## Top Responses



EXISTING  
LAND USE



FUNDING



POLITICS

## Other Challenges

limited staff capacity

competing priorities

another word for carbon

powerful interests

one size does not fit all

misconception of the problem

rural context

hesitancy for bike ped

relative effectiveness

persistent car culture

quantifying outcomes

industry growth vs environment

leadership buy-in

safety perceptions

planning philosophy

poor existing infrastructure

# Success Stories

## *Active Transportation*

- Bicycle / pedestrian Infrastructure
- Trails / Regional Greenway Network
- Sidewalks
- Quality public spaces



## *Reduce Vehicles*

- Barge program to reduce trucks
- Microtransit
- Regional transit between work centers in different counties
- Increase rider transit use / free transit



# Tools and Resources

### Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

**INPUT** User Guide

(1) What is your project evaluation year?  Reset Interface

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips

Before	After	Change
<input type="text"/>	<input type="text"/>	<input type="text"/>

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

Trip Distance Source

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

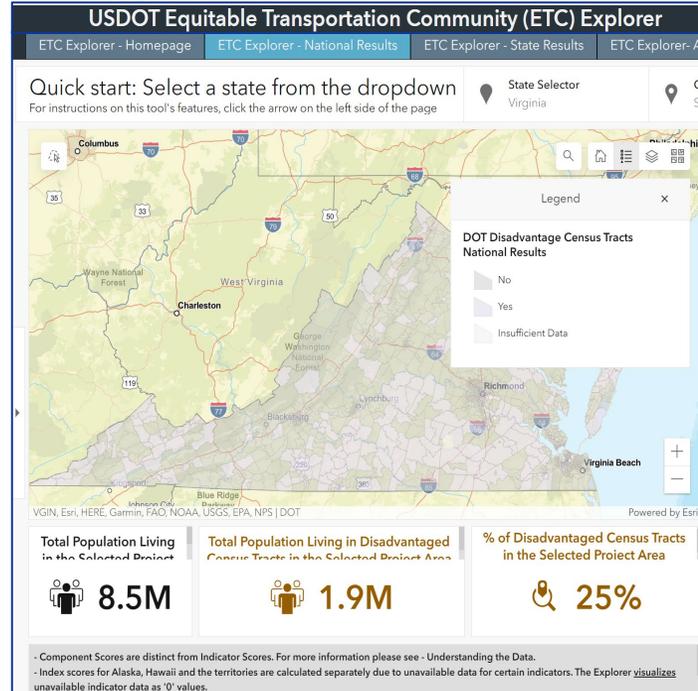
x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
<input type="text"/>					

**OUTPUT** Calculate Output

**EMISSION REDUCTIONS**

Pollutant	Total	Units in kg/day unless otherwise noted
Carbon Monoxide (CO)	0.000	
Particulate Matter <2.5 μm (PM <sub>2.5</sub> )	0.000	
Particulate Matter <10 μm (PM <sub>10</sub> )	0.000	
Nitrogen Oxide (NOx)	0.000	
Volatile Organic Compounds (VOC)	0.000	
Carbon Dioxide (CO <sub>2</sub> )	0.000	
Carbon Dioxide Equivalent (CO <sub>2</sub> e)	0.000	
Total Energy Consumption (MMBTU/day)	0.000	

[CMAQ Emissions Calculator Toolkit](#)



[USDOT Equitable Transportation Community \(ETC\) Explorer](#)

### DOT Discretionary Grants Dashboard

The DOT Discretionary Grants Dashboard provides communities with an overview of discretionary grant opportunities that can help meet their transportation infrastructure needs. Designed with all communities in mind, the Dashboard identifies grant programs with rural and Tribal set-asides or match waivers available. The Dashboard also includes Federal grant programs outside of DOT that may be of particular interest to [rural communities](#). An updated *Rural Grant Applicant Toolkit* will soon be published to help rural communities harness the Dashboard. The Dashboard is updated weekly.

[The DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.

[Download CSV](#)

Eligible Activities:

Eligible Applicants:

Agency/Office:

Transportation Type:  Match Waiver:  Rural Set-Aside:  Tribal Set-Aside:  Status:

Keywords:

**Apply**

[USDOT Discretionary Grants Dashboard](#)

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# THANK YOU

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If you have questions or comments, please reach out to VDOT CRP at [CarbonReduction@vdot.virginia.gov](mailto:CarbonReduction@vdot.virginia.gov)



Virginia Department of Transportation

# DISTRICT DEPARTMENT OF TRANSPORTATION

## *Carbon Reduction Strategy* *October 2023*

# CRP Strategy Table of Contents Draft

- I. Importance of Greenhouse Gas Reductions in Transportation
- II. Intro to Overall DC Goals
  - a) Current statistics
- III. Existing Plans and Strategies
  - a) moveDC 2021
  - b) GoDCgo
  - c) Sustainable DC 2.0
- IV. Federal Requirements
- V. Example eligible projects:
  - a) Electrification of freight and delivery vehicles.
  - b) Idling food trucks.
  - c) LED Streetlights.
  - d) Bike Lane and Trail Network.
  - e) Bus priority program.
  - f) Bus Electrification
- VI. Next Steps

# Existing Plan #1: moveDC (Long-range Plan)

**Policy P:** Reduce citywide greenhouse gas emissions 50 percent by 2032 (compared to 2006 baseline) and reduce greenhouse gas emissions from transportation by 60 percent by 2032 (compared to 2006 baseline).

## Strategy #33:

### UPDATE DDOT FLEET AND DC CIRCULATOR BUSES TO BE ELECTRIC

Implement the DC Circulator electrification plan and electrify the District-owned bus fleet by 2027. Convert 50 percent of the DDOT fleet to electric by FY 2023.

#### Implementation Steps

-  Conduct a cost/benefit analysis for a transition to an electric fleet
-  Create a fleet replacement program
-  Implement the fleet replacement program

## Strategy #34:

### SUPPORT ELECTRIC VEHICLE USE WITH MORE CHARGING FACILITIES

Determine the demand for electric chargers. Encourage developers to provide electric chargers where demand is identified. Allow electric chargers in the public right-of-way through a permit process.

#### Implementation Steps

-  Document the number of electric vehicles and chargers in the District and surrounding jurisdictions
-  Assess the demand for electric charging stations; develop materials and conduct outreach to encourage developers to construct electric charging stations
-  Track, monitor, and report; coordinate between DDOT and surrounding jurisdictions to share data

## Existing Plan #2: goDCgo (Transportation Demand Management Plan)

- goDCgo provides commuters, employers, and others with the education and assistance they need to make more informed choices about their daily travel
- Focuses on development and implementation of commuter benefits programs and transportation amenities
- The program reduces single-occupancy vehicle (SOV) travel, decreases traffic congestion, and improves air quality to create a better quality of life in the District.



People Helped  
**40,364**  
shifted to a  
clean commute



Decreased Traffic  
**814,245**  
car miles  
saved each day



Cleaner Air  
**612,153**  
lbs of CO<sub>2</sub>  
reduced each day

## Existing Plan #3: Sustainable 2.0

 | **GOAL 4**

Reduce greenhouse gas emissions and air pollution from the transportation sector.

 | **TARGET 4  
BASELINE**

1.73  
metric tons

 | **TARGET 4**

Reduce greenhouse gas emissions from transportation by 60%.

- Sustainable DC offers four goals and 23 actions to help improve the DC transportation system.
- Goals include:
  - Improve connectivity and accessibility through efficient, integrated and affordable transit systems.
  - Expand safe, connected infrastructure for pedestrians and cyclists.
  - Enhance affordable, convenient transportation options to reduce dependency on single occupant vehicles.
  - Reduce greenhouse gas emissions and air pollution from the transportation sector.

# Eligible Projects Ex. 1: Bus Electrification + Sustainable Facilities



## 3000 Series - Electric

### Benefits of 3000 series – Electric

100% battery electric propulsion

Zero emissions

Displaces 88.9K gallons of diesel annually

Eliminates more than 244K lbs of CO2 emissions annually

Provides cost savings of more than \$6 million during a 12-year lifetime

Reduces noise pollution throughout the District

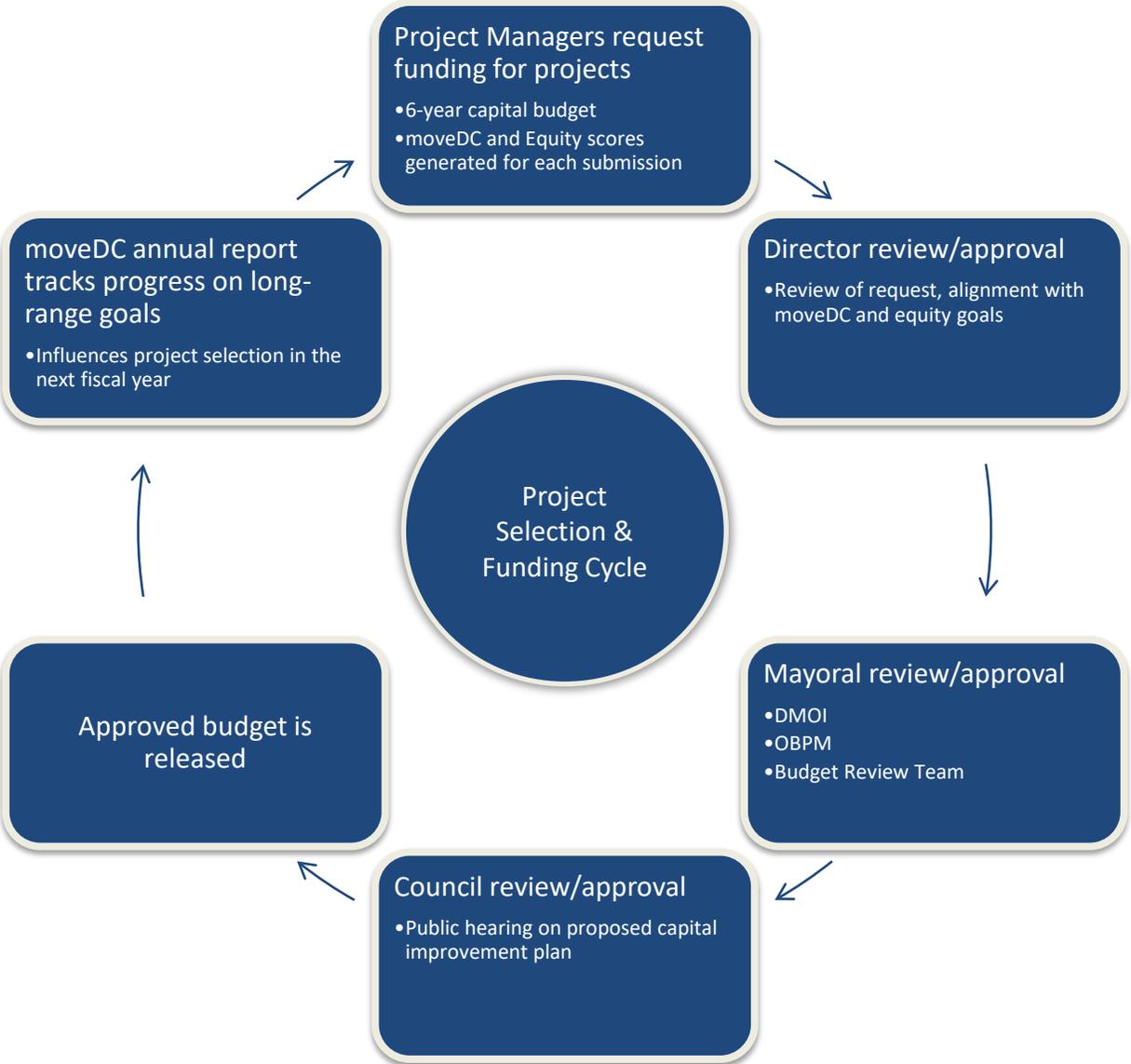
- DDOT is in the process of transitioning the entire District of Columbia Circulator (DC Circulator) bus fleet to battery-electric bus (BEB) vehicles by 2030
  - Transitioning our fleet to electric between April 2018 and April 2020, with a 14 BEB demonstration pilot for the Circulator
- As our battery-electric bus program grows, DC Circulator is upgrading existing and constructing new facilities with a focus on sustainable energy usage and storage.
  - DC Circulator is also planning a new garage to house our entire future fleet. The site, which is anticipated to open by 2028, will store and charge electric buses only

# Eligible Projects Ex. 2: Bus Priority Program

- Mayor Bowser established the Bus Priority Program to improve bus speeds and reliability for riders across the District
- Bus priority includes the following strategies:
  - Improvements to the roads where buses operate, including bus lanes, transit signal priority, and floating bus islands;
  - Changes to the way bus service is operated, including more direct routes, faster fare payment and boarding, and bus stop rebalancing;
  - Enforcement of bus lanes and bus stops;
  - Improvements for multimodal safety and pedestrian access to bus stops.



# DDOT's Project Selection Process



## GOALS

moveDC 2021 has a goal for each of the following subjects: safety, equity, mobility, project delivery, management and operations, sustainability and enjoyable spaces. Each goal is defined with a goal statement:



### Safety

DDOT will design and manage a transportation network that offers safe and secure travel choices for all users, in accordance with Mayor Bowser's [Vision Zero](#) initiatives.

### Equity

DDOT will advance transportation equity by evaluating its policies, planning, community engagement and project delivery, to ensure public investments in transportation justly benefit all residents, visitors and commuters.



### Mobility

DDOT will increase system reliability, improve accessibility and manage congestion through coordination, communications and mobility options, providing safe and affordable travel choices for all users and trips.

### Project Delivery

DDOT will complete projects on-time and on-budget while engaging and communicating with the community.



### Management and Operations (State of Good Repair)

DDOT will ensure the state of good repair for existing assets by investing in maintenance and operations to address the greatest mobility needs.

### Sustainability

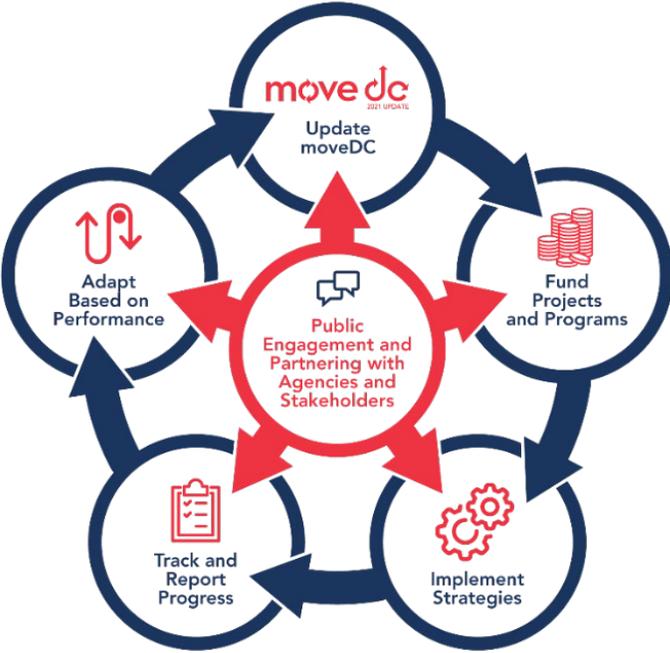
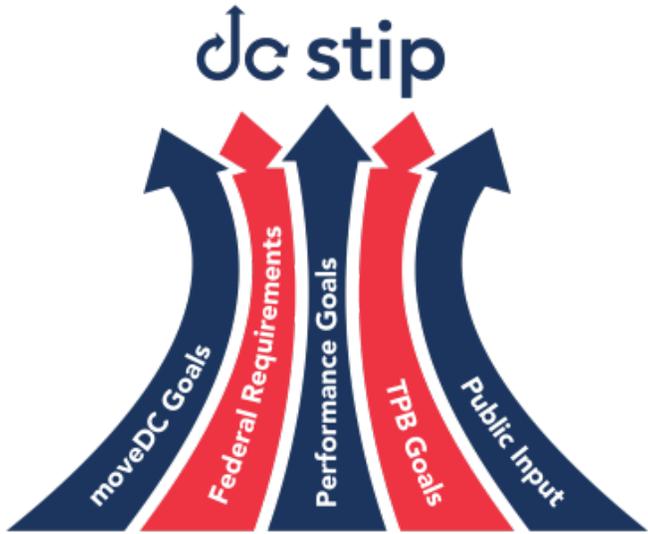
DDOT will manage and promote a transportation network that supports economic vitality and opportunity, reduces emissions and strengthens resilience in the face of climate change, especially in historically underserved neighborhoods that may experience greater impacts.



### Enjoyable Spaces

Public spaces and transportation systems managed by DDOT will be accessible, safe, and welcoming to residents, visitors and commuters.

# DDOT's Public Input Process for Project Advancement



# Comments:

- Erin Morrow will be collecting comments and further questions and providing them to DDOT
  - Email- [emorrow@mwkog.org](mailto:emorrow@mwkog.org)
- Please have comments by October 25 COB
- DDOT Contacts:
  - Emma Cross – Air Quality Planner ([Emma.Cross@dc.gov](mailto:Emma.Cross@dc.gov))
  - Samuel Brooks – State & Regional Planning Manager ([SamuelM.Brooks@dc.gov](mailto:SamuelM.Brooks@dc.gov))
  - Mark Rawlings – Regional Planner ([Mark.Rawlings@dc.gov](mailto:Mark.Rawlings@dc.gov))



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# District Department of Transportation

**250 M St SE | Washington, DC 20003 | 202.673.6813**

# Coordination Process Recommendation

