

Lyn Erickson

Subject: FW: Request amendments to CLRP Technical Solicitation Document
Attachments: 2020.11.18 CSG Comments to TPB re Visualize2045 solicitation.pdf

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Friday, December 11, 2020 3:21:54 PM
To: TPBcomment <tpbcomment@mwkog.org>; Kelly Russell <krussell@cityoffrederick.com>
Cc: Bill Pugh <bill@smartergrowth.net>; Cheryl Cort <cheryl@smartergrowth.net>
Subject: Request amendments to CLRP Technical Solicitation Document

Chair Russell and members of the TPB:

As you know we have long called on the TPB to tackle climate change head-on in every recent update to the CLRP. This must begin with the priorities you set in the Technical Solicitation document that you will be approving at your meeting on Wednesday, December 16th. We wrote to you on November 18th with suggestions (attached).

The following statement clarifies our request from our November 18th letter and we urge adoption of these amendments. Thank you.

Request to the Transportation Planning Board for Amendments to the Technical Solicitation Document for the Constrained Long Range Plan Update

We call on our elected officials at the Transportation Planning Board (TPB) to sponsor and vote FOR the following amendments to the TPB Technical Solicitation for the update to the Constrained Long Range Plan (CLRP) at your meeting on Wednesday, December 16.

With just 10 years to make major progress on reducing greenhouse gas emissions, transportation as our #1 source of emissions, and the Council of Governments committing to a 50% reduction below 2005 levels by 2030, this next CLRP must contribute to sufficient reductions in vehicle miles traveled (VMT) and associated emissions. Adoption of electric vehicles as anticipated by TPB is critical but will not be sufficient to reach our emissions reduction goals. Therefore we request that TPB members sponsor and vote for the following amendments to the TPB Technical Solicitation:

1) Establish a firm goal to reduce automobile Vehicle Miles Traveled (VMT) and identify non-auto mode share targets sufficient for the region to cut transportation greenhouse gas (GHG) emissions and meet its 2030 climate target. This VMT goal should include a margin of safety should our adoption of electric vehicles (EVs) not follow the assumed high scenario in the 2030 Climate and Energy Action Plan. The TPB's planned study of the greenhouse gas emissions and VMT reductions needed must be completed expeditiously, not at the end of 2021, and must shape this update of the CLRP and its evaluation of projects. Our climate cannot wait another four years for the next CLRP round.

2) Reclassify the "Aspirational" Initiatives as specific objectives for the next CLRP and establish performance measures and implementation metrics in the CLRP for them (see below), with the exception of expansion of the express toll highway network (because it has been demonstrated that these highway expansions do not reduce VMT or GHG).

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
- Improve Walk and Bike Access to Transit

- Complete the National Capital Trail Network

3) Commit to developing additional 2030 and 2045 Performance Measures beyond the minimum federal measures, to be included in the CLRP, addressing important regional priorities like:

- Greenhouse Gas Emissions
- Vehicle Miles Traveled (including Regional and Sub-Area targets)
- Non-Auto Mode Share (including Regional and Sub-Area targets)
- Access to Jobs and Services
- Access to Transit
- Equity

For additional background, here's a [link to our draft report](#) from our Senior Policy Fellow, Bill Pugh, on the VMT/climate connection and what we need to do to reduce VMT and greenhouse gas emissions from transportation.

Thank you,

Stewart

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Request to the Transportation Planning Board for Amendments to the Technical Solicitation Document for the Constrained Long-Range Plan Update

Our groups call on our elected officials at the Transportation Planning Board (TPB) to sponsor and vote FOR the following amendments to the TPB Technical Solicitation for the update to the Constrained Long-Range Plan (CLRP) at their meeting on Wednesday, December 16.

With just 10 years to make major progress on reducing greenhouse gas emissions, transportation as our #1 source of emissions, and the Council of Governments committing to a 50% reduction below 2005 levels by 2030, this next CLRP must contribute to sufficient reductions in vehicle miles traveled (VMT) and associated emissions. Adoption of electric vehicles as anticipated by TPB is critical but will not be sufficient to reach our emissions reduction goals. Therefore, we request that TPB members sponsor and vote for the following amendments to the TPB Technical Solicitation:

1) Establish a firm goal to reduce automobile Vehicle Miles Traveled (VMT) and identify non-auto mode share targets sufficient for the region to cut transportation greenhouse gas (GHG) emissions and meet its 2030 climate target. This VMT goal should include a margin of safety should our adoption of electric vehicles (EVs) not follow the assumed high scenario in the 2030 Climate and Energy Action Plan. The TPB's planned study of the greenhouse gas emissions and VMT reductions needed must be completed expeditiously, not at the end of 2021, and must shape this update of the CLRP and its evaluation of projects. Our climate cannot wait another four years for the next CLRP round.

2) Reclassify the "Aspirational" Initiatives as specific objectives for the next CLRP and establish performance measures and implementation metrics in the CLRP for them (see below), with the exception of expansion of the express toll highway network (because it has been demonstrated that these highway expansions do not reduce VMT or GHG).

- Bring Jobs and Housing Closer Together
- Expand Bus Rapid Transit and Transitways Regionwide
- Move More People on Metrorail
- Provide More Telecommuting and Other Options for Commuting
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- Complete the National Capital Trail Network

3) Commit to developing additional 2030 and 2045 Performance Measures beyond the minimum federal measures, to be included in the CLRP, addressing important regional priorities like:

- Greenhouse Gas Emissions
- Vehicle Miles Traveled (including Regional and Sub-Area targets)
- Non-Auto Mode Share (including Regional and Sub-Area targets)

- Access to Jobs and Services
- Access to Transit
- Equity

Thank you,

Stewart Schwartz
Executive Director
Coalition for Smarter Growth

Michelle Krocke
Executive Director
Northern Virginia Affordable Housing Alliance

Josh Tulkin
Chapter Director
Sierra Club – Maryland Chapter

Christopher G. Miller
President
Piedmont Environmental Council

Wyatt Gordon
Land Use & Transportation Policy Manager
Virginia Conservation Network

Rick Holt
Chair
Active Prince William

Cecilia Plante
Co-chair
Maryland Legislative Coalition

David Curson
Director of Bird Conservation
Audubon Maryland-DC

Kyle Lawrence
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Christopher Leyen
Senior Policy Manager
Virginia League of Conservation Voters

Paulette Hammond
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John Bloom
Chair
Potomac River Group
Sierra Club - Virginia Chapter

Trip Pollard
Land & Community Program Leader
Southern Environmental Law Center

James L. Durham
Chair
Alexandria Bicycle and Pedestrian Advisory Committee

Jonathan Krall
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Grassroots Alexandria

Carolyn N. Lyle
Coordinator
Alexandrians for the Environmental Action Plan

Carolyn Ricketts

Daryl Larsen

Lyn Erickson

Subject: Sluglines

From: Kalai Kandasamy <kalai.kandasamy@outlook.com>

Subject: Public Comment

Below is my comment for the TPB board

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TPB transportation board public comment number five, requesting slugging and slug pickup locations to be added to Visualize 2045 and Commuter Connections Website.

Madam Chair, thank you for checking with TPB staff on the status of adding sluglines to commuter connections website and Visualize 2045 documents.. I was excited to hear Mr. Ramfos say that slugging information was added to commuter connections website. What can be more exciting than providing a free commute option for DMV Commuters? A free commute option that is enjoyed by about 6500 commuters.

Please join me for a 30 second commuter exercise to check what was added to Commuter connections website.

Please put your commuter hat on to explore the commuter options provided by commuterconnections.org

On your computer or smartphone, open a browser and go to commuterconnections.org.

Click on the search button on the top right corner and type in commuting options, you may be getting a few articles, but doesn't give any information on slugging or slug pickup locations. Now click on the search button again and search for slug or free commute. That will show you few more articles but again doesn't give any information on slugging or slug pickup locations

Now please tell me if any of those articles help you find how to slug or slug pickup locations? It does not show slug pickup locations in DC, Arlington, Fairfax, Princewilliam or Stafford. It does not even show the existing slug pickup locations with signage at the Pentagon with 8 slug pickup stations or Rosslyn with 4 slug pick up stations to Fairfax, Prince William and Stafford Counties.

Madam Chair, for decades commuters have been asking Mr. Ramfos to add slugging and slug pickup locations information to commuter connections website.. We would greatly appreciate if you could add slugging information that would serve our commuters, that will provide them insight into how to commute for free.

"First and foremost, my responsibility is the delivery of information to our stakeholders, so that anyone who lives or works here knows all their commuting options," said Mr. Ramfos, but for decades have denied equity for 10,000 commuters along I-95 corridor who slug to DC and Arlington.

TPB and commuter connections have denied providing equity for commuters slugging to work. With all the hardships in DMV, it is time to provide equity for slugs and help the free commute option continue in DMV. We did a survey to find out how commuter feel about slugging during the COVID, about 200 commuters participated and most of them looking forward to slug. I have shared the survey information with TPBCAC. Mostly our FB groups with about 5000 commuter is used as a platform for contact tracing, in case we need it. As people are called into work, I would appreciate if the TPB include safety instruction for safe slugging during this pandemic.

Regarding visualize 2045, we are not asking slugging to be added as a project or asking for funding. We are asking for equity. We are asking to add slugging as a mode of transportation to "Travel Patterns in Metropolitan Washington" section on page 12 in the Visualize 2045 document. We are asking to add slugging to the aspirational initiative 4. Increase telecommuting and other options for commuting. Again we are not asking for funding, we are asking to be included.

Kalai Kandasamy