



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the November 2022 TPB Meeting
DATE: November 16, 2022

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), 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.

Between the October 2022 TPB meeting and noon on Tuesday, November 15, 2022, the TPB received seven comments submitted via email with attached letters.

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

PUBLIC COMMENT

Tad Aburn – Letters via Email – November 14, 2022

Aburn, a former Maryland Department of the Environment representative on MWAQC, submitted a letter and attachments providing comment on the proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland. A copy of the remarks and attachments are attached.

Rick Rybeck – Email – November 14, 2022

Rybeck submitted an email providing comment on the 2024 long-range transportation plan update's financial plan assumptions. A copy of the remarks is attached.

Charlie Grymes – Email – November 14, 2022

Grymes submitted an email encouraging prioritization of pedestrian safety improvements. A copy of the remarks is attached.

Bethany Usher – Email – November 14, 2022

Usher submitted an email encouraging prioritization of various bicycle and pedestrian improvements. A copy of the remarks is attached.

Gem Bingol – Email – November 14, 2022

Bingol, from the Piedmont Environmental Council, submitted an email addressed to the Loudoun County representatives encouraging prioritization of pedestrian improvements. A copy of the remarks is attached.

Noble Smith – Email and Letter – November 14, 2022

Smith, a Faculty Assistant at UMD, submitted an email and letter providing comment on the proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland. A copy of the remarks and attachments are attached.

Sonya Breehey – Email – November 14, 2022

Breehey, from the Coalition for Smarter Growth, submitted an email addressed to the Fairfax County members encouraging prioritization of pedestrian improvements. A copy of the remarks is attached.

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

November 14, 2022

Pamela Sebesky
Chair, MWCOG Transportation Planning Board
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: More Detailed Letter of Concern for 11/16/22 TPB Meeting

Madame Chairman, Board members, thank you for providing the opportunity to provide public comment for the November 16, 2022 TPB meeting. This letter is the letter containing more detailed information mentioned in my short written public comments for the 11/16/22 TPB meeting.

My comments are on a critical issue now surfacing in the Washington, DC metropolitan area ... racial inequity and transportation and environmental racism.

My name is Tad Aburn. Last month 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 am now retired and commenting today as a concerned, well-informed citizen.

The TPB has a long history of being a national leader on difficult issues like transportation racism. Your approach for addressing this issue in designing the metro is internationally recognized. I am asking you to continue to demonstrate your leadership as the issue of racial equity moves closer to the top of the transportation planning priority list.

As you meet today, the District of Columbia is planning to build a very large, very dirty bus maintenance and training facility next to and directly upwind of a small community of color located in the Cheverly and Seat Pleasant area of Prince George's County, Maryland. The facility will eventually help the region transition to electric buses and will provide significant environmental benefits to the residents of the region ... the primarily

white residents of the region. Bus and vehicle electrification is a critical element of the region's transportation plan. The problem is that it is being done at the expense of a small, somewhat defenseless community of color. This is a classic case of government supported racial injustice ... specifically environmental racism.

The proposed facility to be built on Claybrick Road, will result in significant air pollution during construction and operation that will be breathed by the residents living in the area. A few of the specific air pollutants that will be released as a result of the new facility include cancer causing pollutants like diesel particulate and benzene and airborne dust which is likely to contain deadly heavy metals and asbestos. To make things worse, because of ill-informed zoning and land-use decisions, this community of color is already overburdened by over 30 similar dirty facilities again located next to and directly upwind of where the residents breathe the air.

Simply stated, not one person on TPB would want to live next to or near the new DC Claybrick Road facility or the other dirty businesses located in the area. I ask you ... why is it OK for the residents in a community of color to breathe that unhealthy air?

I recognize that this is a very difficult and sensitive issue. I am bringing it to the TPB because the Board and the region, in general, have historically demonstrated real national leadership on how to address this kind of difficult issue. As the past Chair of MWAQC TAC, I know that your MWAQC leadership has been asked to clarify MWAQC's policy on environmental racism and the emerging issue of regional projects that continue a legacy of dumping dirty businesses on communities of color. This is what is now happening because of the District's proposed Claybrick Road facility. According to the COG staff there are multiple other emerging situations similar to the Claybrick Road project, including one high profile project in the Ivy City community of color in the District of Columbia.

I am attaching three earlier letters on this topic. Attachment 1 is my letter to the COG Board of Directors. Attachment 2 is a November 9, 2022 letter from the University of Maryland's Community Engagement, Environmental Justice and Health (CEEJH) Center run by Dr. Sacoby Wilson. Attachment 3 is a November 9, 2022 CEEJH letter to MWAQC.

In closing, racial equity and environmental racism will be one of the most important issues that MWCOCG will need to address over the next 10 years. I urge you to show real leadership, stop the Claybrick Road project and begin to work regionally to change the way that zoning and land use decisions are made. Unfortunately, it is now well

recognized that these outdated policies not only enable, but actually promote environmental racism.

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

George S. Aburn Jr.

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

Cc: TPB Members
Ted Dernoga, Prince George's County Council and MWAQC member
Kelly Crawford, Air Director, DC DOEE

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ATTACHMENT 1

November 7, 2022
Christain Dorsey
Chair, MWCOG Board of Directors
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

Chairman Dorsey:

Thank you for providing the opportunity to submit comments for consideration at the November 9, 2022 MWCOG Board meeting.

I am writing today to comment on a critical issue now surfacing in the Washington, DC metropolitan area ... racial inequity.

My name is Tad Aburn. Last month I was the Chair of the MWAQC Technical Advisory Committee. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired and commenting today as a concerned, well-informed citizen.

As you meet today, the District of Columbia is planning to build a very large, very dirty bus maintenance and training facility next to and directly upwind of a small community of color located in the Cheverly and Seat Pleasant area of Prince George's County, Maryland. The facility will eventually help the region transition to electric buses and will provide significant environmental benefits to the residents of the region ... the primarily white residents of the region. The problem is that it is being done at the expense of a small, somewhat defenseless community of color. This is a classic case of government supported racial injustice ... specifically environmental racism.

The proposed facility to be built on Claybrick Road, will result in significant air pollution during construction and operation that will be breathed by the residents living in the area. A few of the specific air pollutants that will be released as a result of the new facility include cancer causing pollutants like diesel particulate and benzene and airborne dust which is likely to contain deadly heavy metals and asbestos. To make

things worse, because of ill-informed zoning and land-use decisions, this community of color is already overburdened by over 30 similar dirty facilities again located next to and directly upwind of where the residents breathe the air.

Simply stated, not one person on the MWCOG Board would want to live next to or near the new DC Claybrick Road facility or the other dirty businesses located in the area. I ask you ... why is it OK for the residents in a community of color to breathe that unhealthy air?

I recognize that this is a very difficult and sensitive issue. I am bringing it to the MWCOG Board because the Board and the region, in general, have historically demonstrated real national leadership on how to address this kind of difficult issue. As the past Chair of MWAQC TAC, I know that your MWAQC leadership has been asked to clarify MWAQC's policy on environmental racism and the emerging issue of regional projects that continue a legacy of dumping dirty businesses on communities of color. This is what is now happening because of the District's proposed Claybrick Road facility. According to the COG staff there are multiple other emerging situations similar to the Claybrick Road project, including one high profile project in the Ivy City community of color in the District of Columbia.

In closing, racial equity and environmental racism will be one of the most important issues that MWCOG will need to address over the next 10 years. I urge you to show real leadership, stop the Claybrick Road project and begin to work regionally to change the way that zoning and land use decisions are made. Unfortunately, it is now well recognized that these outdated policies not only enable, but actually promote environmental racism.

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

George S. Aburn Jr.

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

Cc: Kate Stewart, MWCOG BOD Vice Chair
Charles Allen, MWCOG BOD, Second Vice Chair
Ted Dernoga, Prince George's County Council and MWAQC member

Koran Saines, Chair MWCOG CEEPC
Tara Failey, Chair, MWCOG AQPAC
Roger Thunell, Chair MWAQC TAC
Kelly Crawford, Air Director, DC DOEE



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Maryland Institute for Applied and Environmental Health

Sacoby Wilson, PhD, MS
Professor
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College Park, Maryland 20742-2611
301.405.3136 TEL, 301.405.8397 FAX

Attachment 2

November 9, 2022

Christain Dorsey
Chair, MWCOG Board of Directors
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

Thank you for providing the opportunity to submit comments for consideration at the November 9, 2022 Board meeting. I am writing today to comment on the proposed maintenance yard for the DC Circulator to be located at 1201 Claybrick Road in Cheverly, Maryland. My name is Dr. Sacoby M. Wilson, Full Professor at the Maryland Institute for Applied Environmental Health, at the University of Maryland, School of Public Health. I am also the Director of the Center for Community Engagement, Environmental Justice, and Health. For the last 20 years, I have worked as an environmental health scientist in the areas of exposure science, environmental justice, environmental health disparities, community-based participatory research, water quality analysis, air pollution studies, built environment, industrial animal production, climate change, community resiliency, and sustainability. I work primarily in partnership with community-based organizations to study and address environmental justice and health issues and translate research to action.

As you meet today, the District of Columbia is planning to build a dirty bus maintenance and training facility next to and directly upwind of Cheverly and Seat Pleasant in Prince George's County, Maryland. These are communities of color who have long faced pollution burdens associated with environmental pathogen, which this proposed project will only contribute negatively to.

EPA EJSCREEN Report

Environmental justice screening and mapping (EJSM) tools are a prime example of a screening mechanism of cumulative impacts. An example of this is EPA EJSCREEN. **Figure 1** presents an EJSCREEN analysis of the 1-mile buffer ring directly surrounding the coordinates of the proposed project, which do not differ from the above mentioned analysis (EPA, 2021). Observed are elevated percentiles of diesel particulate matter, air toxics cancer risk, and respiratory hazard, relative to the rest of Maryland and the United States. Therefore, residents already face environmental and health burdens, presenting a baseline risk assessment for the community.



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EJScreen Report (Version 2.1)
1 mile Ring Centered at 38.907127,-76.907086
MARYLAND, EPA Region 3
Approximate Population: 14,204
Input Area (sq. miles): 3.14

Selected Variables	Percentile in State	Percentile in USA
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	76	78
EJ Index for Ozone	48	84
EJ Index for Diesel Particulate Matter*	89	92
EJ Index for Air Toxics Cancer Risk*	76	88
EJ Index for Air Toxics Respiratory HI*	77	89
EJ Index for Traffic Proximity	75	87
EJ Index for Lead Paint	85	90
EJ Index for Superfund Proximity	87	91
EJ Index for RMP Facility Proximity	94	94
EJ Index for Hazardous Waste Proximity	77	93
EJ Index for Underground Storage Tanks	83	84
EJ Index for Wastewater Discharge	10	5

EJ Index for the Selected Area Compared to All People's Backgrounds in the State/US

Figure 1: EJSCREEN analysis of the 1-mile buffer ring surrounding the coordinates of the proposed project.

The Maryland Environmental Justice Screen Tool (MD EJSCREEN) is a state-specific EJSM tool that utilizes local data, is customized to local community concerns, and is useful for state, county-level, and municipal policymaking (Driver et al., 2019). It combined pollution burden and population characteristics to create an EJ Index. The overall MD EJSCREEN Index for Cheverly is 0.66, indicating that the town is an area of high environmental justice concern, when compared to the rest of Prince George's County (EJ Index = 0.58) and state of Maryland (EJ Index = 0.53). When assessing the individual domains, Cheverly had an extremely high exposure score (0.87) and environmental effect score (0.91), compared to county (0.59 and 0.49) and state (0.49 and 0.55) averages, respectively. Noticeably, the scores for sensitive populations and SES were low (0.42 and 0.44, respectively), compared to the County (0.51 and 0.73) and state (0.53 and 0.55) averages. The full breakdown of EJ Indices are revealed in **Figure 2**.

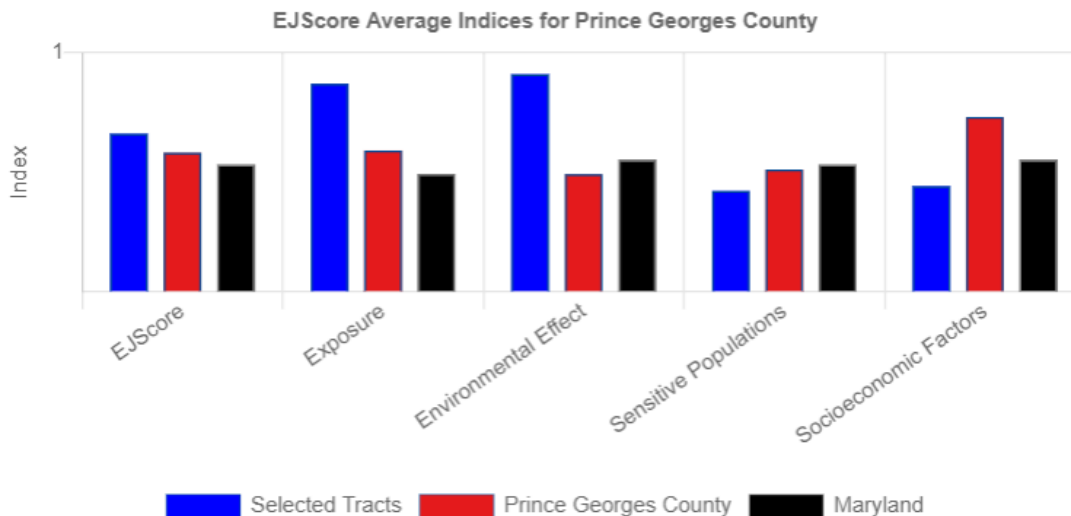


Figure 2: MD EJSCREEN Indices by domain for Cheverly, Maryland compared to Prince George's County, Maryland and the State of Maryland



Air Quality Monitoring Results for Cheverly, Maryland

CEEJH has performed a comprehensive EJSCREEN analysis for the greater Cheverly, Maryland region as part of the hyperlocal Purple Air Monitoring Project that began in 2019, which is impacted by the proposed project on Claybrick Rd. This is an ongoing partnership, whose integral partners include: CEEJH, the Maryland Department of the Environment (MDE), and the Town of Cheverly (MDE, 2021). This analysis has been presented at various venues, from local community events to major regional conferences such as the University of Maryland’s Annual Symposium on Environmental Justice and Health Disparities. Purple Air monitors (N = 23) were placed throughout Cheverly, including within 0.25 km of the proposed site, to assess concerns over air pollution related to local industrial activities and traffic. Moreover, we compared community-level data with PM2.5 measurements collected at MDE reference sites to assess whether Cheverly levels were consistently higher. PM2.5 levels of our hyperlocal network were generally higher than these national and regional trends. The overall averages (both raw and corrected values) for the Purple Air monitors that met our quality assurance protocols are shown in **Figure 3**.

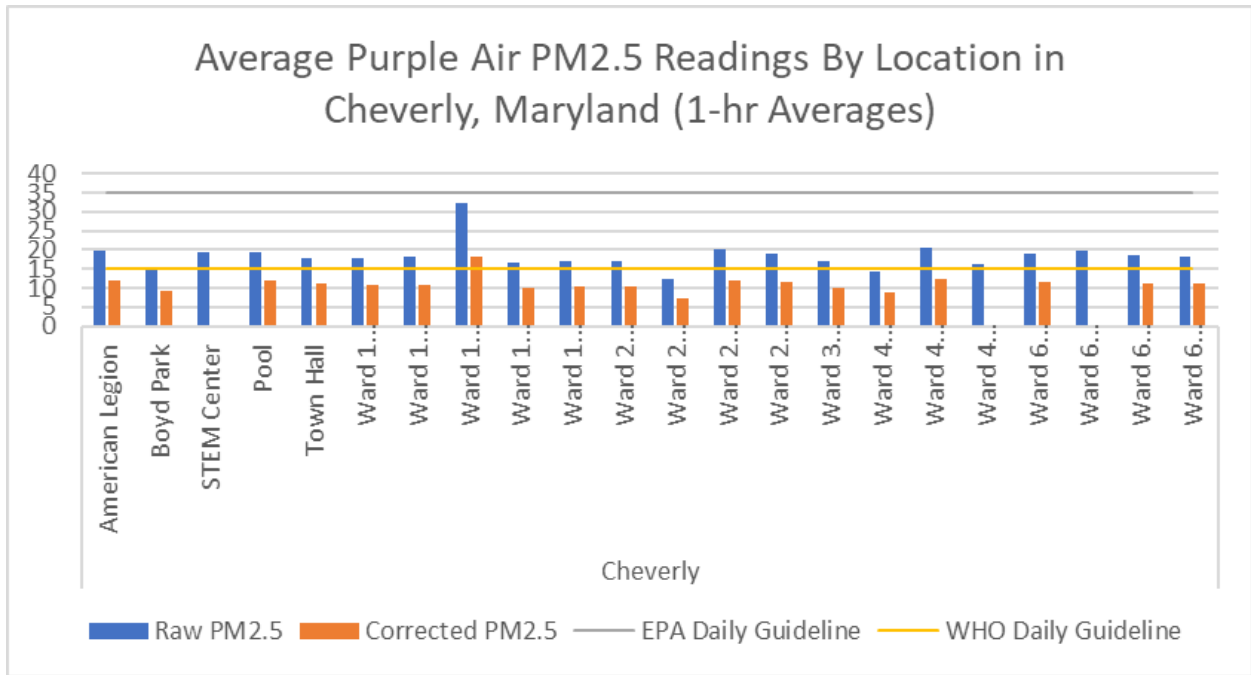


Figure 3: Comparison of Average Purple Air Readings to EPA (35 ug/m3) and WHO (15 ug/m3) Daily Guidelines

Additionally, the diurnal analysis found that the rush hours had statistically significantly higher PM2.5 levels than off-peak hours (**Figure 4**).



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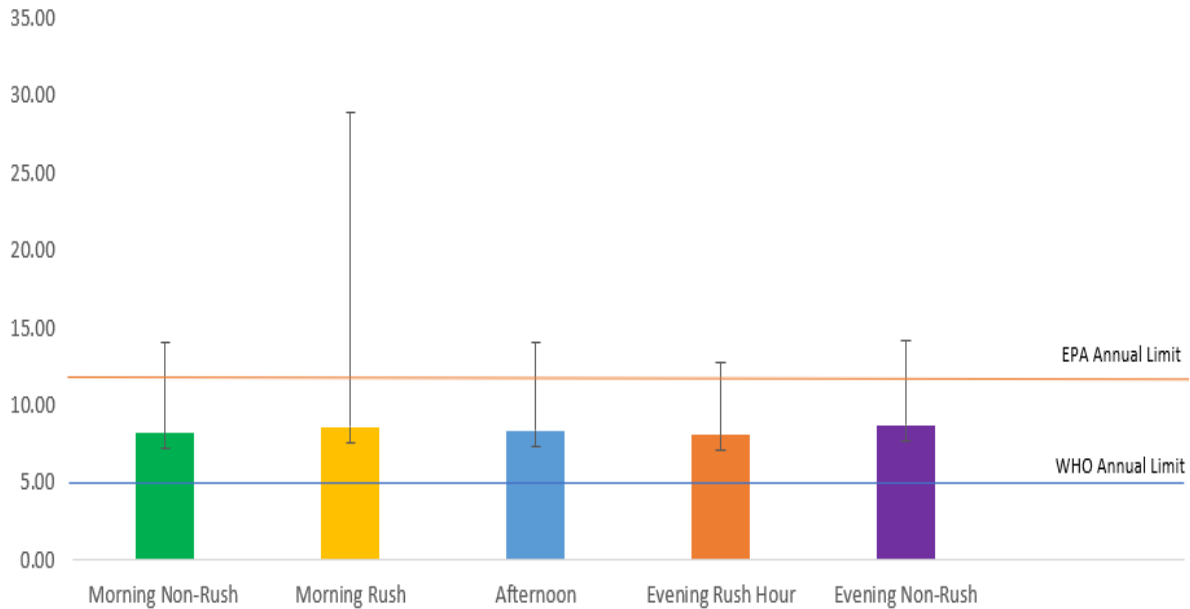


Figure 4. Diurnal investigation of PM2.5 levels, divided into 5 time bins: morning non-rush (1:00-5:00am), morning rush (6:00-11:00 am), afternoon off-peak (12:00-2:00pm), evening rush (3:00-8:00pm), and evening off-peak (9:00pm-12:00am).

Overall, the Cheverly study evidenced concerns that an increase in industrial activity will increase pollutant emissions to the atmosphere, and revealed spatial variations in PM2.5 levels in Cheverly that provide baseline information on residential exposure to PM2.5 associated with facilities and other local sources.

I would like to conclude with a definition of an emerging term in the environmental justice space: “environmental racism.” Studies have linked environmental racism to disproportionate impacts of transportation projects, also known as “transportation racism” (Bullard et al., 2004). Plainly, the proposed project on Claybrick Rd will exacerbate the pollution burden nearby residents face and contribute towards environmental racism. I request you to refer to the definition coined by Dr. Benjamin Chavis, then director of the United Church of Christ's Commission for Racial Justice (CRJ), in response to the 1982 protests in Warren County, North Carolina (Mank, 2007). Environmental racism refers to “the intentional selection of communities of color for wastes disposal sites and polluting industrial facilities, essentially condemning them to contamination” (CSBSJU, n.d).



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ATTACHMENT 3

As Director of the Center for Community Engagement, Environmental Justice, and Health (CEEJH) located within the Maryland Institute for Applied Environmental Health at the University of Maryland School of Public Health, I, Dr. Sacoby Wilson, I am reaching out regarding the proposed maintenance yard for the DC Circulator to be located at 1201 Claybrook Road in Cheverly, Maryland.

Federal guidance from the EPA and DOT outlines the requirements of meaningful involvement and fair treatment throughout the regulatory decision making process. Meaningful involvement means that: (1) potentially affected community residents have an appropriate opportunity to participate in decisions about a proposed activity that will affect their environment and/or health; (2) the public contribution can influence the regulatory agency's decision; (3) the concerns of all participants involved will be considered in the decision making process; and (4) the decision makers seek out and facilitate the involvement of those potentially affected. Fair treatment requires no group of people, including a racial, ethnic or a socioeconomic group, to bear a disproportionate share of the negative environmental consequences from industrial, municipal and commercial operations or the execution of federal, state, local and tribal programs and policies (EPA, 2015) (Department of Transportation, 2017).

EPA EJSCREEN Report

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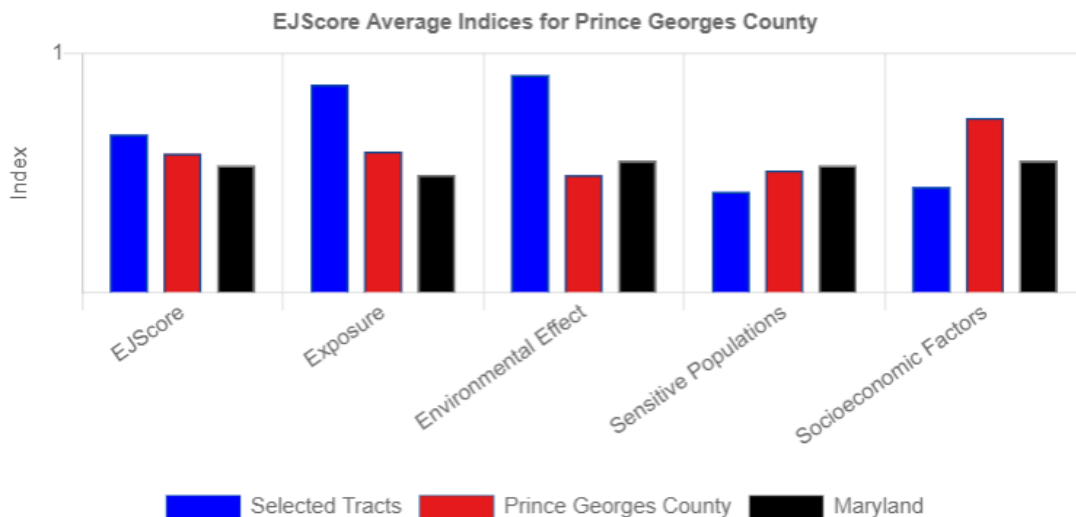




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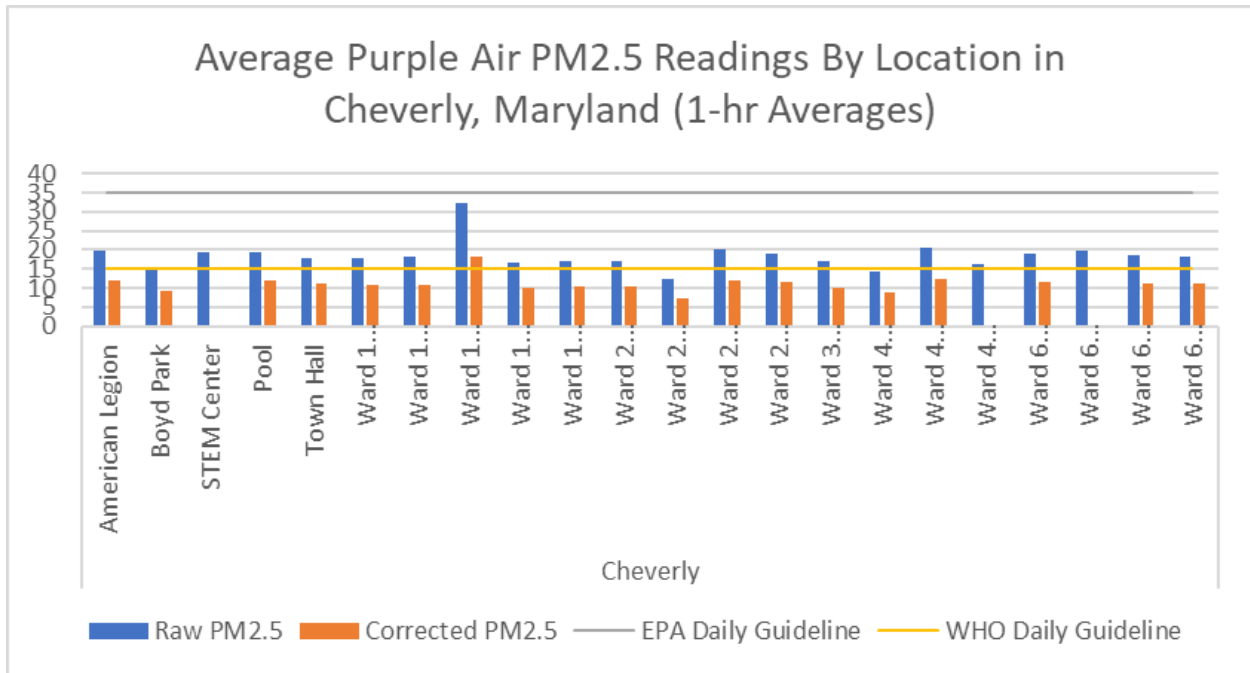


Figure 3: Comparison of Average Purple Air Readings to EPA (35 ug/m3) and WHO (15 ug/m3) Daily Guidelines



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I would like to conclude with a definition of an emerging term in the environmental justice space: “environmental racism.” Studies have linked environmental racism to disproportionate impacts of transportation projects, also known as “transportation racism” (Bullard et al., 2004). Plainly, the proposed project on Claybrick Rd will exacerbate the pollution burden nearby residents face and contribute towards environmental racism. I request you to refer to the definition coined by Dr. Benjamin Chavis, then director of the United Church of Christ's Commission for Racial Justice (CRJ), in response to the 1982 protests in Warren County, North Carolina (Mank, 2007). Environmental racism refers to “the intentional selection of communities of color for wastes disposal sites and polluting industrial facilities, essentially condemning them to contamination” (CSBSJU, n.d).

TPB Public Comment

From: r.rybeck@justeconomicsllc.com <r.rybeck@justeconomicsllc.com>
Sent: Monday, November 14, 2022 5:02 PM
To: TPBcomment
Subject: Public Comment, TPB Meeting November 16, 2022 re CLRP Update

Importance: High

Dear Sir or Madam,

Pursuant to the notice about the TPB meeting on November 16th, I am submitting a public comment. This comment is within the limit of 375 words. The comment is attached as a Word file and it is also pasted below. I will NOT be present at the meeting, so I would appreciate it if the comments attached could be provided to the TPB members and staff.

Thank you for your assistance.

Regards,
Rick Rybeck, Director
r.rybeck@justeconomicsllc.com



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<https://justeconomicsllc.com>

Prosperity | Sustainability | Equity

2024 Long Range Plan Update: Resolving the Infrastructure Conundrum

The Transportation Planning Board (TPB) is embarking on the 2024 Long Range Plan Update. The plan update includes:

- Updated Financial Plan
- Review & re-submission of programs, policies & projects

To date, the TPB and its members have overlooked a policy to improve its financial plan and to more fully integrate transportation infrastructure investments with objectives for efficient land use and affordable housing.

We create infrastructure to facilitate development. But, when infrastructure is well-designed and implemented, it inflates the price of well-served land. This drives development (particularly affordable development) to cheaper but more remote sites. We then extend infrastructure to these remote developments only to have the cycle repeat. Thus, the infrastructure we create to facilitate development chases it away. We run after remote development with more infrastructure, but never catch up. The resulting sprawl is bad for the environment and for taxpayers who must fund duplication of expensive infrastructure systems.

The ability of private landowners to appropriate publicly-created land value is the fuel for land speculation – a parasitic activity that creates nothing of value, but which inflates land prices, particularly at prime sites served by transportation facilities and services.

Fortunately, some communities are resolving the infrastructure conundrum. They accomplish this by returning publicly-created land values to the agencies that created them. This is accomplished by reducing the property tax rate applied to privately-created building values while simultaneously increasing the tax rate applied to publicly-created land values. The lower rate applied to buildings makes them cheaper to construct, improve and maintain. (This is good for residents and for businesses.) Surprisingly, the higher rate applied to land values helps keep land prices down by reducing the profit from land speculation. Landowners pay in proportion to the infrastructure benefits they receive.

Without new spending or any loss of revenue, this tax shift can make both land and buildings more affordable. As a bonus, development is encouraged at high-value sites – typically infill sites served by infrastructure amenities. Increasing infill development reduces development at the urban fringe, curtailing sprawl. This is a win for the environment and taxpayers.

I would be happy to help TPB and TPB staff understand where this approach has been used and provide tips for successful implementation.

Sincerely,

Rick Rybeck, Director
Just Economics, LLC

TPB Public Comment

From: Charlie Grymes <cgrymes@gmail.com>
Sent: Tuesday, November 15, 2022 10:50 AM
To: TPBcomment; Victor Angry; Chair Ann Wheeler
Subject: TPB Special Work Session: Safety Roundtable with State Departments of Transportation

I encourage you to prioritize safety improvements on the roads and especially the intersections in Prince William County.

The fast exit/entrance ramps at I-66 and I-95 interchanges are literally killers, as we saw recently at Dumfries. The inability to walk underneath I-66 at Sudley Road isolates the Manassas campus of Northern Virginia Community College, unless people walk in traffic lanes.

Prince William County could [mimic Prince George's County](#) and initiate a [Vision Zero program](#) that is consistent with our pattern of development.

At the TPB meeting on Wednesday, I encourage you to ask for VDOT to put more emphasis on designing and redesigning roads, shared use paths, bike lanes and sidewalks for better safety.

- Charlie Grymes
Gainesville Magisterial District



TPB Public Comment

From: Bethany M Usher <bethany.usher@gmail.com>
Sent: Tuesday, November 15, 2022 11:11 AM
To: braddock@fairfaxcounty.gov; huntermill@fairfaxcounty.gov; TPBcomment
Cc: fabbbboard@googlegroups.com
Subject: VDOT safety meeting

Dear Supervisors,

As a resident of Fairfax County, an employee of George Mason University, and a parent, I am very concerned about the safety of pedestrians and people riding bikes in Fairfax County, and how the infrastructure promotes the ease of driving over the safety of more vulnerable users. We've had too many people on foot or bike killed by drivers in this area in the past few years, and most of those deaths could have been prevented with infrastructure that prioritized the safety of people. I've been so concerned about this that I recently joined the Fairfax Alliance for Better Bicycling as a board member.

Some things that we should work with VDOT on-

- The maintenance of the existing bike paths and bikes lanes (paving, cleaning).
- Signaling that is available to pedestrians and bikers, and that gives advance/longer cycles specifically for users.
- Supporting safe routes to school- and making sure that every student who lives within ½ or 1 miles of a school can safely walk or ride by themselves to schools. This will reduce significant traffic, make communities stronger, and build infrastructure than can be linked in communities.
- Eliminating double right turn lanes and reducing the right-turns on red.
- Signaling for pedestrians at crosswalks that aren't at intersections (or where intersections are far apart).
- Sharpening corners and/or adding speed humps or other barriers at intersections between side roads and major road so that cars are required to slow and look before sailing through.
- Moving bike lanes inside of car parking (so the profile is sidewalk, bikelane, parking, driving lane), which uses the parked cars to create protected bike lanes, keep cars from dooring cyclists, and keeps cyclists away from fast moving cars. I HAVE NO IDEA WHY WE DON'T DO THIS!
- Building additional PROTECTED bike lanes (the unprotected ones on US 1 are unrideable) and off-road paths that connect communities to shopping, schools, and workplaces.

I'm a frequent driver, too, so I understand that some of these changes could cause frustration, but we have to value our communities first. Please continue to advocate for safer communities and transportation options.

Bethany M Usher
Ciara and Braylee Weets
Springfield, VA
Sent from my iThing-please excuse typos and odd autocorrections!

TPB Public Comment

From: Gem Bingol <gbingol@pecva.org>
Sent: Tuesday, November 15, 2022 11:16 AM
To: Matt Letourneau; Umstatt, Kristen; corinna.sigsbury@loudoun.gov
Cc: TPBcomment
Subject: Safety Improvement workshop & VDOT improvements for Loudoun

Dear Supervisors Letourneau and Umstatt,

I appreciate your reports on regional meetings, and hope that you'll be attending today's special TPB meeting on safety. As Metro service starts today in Loudoun (YAY!), safety concerns increase for pedestrians and cyclists who are trying to get to the Metro stations, and of course elsewhere around the county, too.

With more reasons for residents to choose active transportation modes these days, the regional increase in pedestrian fatalities is of great concern. We need to make our streets safer for those who do make that choice. Traffic calming is one way to address this challenging problem in Loudoun since we have built an auto-centric community, as well as ensuring that pedestrians have safe harbor when crossing wide streets, that street lights are properly timed for pedestrians, and sidewalks and multi-modal paths are ubiquitous.

I hope that you will encourage and work with VDOT to focus on this aspect of Loudoun's transportation challenges. The more that people can and do get out of their cars and use transit, the more important it is that our streets are safe for those of us who are not in vehicles.

Thank you,
Gem

Gem Bingol
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TPB Public Comment

From: Noble Smith <nsmith59@umd.edu>
Sent: Tuesday, November 15, 2022 11:36 AM
To: TPBcomment
Cc: George Aburn; Vivek Ravichandran; Sacoby Wilson
Subject: Item 1 Virtual Comment Opportunity - Written Comments on environmental and transportation justice
Attachments: WMCOG TPB Comments 11_15.docx

Good Morning,

I have attached comments prepared by CEEJH concerning environmental racism and the proposed claybrick rd facility in cheverly md.

Best,
Noble Smith

--

Noble E. Smith (he/him)
Faculty Assistant
Center for Community Engagement, Environmental Justice, and Health ([CEEJH](#))
Maryland Institute for Applied Environmental Health
University of Maryland, College Park

Good Morning Chair,

My name is Noble Smith, Faculty Assistant at the Center for Community Engagement, Environmental Justice, and Health (CEEJH) located within the Maryland Institute for Applied Environmental Health at the University of Maryland School of Public Health, Under the guidance of CEEJH Director and Professor, Dr. Sacoby Wilson, I am reaching out regarding the proposed maintenance yard for the DC Circulator to be located at 1201 Claybrook Road in Cheverly, Maryland.

Cheverly, Maryland is a community overburdened by environmental pathogens and the proposed facility will only add to well-documented air quality concerns. It is vital for overburdened communities to benefit from the transition to cleaner fuels, rather than carry an increased energy burden. By doing so, the Washington metropolitan area can effectively scale Justice40 benefits, outlined by the Biden-Harris Administration, to the local level and achieve environmental justice.

EPA EJSCREEN Report

Figure 1 presents an EJSCREEN analysis of the 1-mile buffer ring directly surrounding the coordinates of the proposed project. Observed are elevated percentiles of diesel particulate matter, air toxics cancer risk, and respiratory hazard, relative to the rest of Maryland and the United States. Residents already face environmental and health burdens, presenting a baseline risk assessment for the community.



EJScreen Report (Version 2.1)
1 mile Ring Centered at 38.907127,-76.907086
MARYLAND, EPA Region 3
Approximate Population: 14,204
Input Area (sq. miles): 3.14

Selected Variables	Percentile in State	Percentile in USA
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	76	78
EJ Index for Ozone	48	84
EJ Index for Diesel Particulate Matter*	89	92
EJ Index for Air Toxics Cancer Risk*	76	88
EJ Index for Air Toxics Respiratory HI*	77	89
EJ Index for Traffic Proximity	75	87
EJ Index for Lead Paint	85	90
EJ Index for Superfund Proximity	87	91
EJ Index for RMP Facility Proximity	94	94
EJ Index for Hazardous Waste Proximity	77	93
EJ Index for Underground Storage Tanks	83	84
EJ Index for Wastewater Discharge	10	5

EJ Index for the Selected Area Compared to All People's Blockgroups in the State/US

I request the board to refer to the definition of environmental racism coined by Dr. Benjamin Chavis, former director of the United Church of Christ's Commission for Racial Justice (CRJ), Environmental racism refers to “the intentional selection of communities of color for wastes disposal sites and polluting industrial facilities, essentially condemning them to contamination” (Mank, 2007). Environmental racism is linked to disproportionate impacts of transportation projects, also known as “transportation racism” (Bullard et al., 2004). Plainly, the proposed project on Claybrick Rd will exacerbate the pollution burden nearby residents face and contribute towards environmental racism.

References

Bullard, R. D., Johnson, G. S., & Torres, A. O. (Eds.). (2004). Highway robbery: Transportation racism & new routes to equity. South End Press.

Mank, B. (2007). Title VI and the Warren County protests. *Golden Gate U. Envtl. LJ*, 1, 73.

TPB Public Comment

From: Sonya Breehey <sonya@smartergrowth.net>
Sent: Tuesday, November 15, 2022 12:04 PM
To: James Walkinshaw; Alcorn, Walter L; Jeff McKay
Cc: TPBcomment
Subject: Safety Needs for Our Arterials

Supervisor Walkinshaw, Supervisor Alcorn, and Chairman McKay,

It's come to my attention that the Transportation Planning Board will be having a safety workshop tomorrow, Wed., Nov. 16 at 10:30 am. I hope you'll be able to attend and join the discussion on how our DOTs can do more to make our streets safer for all users, but especially for people walking and biking. Fairfax County has been great strides towards safer streets with its development of the ActiveFairfax Transportation Plan, creation of a Safe Streets for All program, and increasing funding allocated towards bike/ped improvements. But as you all know, pedestrian fatalities and serious injuries continue at an alarming rate. We need more aggressive action to save lives.

Of particular concern are our arterials where we see the highest crash rates. As I've advocated for safer walking and biking along transit corridors like Rt. 7 in Bailey's Crossroads and Route 1 in Alexandria, or near metro stations in Reston, Tysons, Huntington, and West Falls Church, I continue to see resistance from VDOT towards more innovative road designs and safety enhancements that are proven to make them safer. While I know they've been doing better, the pace of that positive change is much too slow to truly counter the epidemic in traffic fatalities we're experiencing.

- Slower design speeds are needed for our arterials. Where design changes may take too long, we should better utilize temporary solutions to reduce speeding and provide more visual cues to look out for pedestrians or cyclists.
- Visual cues can include high-visibility crosswalks and other paint on the road service and the use of plastic bollards. VDOT should explore these for higher-volume roads.
- Shift away from level of service for drivers towards safe streets for ALL users, even if that adds a few minutes of delay during peak rush hour
- More signalized crossing options are needed on higher-volume roads
- Speed feedback signs work and should be permanently deployed in high pedestrian areas.

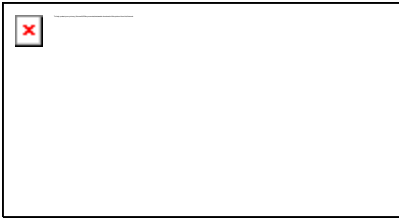
If you haven't already seen this SGA video [Why Safety and Speed are Incompatible](#), I encourage you to check it out.

Thanks for all that you do! Please let me know if you have any questions.

Best,
Sonya

--

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