



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the April 2022 TPB Meeting
DATE: April 20, 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 March 2022 TPB meeting and noon on Tuesday, April 19, 2022, the TPB received eleven comments. All comments were submitted via email and four included attached letters.

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

Note: Comments received as part of the Visualize 2045 public comment period (April 1 to May 1, 2022) were not summarized for this memo. The public comment period comments and responses will be provided for your review at the May 18 TPB meeting.

PUBLIC COMMENT

Paula Posas, Maryland Sierra Club – Letter – April 19, 2022

Posas sent a letter reinforcing comments submitted by the Coalition for Smarter Growth.

Zander Pellegrino, Chesapeake Climate Action Network – Email – April 19, 2022

Pellegrino sent an email stating that communities in northern Virginia want strong climate action.

Andrea McGimsey, Faith Alliance for Climate Solutions – Email – April 19, 2022

McGimsey sent an email stating that climate change is “one of the most urgent moral issues of our time.” They urge the board to consider the outcome on greenhouse gas emissions for every decision they make.

Chris Slatt, Sustainable Mobility for Arlington County – Letter – April 19, 2022

Slatt sent comments that urge the board to adopt climate strategies with concrete goals, measures, and specific targets.

Bill Pugh, Comment for April 20 Board Meeting & climate workshop – Letter – April 19, 2022

Pugh sent a letter requesting that comments be read in full to board members. Comment includes things for board members to consider related to climate strategies.

Travis Pietila, Southern Environmental Law Center – Letter – April 19, 2022

Pietila sent a letter commenting on proposed greenhouse gas reduction goals and strategies for Visualize 2045. The letter says, the “TPB must not delay making strong commitments until the next long-range plan.”

Julie Rosenberg, Faith Alliance for Climate Solutions – Email – April 18, 2022

Rosenberg sent an email encouraging the TPB to “commit to aggressive targets and a meaningful implementation plan.” The email includes a list of recommended strategies.

Carol Wolinsky – Email – April 16, 2022

Wolinsky sent an email urging the TPB to “add specific, numeric targets for electric vehicle adoption and education in per capita vehicle miles driven to the Visualize 2045 plan, and include the entire slate of necessary strategies from the TPB’s own climate study.”

Charlie Grymes – Email – April 14, 2022

Grymes sent an email stating that “the threat of climate change, worldwide is clear. The need for action now, by MWCOC jurisdictions, is clear.” The letter urges COG to plan for future jobs and housing to be in walkable communities, increase transit capacity, and more.

Arlene Montemarano – Email – March 27, 2022

Montemarano forwarded an email urging the public to write to Congress and ask the Federal government to prevent the addition of toll lanes and widening of I-270 in Maryland.

Stewart Schwartz, Coalition for Smarter Growth – Email & Letter – March 18, 2022

Schwartz sent an email that referencing findings from the TPB Climate Change Mitigation Study. He said that the region can meet its goals “if the region’s leaders are committed to addressing [climate change’s] largest source of climate pollution, transportation.” The email compiles background information. The email also includes an attached email that provides recommendations for each of the TPB’s proposed climate strategies listed in its survey.

TPB Comment

From: Paula Posas <paula.posas@mdsierra.org>
Sent: Tuesday, April 19, 2022 12:00 PM
To: TPBcomment
Subject: Comments from Maryland Sierra Club on Visualize 2045, Climate Issues
Attachments: MDSierraClub-TPBcomments-19April2022.pdf

Categories: Yellow category

Dear Members of the TPB,

Please find attached the following comments from Maryland Sierra Club in advance of your April 20 meeting.

Thank you and kind regards,
Paula

--



Paula Posas
Deputy Director
Maryland Sierra Club
PO Box 278
Riverdale, MD 20738
paula.posas@mdsierra.org
(301) 432-0652
sierraclub.org/maryland

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April 19, 2022

National Capital Region Transportation Planning Board
777 North Capitol St NE
Washington, DC 20002

RE: Need for stronger climate provisions and specific numeric targets for electric vehicles and vehicle miles traveled in the Visualize 2045 plan

Dear Members of the Transportation Planning Board,

The Sierra Club Maryland Chapter writes to reinforce the comments of Coalition for Smarter Growth, which provided detailed comments in a separate communication.

The essential message we want to stress is that *Visualize 2045* needs to identify not just an overall greenhouse gas reduction target for transportation but also identify specific numeric targets for electric vehicles and vehicle miles traveled.

The TPB's climate study provides very clear findings on what is needed and achievable. Yet the current draft *Visualize 2045* plan's climate section is vague and sets no specific measures. The current draft of *Visualize 2045* also fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.

We appreciate the leadership of TPB members who are making this a priority and urge the TPB to adopt strategies that reflect what is necessary to keep our region and world safe from disastrous climate change.

Sincerely,

Josh Tulkin, Director
Sierra Club Maryland Chapter

TPB Comment

From: Zander Pellegrino <zander@chesapeakeclimate.org>
Sent: Tuesday, April 19, 2022 11:52 AM
To: TPBcomment
Subject: Comments for April 20 TPB Climate Workshop and Board Meeting

Categories: Yellow category

Hello TPB Board members and staff,

Please consider the comment below as you adopt climate strategies:

- In my time as an organizer in Northern VA, I've had so many conversations with our community members who are deeply concerned about climate change and eager to make choices to reduce carbon emissions. I speak with young families in Springfield who are trying their hardest to avoid using gas cars. They ride their bikes with their kids in the back, use their local parks and take public transit when they can. But they need support from you to make better choices for our climate. There is only so much they can do without key commitments from this board.

Our communities want strong climate action and they need to see metrics from our leadership to know that we are committed. As you adopt climate strategies, please include specific metrics for reducing our regional carbon emissions from transportation. We echo comments from other regional climate and planning groups who are calling for increased funding for carbon reduction, reduced funding for roadways and measures to reduce VMT.

Thank you to the TPB members who are making climate a priority.

--

Northern Virginia Organizer
Chesapeake Climate Action Network
He / Him

TPB Comment

From: Andrea McGimsey <andrea@faithforclimate.org>
Sent: Tuesday, April 19, 2022 11:45 AM
To: TPBcomment
Subject: TPB climate workshop and board meeting

Categories: Yellow category

TPB Board members,
The science is clear: <https://www.ipcc.ch/report/ar6/wg2/>

Climate change is clearly one of the most urgent, moral issues of our time, with the worst impacts threatening the most vulnerable among us.

We have no more time to waste. We must reduce greenhouse gas emissions as quickly as possible. According to the EPA, transportation is the #1 problem sector in our country. Our region must lead on the solutions.

Accordingly, please consider the outcome on greenhouse gas emissions in every decision you make.

If a decision will increase emissions, vote no. If a decision will not make the changes we need to reach our region's greenhouse gas goals quickly enough, or if the outcomes are not clear, send the staff back for a redo and tell them to make the proposal stronger -- and to do it quickly. 2030 is right around the corner, and we are already seeing devastating impacts from the changing climate.

Vote yes on quickly cleaning up our transportation sector by hastening the transition to electric vehicles (light, medium and heavy duty,) increasing the quality and convenience of transit, and prioritizing safe bicycle and pedestrian infrastructure, especially to reach major transit nodes such as the new Silver Line stations in Loudoun and Fairfax Counties.

Remember that the car not driven is the cleanest car of all. Give us the choice to safely and conveniently take other modes of transportation throughout the region.

Thank you for your service to our communities.

Andrea McGimsey

Executive Director, Faith Alliance for Climate Solutions

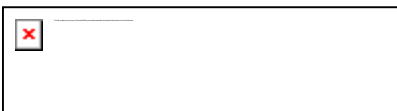
Local climate solutions powered by faith communities

703-477-4722

andrea@faithforclimate.org

faithforclimate.org

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TPB Comment

From: Chris Slatt <hello@susmo.org>
Sent: Tuesday, April 19, 2022 11:40 AM
To: TPBcomment
Subject: Comments for April 20 TPB meeting & climate workshop
Attachments: SusMo Comments TPB 2022-04-19.pdf

Categories: Yellow category

TPB Board Members & TPB Staff,

Please see the attached comments for your April 20th climate workshop and meeting.

Thank you,

Chris Slatt
President, Sustainable Mobility for Arlington County

SUSTAINABLE MOBILITY



FOR ARLINGTON COUNTY

April 19, 2022

To: TPB Board Members

From: Chris Slatt, President, Sustainable Mobility for Arlington County

(TPB staff: please read our comment in full to board members. Thanks.)

It is critically important that TPB adopt climate strategies with concrete goals, concrete measures and specific numeric targets for electric vehicles and vehicle miles traveled.

An astounding amount of the CO₂ generated locally is transportation-related and we need a broad spectrum of strategies to bring that down to avert disastrous climate change – safe and convenient routes for walking & biking, land-use that allows people to live, work and play in the same area, transit that is fast, frequent and reliable and a rapid conversion to electric vehicles to satisfy the remaining trips that cannot be accommodated by those other modes & strategies.

Thank you for your time and particularly to those TPB members who are making this a priority. We thank you and our kids, especially, thank you.

TPB Comment

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, April 19, 2022 11:13 AM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Comment for April 20 Board meeting & climate workshop
Attachments: CSG comments to TPB Board 041922.pdf

Categories: Yellow category

TPB Board members and staff,

Please see attached comments for your April 20 climate workshop and board meeting.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

MEMORANDUM

To: TPB Board members
From: Bill Pugh and Stewart Schwartz, Coalition for Smarter Growth
Date: April 19, 2022
Re: Comments for TPB April 20 Climate Workshop and Board Meeting

(TPB staff: please read our comment in full to board members. Thanks.)

As you adopt climate strategies, please note:

- The current draft of Visualize 2045 fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.
- The draft plan's climate section is vague and sets no specific measures.
- However, TPB's climate study provides very clear findings on what is needed and achievable.
- Visualize 2045 needs to identify not just an overall greenhouse gas reduction target for transportation but also specific numeric targets for electric vehicles and vehicle miles traveled.
- TPB's climate study and national research indicate we need 20-25% of passenger vehicles on the road to be EVs by 2030, and per capita VMT for passenger vehicles reduced 15-20% by 2030.
- Likewise, the strategies that you adopt should reflect what is necessary to keep our region and world safe from disastrous climate change.
- We appreciate the leadership of TPB members who are making this a priority.

Thank you.

TPB Comment

From: Travis Pietila <tpietila@selcva.org>
Sent: Tuesday, April 19, 2022 9:55 AM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity
Attachments: SELC Comments on Visualize 2045 GHG Reduction Goals and Strategies 4-19-22.PDF

Categories: Yellow category

Good morning,

Please find attached written comments from the Southern Environmental Law Center on the proposed greenhouse gas reduction goals and strategies for Visualize 2045 for the Transportation Planning Board's meeting tomorrow afternoon.

Thank you for your consideration,

Travis Pietila

Travis Pietila
Senior Attorney
tpietila@selcva.org

Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
Office (434) 977-4090

April 19, 2022

National Capital Region Transportation Planning Board
tpbcomment@mwkog.org

Re: Comments on Greenhouse Gas Reduction Goals and Strategies for Visualize 2045

Dear Transportation Planning Board Members:

The Southern Environmental Law Center offers the following comments on the proposed GHG reduction goals and strategies for Visualize 2045.

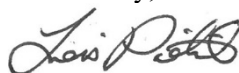
Transportation is the region's largest source of GHG pollution, and it is clear that substantial emissions reductions are needed to meet the region's goal of cutting emissions to 50% below 2005 levels by 2030. We therefore urge TPB to adopt strong GHG reduction goals and targets in Visualize 2045 that reflect the multifaceted approach needed to achieve the necessary reductions across this sector, including:

- Reducing overall GHG emissions from on-road transportation by at least 33-43% by 2030, as reflected in the "combined scenarios" of TPB's climate mitigation study and found necessary to meet 2030 Climate and Energy Action Plan reduction levels;
- Electric vehicle adoption targets that significantly surpass the Biden administration's goal of 50% of new vehicle sales by 2030, and establishing an EV charging network sufficient to support the targets;
- Reducing per capita vehicle miles traveled by at least 15-20% by 2030, as reflected in the MS.2 and MS.3 scenarios in the mitigation study;
- Land use measures to direct a greater amount *and share* of new development to locations with high-capacity transit stations and other walkable and transit-oriented areas; and
- Commitments to pursue other strategies from the mitigation study's "Mode Shift and Travel Behavior" scenarios, including reducing transit travel times, increasing free- and reduced-fare transit programs, and establishing pricing mechanisms for parking and traffic congestion—and ensuring that equity implications are carefully considered and addressed in developing these initiatives.

As the climate mitigation study shows, EV adoption or VMT reduction efforts alone will not be sufficient to meet the region's climate goals. All of these efforts must be pursued together, and at a much faster pace than they have been pursued to date. TPB must not delay making strong commitments until the next long-range plan; these targets may already be well out of reach by then.

Thank you for your consideration.

Sincerely,



Travis Pietila
Senior Attorney

TPB Comment

From: Julie Rosenberg <rosenberg.julies@gmail.com>
Sent: Monday, April 18, 2022 2:10 PM
To: TPBcomment
Cc: tkarantonis@arlingtonva.us; dmalouff@arlingtonva.us
Subject: TPB on April 20 must adopt strong climate targets and policies for Visualize 2045

Categories: Yellow category

We need you to lead on climate action as we simply don't have time to waste!

You know the importance of reducing GHGs via the transportation sector, including the infrastructure to support electrified vehicles and car-less options, so you must commit to **aggressive targets and a meaningful implementation plan**. At your TPB board workshops you need to **add specific, numeric 2030 targets for EV adoption and per capita VMT reduction** to the plan, and include the whole slate of necessary strategies from TPB's climate study. Necessary climate strategies that TPB must commit to pursue are: **walkable transit-oriented land use, pricing parking and road congestion, making commuter benefits equitable for those who walk and depend on transit or biking compared to driving, investing in electric vehicle infrastructure and transit buses, and shifting funding to transit, walking and biking investments and away from highway capacity expansion.**

Regards,
Julie Rosenberg
Faith Alliance for Climate Solutions Board Member
FACS Arlington Hub Interim Leader



TPB Comment

From: Carol Wolinsky <chwol@verizon.net>
Sent: Saturday, April 16, 2022 8:25 PM
To: TPBcomment; tkaratonis@arlingtonva.us
Cc: dmalouff@arlingtonva.us
Subject: On April 20 TPB must adopt strong climate targets and policies for Visualize 2045

Categories: Yellow category

I am writing as a concerned resident of Arlington resident living in the Ballston area.

On April 20, TPB board members need to add specific, numeric targets for electric vehicle adoption and reduction in per capita vehicle miles driven to the Visualize 2045 plan, and include the entire slate of necessary strategies from TPB's own climate study

- The plan needs to set specific targets for electric vehicle (EV) adoption and reducing per capita vehicle miles traveled (VMT) to inform decisionmakers and hold them accountable. A single overall goal for reducing greenhouse gas emissions from transportation - while desirable - is too vague to provide meaningful guidance or a way of measuring performance.
- TPB's climate study showed that the region needs to achieve EV adoption by 2030 in the range of 20-25% of vehicles on the road and also reduce per capita VMT by 15-20%. These specific targets should be stated expressly in the Visualize 2045 plan. Without this specific guidance, there is no accountability for our local jurisdictions and state departments of transportation.
- TPB board members must adopt the full slate of climate action strategies that TPB's climate study says are needed, including strong mode shift and travel behavior strategies. To ensure a safe level of greenhouse gas emissions, TPB can't pick and choose based on its board members' personal opinions and political whims.
- Visualize 2045 needs to set policy commitments to ambitiously pursue these vital climate actions, as identified in TPB's climate study, starting next year:
 - Walkable, transit-oriented land use and reducing auto-dependent sprawl
 - Shifting funding to transit, biking, walking, safer complete streets, and affordable housing near transit
 - Pricing parking and major roads, and making commuter benefits equal for those who walk, bike and use transit
 - Investing in electric vehicle infrastructure and programs, ensuring equitable access, including charging stations in multifamily housing
- These necessary mode shift and travel behavior climate strategies would also make the region's transportation network more equitable, livable, and sustainable by reducing auto-dependence, improving access to jobs and services, and reducing congestion. Relying solely on electric cars and wider highways won't achieve these other important regional goals.

Sincerely,
Carol Wolinsky

TPB Comment

From: Charlie Grymes <cgrymes@gmail.com>
Sent: Thursday, April 14, 2022 5:08 PM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Categories: Yellow category

The threat of climate change, worldwide, is clear.
The need for action now, by MWCOG jurisdictions, is clear.
The 2030 target for measuring success of actions by MWCOG jurisdictions is clear.

You have the ***opportunity*** now to shape our transportation infrastructure to help meet the 2030 target.
You have the ***responsibility*** now to shape our transportation infrastructure to help meet the 2030 target.

Yes, meeting the 2030 target is hard because the population in MWCOG jurisdictions is growing.
Yes, meeting the 2030 target in outer jurisdictions is harder because they are more auto-centric.

But...

We do not need MWCOG members to manufacture excuses for MWCOG jurisdictions to plan to miss the 2030 target.
We do not need business-as-usual road expansions in long-range plans like Visualize 2045 and NVTA's TransAction.
In particular, we do not need to plan to build more commuter roads - like the Route 28 Bypass - designed to induce more traffic and increase tailpipe emissions.

Now is the time to plan differently, because the old approach will not get us to the 2030 target.
Now is the time to quantify the full costs of proposed new lanemiles, including costs to purchase credits in 2030 to offset increased greenhouse gas emissions from new lanemiles.

Now is the time to plan for future houses to be located together with future jobs in future walkable communities.
Now is the time to plan for increasing capacity of transit services and bike/pedestrian travel, especially for short trips on e-bikes.
Now is the time to transform Visualize 2045 so it will be consistent with the 2030 target.

- Charlie Grymes

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Sunday, March 27, 2022 11:59 AM
Subject: Federal Agencies Can Stop the Toll Lanes! Tell Our Members of Congress to Make It Happen!

Categories: Yellow category

Hogan and his cohorts are unrelenting. Mountains of evidence over three years that his plan will make everything worse for us mean nothing to them.

Intervention from a higher level of government is needed now, but it always takes a strong public voice to back up our elected officials for them to act against the monied powers. Please take the time to write, as directed below, to insist, to stand in solidarity against the private corporate toll road expansion plan.

The world has enough billionaires. Do we really need more? What about us?

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[view this email in our browser](#)



Federal Agencies Can Stop the Toll Lanes! Tell Our Members of Congress to Make It Happen!

ACTION ALERT: Write to your members of Congress today. Tell them to give one clear message to the Federal Agencies that will decide the fate of the toll lane project: NO TOLL LANES ON I-270/I-495!

Click [here](#) to send your message directly to Senators Van Hollen and Cardin and Representative Raskin or Trone.

Read below for “why now”, the bigger picture, and quick message ideas. Then see new reasons to oppose the toll lanes, including MDOT’s recent letter to the City of Rockville, Virginia Gov. Youngkin’s toll-lane taunting of Marylanders, and hilarious new takes on the toll-lane project’s most notorious fails.



“Uncongested managed lanes adjacent to congested general purpose lanes.” From [Federal Highway Administration report](#), Sec. 1.0

The right time to reach out to Congress...is now!

The toll-lane project can't be finalized until its Environmental Impact Statement (EIS) is approved by the Federal Highway Administration. MDOT and Transurban are rushing to get the incomplete, inaccurate EIS greenlighted this fall so they can sign final contracts while Gov. Hogan is still in office.

With the project increasingly on the U.S. government's radar, it's time to send thousands of constituent messages to our members of Congress, urging them to reject MDOT's project.

The big-picture reason for pivoting to Congress

I-270 and I-495 belong to the public. They connect us to the people and place that make up our lives. MDOT and their contractor Transurban want to privatize our highways and control how we and our children and grandchildren will connect for the next 60 years.

Together, we can stop this takeover and make sure transportation projects support the public good. You've sent waves of powerful messages before, including **an astounding 5,000 comments** to MDOT about the toll lane project's wholly deficient environmental impact statements.

We need to mobilize again, this time to energize our members of Congress. We need them to amplify our messages and carry them to Federal Agencies that can stop the toll lanes.

Plenty of choices about what to say

Click [here](#) to tell your members of Congress why you oppose the toll lanes. You can use or edit the prepopulated text. Or you can give your own thoughts in your own words. Speak from your heart. Share your anger and fears. Any approach you take will work.

You can write to our Senators and Representatives about:

- Sky-high rush hour tolls up to \$50 each way.
- Increased congestion due to new and worsening bottlenecks.
- Decreased number of free lanes.
- Destruction of the \$132,000,000 improvements that have eliminated most congestion on lower I-270.
- Five years of construction misery.
- Decreased safety due to lack of inside shoulders; crowding of trucks in fewer free lanes; dangerous merge points.
- Social, economic, and environmental injustice.
- Enormous environmental damage at a time of climate emergency.
- Significant loss of tree cover, including in our parks.
- Huge financial risk to taxpayers; failure of MDOT to conduct/share cost analyses.
- Entire Beltway back on the table as a future phase of the toll-lane plan.
- Fatally flawed traffic modeling.
- MDOT's refusal to conduct adequate air/water analyses or stipulate mitigations.

- Refusal to share key legal documentation, including the Capital Beltwa Accord between VA and MD, and contractor agreements.

For more information on toll-lane topics, see “Note on References” below.

The City of Rockville’s [powerful letter](#) to MDOT

The Rockville Mayor and Council just sent a masterful response to MDOT’s [request](#) for the City to agree that “the impacts of the [toll lane project] on Rockmead Park, Woottons Mill Park, and Rockville Senior Center and Park, which are owned and managed by the City of Rockville, are minor...”

The City did not agree. Instead, the Mayor and Council said, among their many other strong, smart statements, “...the City of Rockville would experience by far the largest proportion of the Proposed 1-495/1-270 Project-related property impacts of any community...” and “We will not repeat our prior comments here. But we incorporate them in larger context of, at a minimum, ensuring impacts the City of Rockville are fully recognized, analyzed, and mitigated.”

Thank you, Mayor Newton and Council Members Ashton, Feinberg, Myles, and Pierzchala.

Virginia Gov. shovels dirt and tells the truth about MDOT’s Toll Lanes

The toll-lane happy talk between the Governors of MD and VA may be over. A last week’s [groundbreaking for more Northern VA toll lanes](#) -- lanes to be built in part and inexplicably by Maryland -- Gov. Youngkin shoveled actual dirt with the U.S. head of toll giant Transurban and addressed the following toll-lane remarks to Gov. Hogan (who wasn’t there):

“Yes, we’re going to take jobs from Maryland into Virginia. Yes, we’re going to compete to grow faster than Maryland. And yes, Gov. Hogan, we need you to finish your side of this project.”

Unfortunately, our governor is rushing to do just that.

“OOPS! Lanes”: A funny version that’s a lot truer than MDOT’

Here’s a whole new approach to pointing out fatal flaws in the toll lane project. With MDOT now calling toll-lanes “OP Lanes,” the Maryland Transit Opportunities Coalition, our valued partner, created [“OOPS! Lanes](#),” a hilarious and most instructive website. Check out these samples:



Note on references for toll-lane issues

The most authoritative compilation of analyses and citations about the toll-lan project is the [Sierra Club's official comments](#) on the project's Supplemental Draft Environmental Impact Statement. The document was written by national known legal and technical experts with input from local advocates and signed by our coalition of 50+ advocacy groups and the City of Rockville. The comments provide not only the basis for future legal action, but fuel to spur our grassroots efforts. For detailed discussions and supporting evidence, click on specific issues in the [document's table of contents](#) (pp. vi-ix).

To support grassroots efforts

Although [DontWiden270.org](https://www.dontwiden270.org) does not accept donations, we strongly support the work of our valued partners like Citizens Against Beltway Expansion (CABE). If you'd like to help with the costs of outreach materials about the toll lanes, please consider a donation to CABE. Go to <https://www.cabe495.com/>. **THANK YOU!**



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Grow your business with  mailchimp

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Want to know how bad the Draft Environmental Impact Statement for Hogan's retro plan for highway expansion is? This bad: https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f_a61f99d4b2e14509a71e6fb4de7540be.pdf

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Want to know how bad the Draft Environmental Impact Statement for Hogan's retro plan for highway expansion is? This bad: https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f_a61f99d4b2e14509a71e6fb4de7540be.pdf

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

TPB Comment

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Friday, March 18, 2022 10:50 AM
To: TPBcomment
Cc: Bill Pugh
Subject: Your leadership on climate - recommendations for TPB climate goals & questionnaire
Attachments: 2022.03.15 CSG Recommendations re TPB Climate Change Mitigation Goals and Strategies Questionnaire.pdf

Categories: Yellow category

Dear TPB Chair Sebesky and TPB members,

The Climate Change Mitigation Goals and Strategies Questionnaire that you received from TPB staff will provide critical input to TPB's policies for the next couple years. One key finding of the TPB Climate Change Mitigation Study is that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policy. The other key finding of TPB's study is that **this is doable and can be accomplished if the region's leaders are committed to addressing its largest source of climate pollution, transportation.**

CSG has compiled the attached background information and our recommendations for each of TPB's proposed climate strategies listed in its survey. Our overall approach is that:

- **Visualize 2045 needs to set targets for EVs and VMT** - In addition to setting an overall greenhouse gas reduction goal for on-road transportation, Visualize 2045 also needs to set numerical targets for EV adoption and VMT reduction based on TPB's climate study and national studies. There is little accountability for TPB member agencies without these clear goals:
 - Achieve and surpass the Biden administration goal for 50% of vehicle sales to be zero emission vehicles by 2030, and
 - Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- **Holistic approach is essential** - The successful TPB climate scenarios with realistic levels of electric vehicle adoption included all of these types of Mode Shift policies - we cannot achieve our targets without this holistic approach:
 - Land use - prioritizing transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving our housing targets with a focus on housing in high-capacity transit station locations
 - Pricing for parking and road congestion
 - Prioritizing transit, walking, biking, and complete street safety investments
 - Transportation Demand Management - providing flexibility and equity in employee commuter benefits and facilitating telework opportunities
- **2030 is key** - the 2030 GHG reduction target of 50% below 2005 levels is essential for keeping our planet in the safety zone. We can't solely work toward the 2050 GHG reduction target due to the cumulative impacts of GHG emissions.

We can achieve a livable future with your leadership.

Stewart

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Coalition for Smarter Growth Recommendations for Local Governments and Transportation Agencies Regarding the TPB Climate Change Mitigation Goals and Strategies Questionnaire March 2022

TPB staff distributed this survey to member agencies with an April 1 completion deadline. CSG has selected the key questions and provides background context and our recommendations. In addition to the information below, we also wrote this [summary article on the takeaways from the TPB Climate Change Mitigation Study](#) (CCMS) published in Greater Greater Washington in December.

Section A. Adopting On-road Transportation Greenhouse Gas Reduction Goals

[Note: this document skips other questions regarding existing member agency policies and programs on climate change]

TPB Question 3: Does your jurisdiction/agency support the TPB formally adopting the following levels of GHG reduction goals - 50 percent below 2005 by 2030, 80 percent below 2005 by 2050- for the on-road transportation sector?

- **CSG Recommendation: “Other, comment: Visualize 2045 should adopt a GHG reduction goal *and* also set EV adoption and per capita VMT reduction goals for light duty vehicle travel consistent with the findings of the TPB’s Climate Change Mitigation Study.**
 - Based on the realistic scenarios, light duty EV adoption needs to be somewhere between 50 and 100% of sales by 2030 and light duty VMT needs to be reduced by 15 to 20% by 2030. Visualize 2045 needs to set targets for these to inform member agencies on where they need to concentrate their climate efforts and at what level.
 - The overall on-road transportation GHG reduction goal should be no less than 45 percent below 2005 by 2030, which is what [Rocky Mountain Institute found](#) is needed and achievable nationwide for the on-road transportation sector.
 - Metropolitan Washington will need to achieve relatively deeper reductions in transportation emissions to help compensate for the rural areas of Maryland and Virginia that cannot reduce their on-road emissions as quickly.

Section C. On-road Transportation Greenhouse Gas Reduction Strategies to Adopt

From TPB memo:

The TPB seeks input on the various GHG reduction strategies that were examined in the CCMS that it could adopt as planning priorities. Listed below are the various fleet conversion, vehicle travel, and traffic operations strategies that were analyzed and have the potential to reduce on-road transportation GHG emissions.

Please select the response(s) that best represent your jurisdiction's/agency's input on the strategy and provide comments as needed.

[The numbered strategies in italics below are listed and worded as in the TPB memo]

1. *By 2030 100 percent of new light duty vehicles sold will be clean fuel vehicles, 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles.*
 - **CSG Recommendation for the response “Other, comment:”** Visualize 2045 should set a more realistic but still ambitious light duty electric vehicle adoption target somewhere between the 50% Biden administration goal and a 100% goal. Goals for medium-heavy duty trucks and buses should likewise be set at ambitious but achievable levels. Note that the VT.2 scenario of 100% light duty EV sales by 2030 would entail surpassing even California’s goal for EV adoption.
2. *Develop an electric vehicle charging network in the region to support an accelerated shift of light- duty passenger cars and trucks to electric vehicles.*
 - **CSG Recommendation for the response “Other, comment:”** Visualize 2045 should identify the estimated numbers and types of charging stations needed in the region to support its EV adoption goal (for example, see the COG 2030 climate plan). It should also specify how it will meet equity requirements and ensure that multifamily residential developments are adequately served. As worded, this strategy is too vague.
3. *Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers.*
 - **CSG Recommendation:** Should adopt this strategy. These numbers are based on the adopted COG Regional Housing Targets, which are also included as a necessary strategy in the COG 2030 Climate and Energy Action Plan.

4. *The jobs and housing redistribution strategy*

a) *Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally.*

- **CSG Recommendation:** Should adopt this strategy. This strategy is consistent with the adopted Regional Housing Targets and Region Forward goals to locate more housing and jobs above forecasts in transit-served activity centers.

b) *Take actions to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers across the region to improve the jobs-housing balance, regionally.*

- **CSG Recommendation for the response “Other, comment:”** TPB and COG need to facilitate regional coordination to achieve this critical strategy to address the east-west jobs-housing imbalance that is the source of many of the region's equity and transportation problems. Generally, this means working together to locate more jobs near transit stations on the east side of the region and more affordable housing near transit stations on the west side. In addition, local governments have it within their authority to help implement this through their commitments to the adopted Regional Housing Targets, producing enough housing to meet regional demand, including enough affordable housing.

5. *Make all public bus transportation in the region fare-free by 2030.*

- **CSG Recommendation for the response “Other, comment:”** Reduce fares on average 50% by 2030 consistent with the MS.1 scenario, with priority for free fares for low-income riders, youth, senior citizens, and disabled riders. Fare free bus service should be an aspiration and requires that local and state governments prioritize funding for transit so that we can improve frequency, increase routes, and ensure affordability.

6. *Make all public rail transportation in the region fare-free by 2030.*

- **CSG Recommendation:** TPB should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption

7. *Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-*

\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation)

- **CSG Recommendation for the response “Other, comment:”** Should adopt with a paired strategy of providing a flexible cash workplace commuter benefit (if an employer subsidy or commuter benefit is offered) that all employees can use as they need, e.g., living closer to work, transit, bicycling, micromobility, carpool, or private car/ride hail.
8. *Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.*
- **CSG Recommendation:** Should adopt this strategy and monitor progress. Note: this can be achieved through bus network redesigns and providing bus priority measures along important corridors (e.g, transit signal priority, queue jump lanes, dedicated lanes, off-board fare collection, all-door boarding, etc.)
9. *Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations.*
- **CSG Recommendation for the response “Other, comment:”** Should adopt this strategy and ask member agencies to increase this as a funding priority. We have frequently noted the need to prioritize TOD investment packages – local street networks and bicycle/pedestrian facilities to improve non-auto access to transit.
10. *Complete the TPB’s National Capital Trail Network to increase walk and bike trips throughout the day.*
- **CSG Recommendation for the response “Other, comment:”** Should adopt this strategy and ask member agencies to increase this as a funding priority. [Note that this is already one of TPB’s adopted Aspirational Initiatives.]
11. *Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.)*
- **CSG Recommendation for the response “Other, comment:”** Should adopt the 25% strategy as an interim approximate level and conduct a more comprehensive examination as post-pandemic levels of telework become clearer over the next few years.

12. *Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile.*

- **CSG Recommendation for the response “Other, comment:”:** Should adopt a general road and congestion pricing strategy that includes free/reduced transit fares and increased service along priced corridors and free/discounted driving fees for low/moderate-income commuters who drive. The CCMS showed that pricing strategies are essential - only a level of Mode Shift and Travel Behavior strategies in between the MS.1 and MS.3 scenarios (which would approximate MS.2) would be able to achieve the COG 2030 climate plan on-road emissions reductions, when paired with a realistic Vehicle Technology scenario in between VT.1 and VT.2.

13. *Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.*

- **CSG Recommendation for the response “Other, comment:”** Merits more study in the post-pandemic travel and office context and should be considered in comparison to the benefits of a regional VMT fee. The District of Columbia’s Decongestion Pricing Study may provide helpful findings on ways to address equity issues and how congestion pricing can benefit all travelers, including drivers.

14. *Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.*

- **CSG Recommendation:** Should adopt this strategy and monitor progress. However, selected traffic operational improvement measures should not compromise the safety of pedestrians and bicyclists.