



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the February 2025 TPB Meeting
DATE: February 19, 2025

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon Tuesday January 21, 2024 and noon Tuesday February 18, 2025, the TPB received five emails and one online comment.

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

PUBLIC COMMENTS - LETTER/EMAIL RECEIVED

Clara E. Irazàbal Zurita- Comments via Email- February 6, 2025.

Dr. Zurita urges the TPB to take action against climate pollution from transportation, noting that the TPB has offered a set of actions for reduction including alternatives to highway expansion.

Michael Replogle- Comments via Email- February 6, 2025.

Mr. Replogle urges the TPB to align transportation and land use plans to support rapid mitigation of greenhouse gas pollution reduction.

Andrew Olesen- Comments via Email- February 7, 2025.

Mr. Olesen praises the report entitled, "Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies," encouraging the TPB to implement strategies such as encouraging development along transit corridors.

Madeline Amalphy- Comments via Email- February 16, 2025.

Ms. Amalphy urges the TPB to implement greenhouse gas reduction strategies from transportation as soon as possible.

Bill Pugh- Comments via Email- February 18, 2025

Mr. Pugh states that the Coalition for Smarter Growth is glad to see that the draft UPWP has activity to implement greenhouse gas reduction strategies, noting that it is now more critical in light of the federal government's actions. He urges the board to ensure activity rises to the challenge since there are only five years remaining to meet the 2030 commitments.

Paul Brown- Comments via Online Comment Form- February 18, 2025

Mr. Brown offers several comments on the Summary of Findings from the “Implementation Considerations for On-Road Transportation Greenhouse Gas Emission Reduction Strategies,” stating that, in general, the findings appear well-reasoned and the political calculus is explained reasonably. He writes in favor of measures that would increase the cost of Vehicle Miles Traveled (VMT), and urges consideration be given to tolling. Mr. Brown attached [a report from the Central Florida Expressway Authority. cfx2024 ACFR Front-Cover_p1](#)

Laura Bachle

From: Clara Elena Irazabal Zurita <irazabal@umd.edu>
Sent: Thursday, February 6, 2025 5:53 PM
To: TPBcomment
Subject: Slash climate pollution from transportation

Dear elected leaders,

I want you to take action to slash climate pollution from transportation.

Staff and consultants at the Transportation Planning Board have offered a set of actions ([link to ICF Report: Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies-https://www.mwcog.org/events/2024/10/16/transportation-planning-board/](https://www.mwcog.org/events/2024/10/16/transportation-planning-board/)) you can take to reduce climate pollution from transportation, including alternatives to highway expansion, parking benefit cashout, and more aggressive transit-oriented housing efforts.

Do the right thing.
Thanks,

Clara E Irazábal Zurita (*she/ella/ela*), Arch., M.Sc., M.Arch., Ph.D.
JEDI Officer, ADVANCE Professor
Director and Professor, Urban Studies and Planning Program
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~~do follow love into extinction.~~

- Ayisha Siddiq



DACA, TPS, or Undocumented Students find [resources](#) and engage with the [USP](#).

Please do not feel obliged to respond to this email outside your normal working hours.

University Land Acknowledgement (excerpt)

We are on the ancestral lands of the Piscataway People, who are the ancestral stewards of this sacred land. This Land Acknowledgement is a vocal reminder for each of us as two-leggeds to ensure our physical environment is in better condition than what we inherited, for the health and prosperity of future generations.



Laura Bachle

From: Michael Replogle <jardiner47@gmail.com>
Sent: Thursday, February 6, 2025 5:31 PM
To: TPBcomment
Subject: Take action to cut climate pollution

As a longtime resident of the area and a transportation policy leader, I urge you to ensure TPB's transportation plans and programs and land use plans are aligned with and supportive of the most rapid mitigation of GHG pollution possible for the metropolitan region.

Slow the pace of road system expansion; accelerate efforts to operate and expand public transportation; promote an expanded network of protected cycle ways and pedestrian infrastructure. Operate highways more efficiently with time of day pricing of shoulders and existing lanes. Stop sprawl development and support infill transit oriented development.

Michael Replogle
Arnold, Maryland
Sent from my iPhone

Laura Bachle

From: Andrew Olesen <andrewolesen@gmail.com>
Sent: Friday, February 7, 2025 12:45 PM
To: TPBcomment
Subject: Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies

Dear TPB,

I loved what I saw in Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies. As a long-time Northern Virginia resident, it's great to see the TPB start to consider truly sustainable and livable strategies like these. In years' past I've seen a lot from TPB that just seems designed to trap us in an expensive, dirty, unhealthy car-dominated environment. Please stop encouraging the building of new roads, new overpasses, added lanes, etc. that will just encourage more exurban development and turn more beautiful Virginia countryside into forgettable tract housing. We can't afford the roads we have, as evidenced by the VDOT and local shortfalls in maintenance funding.

Please implement strategies like encouraging development along transit corridors, charging for driving especially where demand is highest but capacity is expensive (e.g., highways, urban centers), building bike and walk facilities and encouraging e-bike adoption, and provide better options for employers and businesses other than drive-to-and-park (i.e., through parking reforms, "sticks" of charges, and carrots of better transportation alternatives).

The extremely high price of housing near metro stops and in walkable/bikeable areas like Clarendon, Falls Church, or Old Town Alexandria show there is a high demand for places with these transportation characteristics. Initial results from Manhattan and much-longer-running experience in European cities shows that pricing to reduce car congestion is a boon for people.

It was great to see this report. Please make it reality!

Kind regards,
Andrew Olesen
Falls Church, VA

Laura Bachle

From: Madeline Amalphy <radchic05@gmail.com>
Sent: Sunday, February 16, 2025 9:46 PM
To: TPBcomment
Subject: Support Transportation Planning Board Climate Actions

Good evening,

As a young Gaithersburg resident who is extremely concerned about the climate crisis and pollution, I strongly urge you to implement the Transportation Planning Board's strategies to reduce greenhouse gas emissions from transportation as soon as possible. Our region needs alternatives to highway expansion, parking benefit cashout, and more aggressive transit-oriented housing efforts in order to meet our climate goals. You must prioritize improving access to public transit instead of driving in order to stop the worst effects of climate change from killing innocent Americans.

Thank you,
Madeline Amalphy

Laura Bachle

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, February 18, 2025 12:02 PM
To: TPBcomment
Subject: Item 1 Virtual Comment for Feb meeting

Dear Chair Walkinshaw and Board members,

- The Coalition for Smarter Growth is glad to see that the draft UPWP now has an activity to help implement the TPB's adopted greenhouse-gas reduction strategies.
- With the federal administration dropping support for climate change programs, it's even more critical for regional leadership in meeting Metro Washington's climate goals.
- TPB's 2021 Climate Change Mitigation Study showed that only by significantly scaling up initiatives at the regional level - both electric vehicle and mode shift and travel demand strategies - can this region meet the COG climate target.
- We ask the board to please ensure that the activity in the work program rises to the challenge.
- There are only five years remaining to meet your bodies' 2030 adopted regional and local climate commitments.

Thank you,

Bill Pugh

Paul Brown

02/18/2025

General Comment Form

Subject

Comments on Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies

Comment:

I offer several comments on the Summary of Findings from the "Implementation Considerations for On-Road Transportation Greenhouse Gas Emissions Reduction Strategies". In general, the findings appear well-reasoned and the political calculus is also explained reasonably.

I am very much in favor of measures that would increase the cost of VMT. Such measures are critical to reducing vehicular GHG emissions. They are even more critical given the increase in vehicular use that has come from increased deliveries and is likely to come from greater in-office workers.

A mileage based charge, coupled with a fixed credit amount for low income drivers, as well as cordon fees, would be straightforward to implement and would provide the greatest benefits, as the study findings conclude.

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Do you have any other comments that you want to share with the TPB?

While not directly covered in the study or the report, I would also urge that consideration be given to tolling on roads that are well-used State freeways, such as VA 28 and MD 32. Tolling is already present on MD 200, so there is precedent in Maryland.

Florida, Texas, and Orange County California all have tolled expressways. See Orlando, FL, for example, where most expressways are tolled - see attached annual report from the Central Florida Expressway Authority. Both FL and TX may be "Red" states, but they are supportive of driver (and visitor) pays tolling. Considerable revenue could be raised to support other transportation infrastructure.

Thank you