

---

October 17, 2018

**Comments to TPB on Visualize 2045 and CLRP**

First kudos:

- 1) Kudos to the TPB and staff for the Long-Range Plan Task Force and findings that Balanced Land Use, Demand Management, BRT, and Metro Core Capacity perform best of the ten scenarios studied, and for inclusion of the Capital Trail initiative.
- 2) Kudos to COG and our elected officials for the Region Forward Plan, Place + Opportunity, Climate Plans, Regional Equity Mapping and recognition that transit and transit-oriented development offer the best way to address transportation, climate and equity.
- 3) Kudos to WMATA for their Connect Greater Washington study which showed TOD buildout would fill Metro trains in both directions and give Metro an operating surplus.
- 4) Kudos to the staff for their extensive outreach and communications re Visualize 2045. Note though that we did not do our own promotion, because experience shows us that public engagement at the TPB stage has no effect in changing the CLRP itself.
- 5) Kudos for the transit components of the CLRP, which we support.

Now, our serious concerns and our opposition to core components of the plan.

- 1) Rather than use the findings of the Long-Range Plan, Region Forward, Equity Maps, and Connect Greater Washington to better focus investments to support walkable, transit-oriented communities and address the E-W divide, the CLRP has not fundamentally changed and is overwhelming focused on massive freeway and arterial expansion that will lead to increased vehicle miles traveled, move bottlenecks to new locations, and increase greenhouse gas emissions. Metrorail, LRT, Streetcar, BRT and Commuter rail are just 8% of the freeway lane miles and 1.7% of all roads. In 2045 they will be little changed 9% and 2.2%.
- 2) We concur with the Maryland elected officials' proposed resolution re the Express Toll Lanes. It is the right of elected officials and this body to represent their citizens' concerns re neighborhood and environmental impacts and the need to study alternatives to a proposed project. The concerns expressed are reasonable and in a properly done NEPA study by MDOT can and should be studied and addressed. I urge all TPB members to support the resolution to preserve your own right to weigh in on projects proposed by state DOTs.

- 3) We remain disappointed that Loudoun County staff refused to fairly study non-widening alternatives for Route 15 and ignored evidence that the widening would attract more traffic. Failure to account for induced demand and fairly study alternatives is a recurring problem with our transportation planning.
- 4) The Manassas Bypass (234 Bypass) should be taken out of the plan. The project was suspended by Governor McAuliffe. The Manassas Battlefield Bypass EIS has been cancelled and should also come out of the plan.
- 5) The transportation agencies and TPB are not properly accounting for induced demand which fills up newly widened roads in as little as five years in metropolitan areas. The never-ending widening embodied in this plan represents potentially billions of dollars in wasted money and ignores the findings of the LRP study.
- 6) Finally, the latest international climate findings show we have just till 2030 to prevent more than a 1.5% Celsius temp rise and terrible consequences for the planet and humankind.

Therefore, it is shocking to me that you have not fundamentally changed the direction of this transportation plan sufficient to meet your own climate goals and the more significant reductions necessary to put the brakes on greenhouse gas emissions by 2030.

Our children, grandchildren, and great-grandchildren will suffer from your failure to take real and concerted action.



Stewart Schwartz  
Executive Director  
Coalition for Smarter Growth