

RESULTS

TPB Climate Change Mitigation Goals and Strategies Questionnaire

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Planning Data and Research Program Director

WORK SESSION ON CLIMATE CHANGE MITIGATION GOALS AND STRATEGIES:
April 20, 2022

Briefing Outline

- Survey Outline
- Executive Summary - Results
- Results – Each Part, Each question



Survey Outline

- Part A: Greenhouse Gas (GHG) Reduction Goals
 - Jurisdiction/Agency's own action
 - TPB Adopting - For On-road Transportation Sector
- Part B: GHG Reduction In Local Decision Making
- Part C: On-road GHG Reduction Strategies To Adopt
 - Should TPB Adopt as a planning priority?
 - Implementation by Jurisdiction/Agency



A. GHG Reduction Goals

1. Majority have multi-sector GHG reduction goals (70%)
2. Many have GHG reduction goals for on-road sector (48%) *
3. TPB should adopt GHG reduction goals for on-road sector (65%)

* An initial review of responses to Survey Question A2 indicates that respondents were identifying qualitative policy objectives related to reductions of on-road GHG emissions (e.g., our jurisdiction has “goals to prioritize low carbon modes, reduce automobile dependency and VMT, and improve transit”), rather than quantitative GHG reduction goals.



B. GHG Reduction In Decision Making

1. Included in many jurisdictions/agencies (48%)*
2. Ability to include in case of significant majority of jurisdictions/agencies impacted by other entity's action on the matter (81%)

* An initial review of responses to Survey Question B1 indicates that GHG reduction considerations are qualitative or at a policy level and not quantitative or at project level.



C. Should TPB adopt a set of GHG Reduction strategies

- Fifteen specific strategies included in poll
- Majority or a plurality of responses support TPB adoption seven strategies (47%)
- Majority or a plurality of responses support a further exploration (53%) of the remaining eight strategies included in the survey
 - Additional information on responses provided as comments.

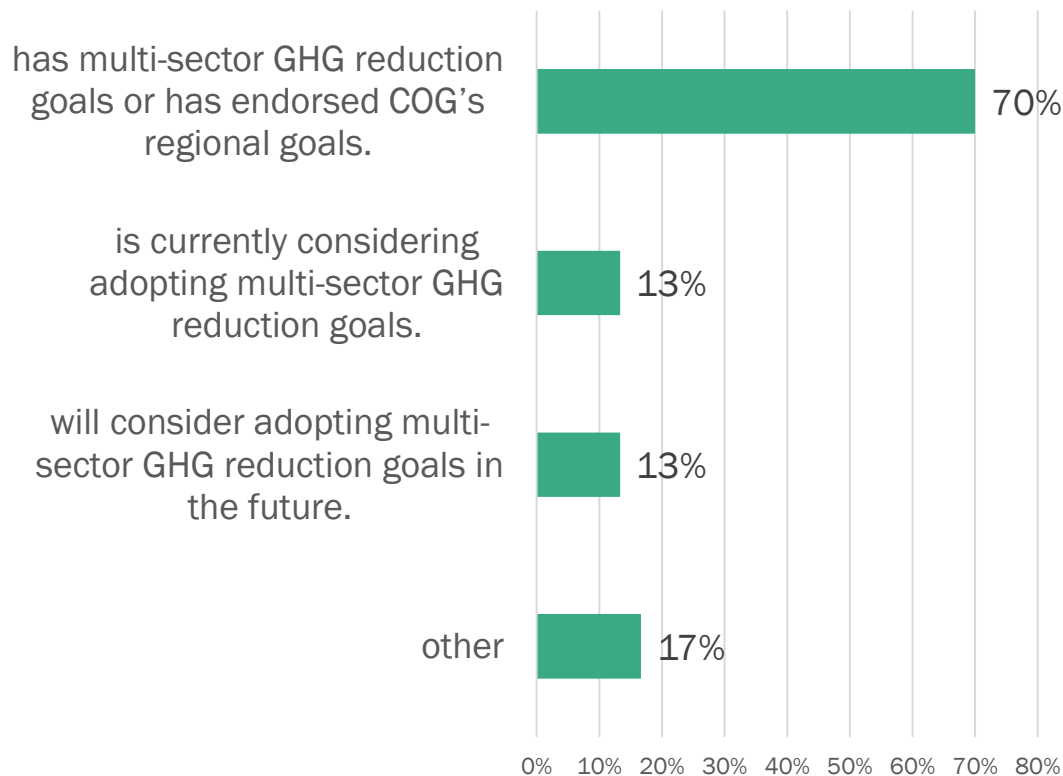


A. Adopting On-road Transportation Greenhouse Gas Reduction Goals



1. Does your jurisdiction/agency have multi-sector GHG reduction goals?

My jurisdiction/agency (please choose all responses that apply):



Answered: 30

Skipped: 1

Comments: 19

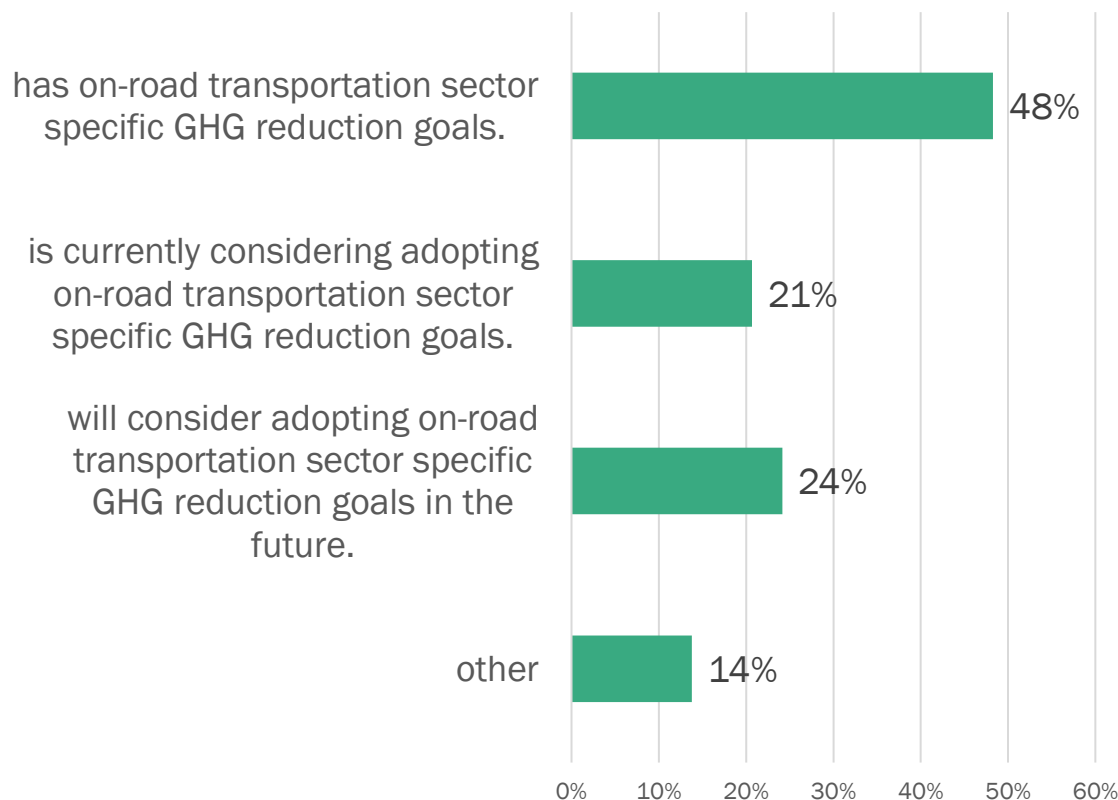
Themes: Aligned Plan/Activity (15), Call for More Action (2), More Coordination (1), Limited Authority/Influence (1), Resource Constraint (1)

Appendix Page: 1



2. Does your jurisdiction/agency have specific GHG reduction goals for the on-road transportation sector?

My jurisdiction/agency (please choose all responses that apply):



Answered: 29

Skipped: 2

Comments: 18

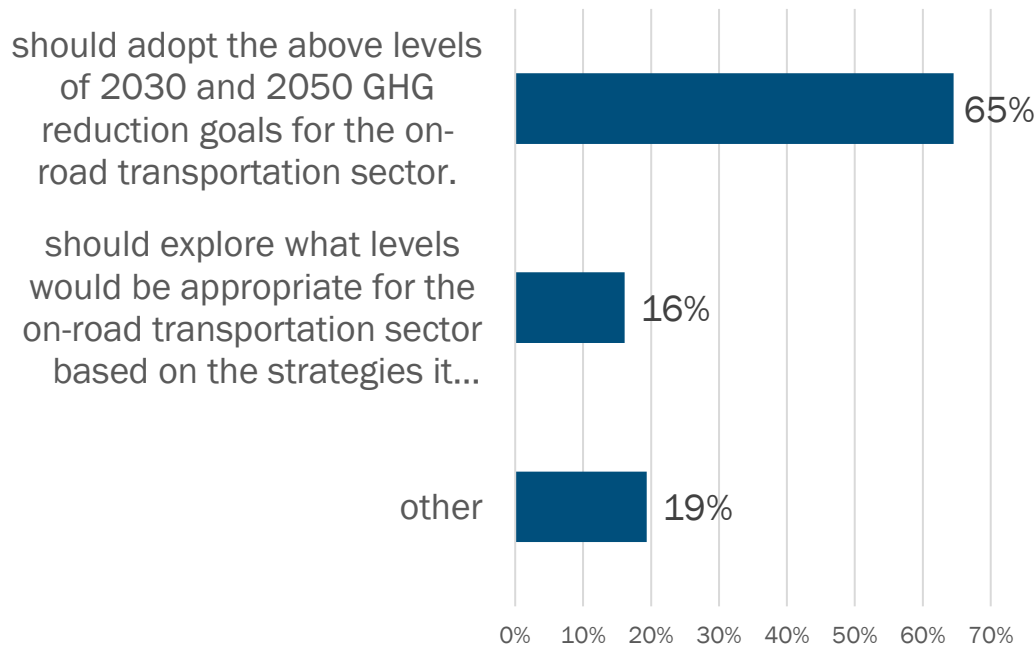
Themes: Aligned Plan/Activity (15), More Study/Refinement Desired (2), Call for More Action (1), Limited Authority/Influence (1), Resource Constraint (1)

Appendix Page: 3



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?

The TPB (please choose only one response):



Answered: 31

Skipped: 0

Comments: 15

Themes: More Study/ Refinement Desired (6), Aligned Plan/Activity (4), Resource Constraint (4), Implementation Concern (2), Call for More Action (1), Limited Authority/ Influence (1), More Coordination (1), Equity Concerns (1), General Agreement (1)

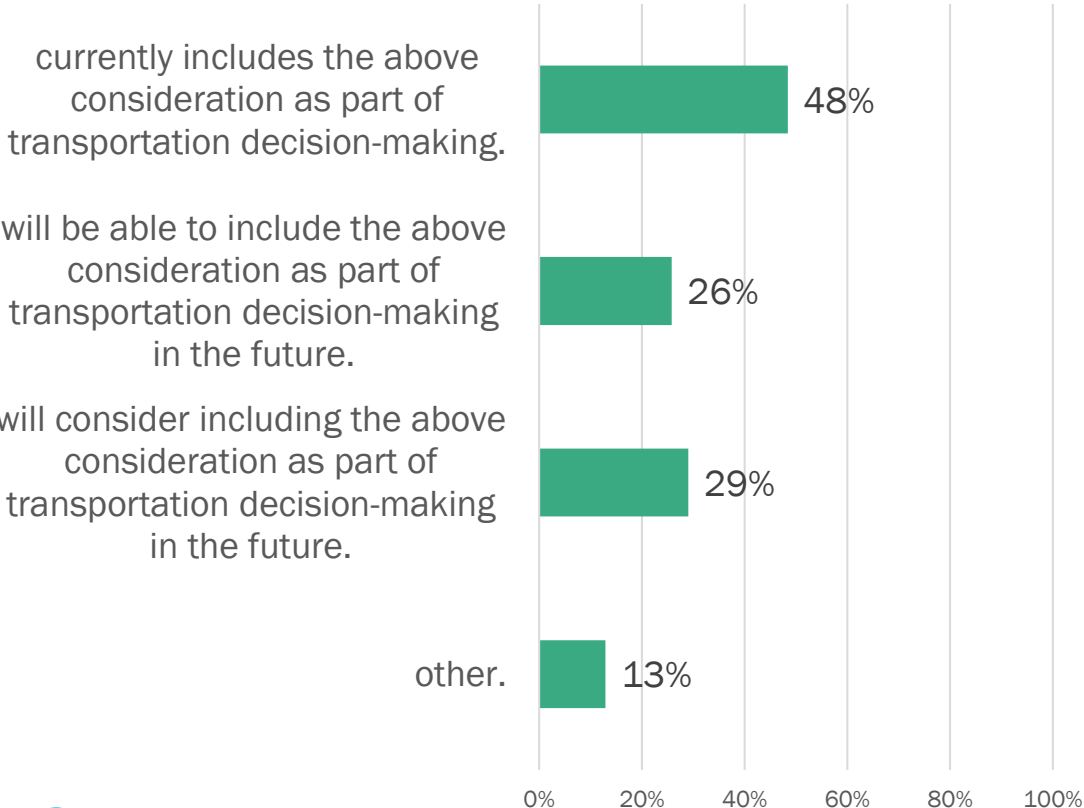
Appendix Page: 6

B. Consideration of Greenhouse Gas Reduction in Decision Making



1. Is an assessment of the potential for a proposed project, program, or policy to reduce GHG emissions reflected in your jurisdiction's/agency's decision-making?

My jurisdiction/agency (please choose all responses that apply):



Answered: 31

Skipped: 0

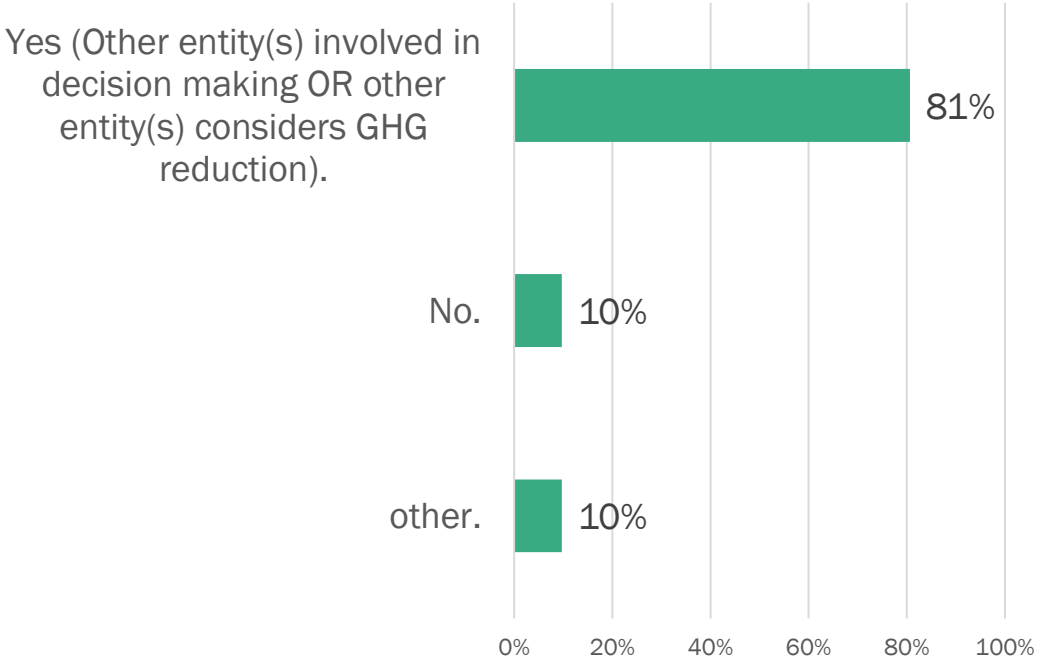
Comments: 14

Themes: Aligned Plan/Activity (10), Implementation Concern (3), More Study/Refinement Desired (2), Resource Constraint (2), Limited Authority/Influence (1), More Coordination (1)

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2. Is your jurisdiction's/agency's ability to include GHG reduction considerations in its decision-making impacted by any other local, state, sub-regional, or regional entity that has a role in the planning and programming decisions of some projects and programs?

(please choose only one response)



Answered: 31

Skipped: 0

Comments: 14

Themes: More Coordination and/or Limited Authority /Influence (11), Aligned Plan/Activity (3), Resource Constraint (1)

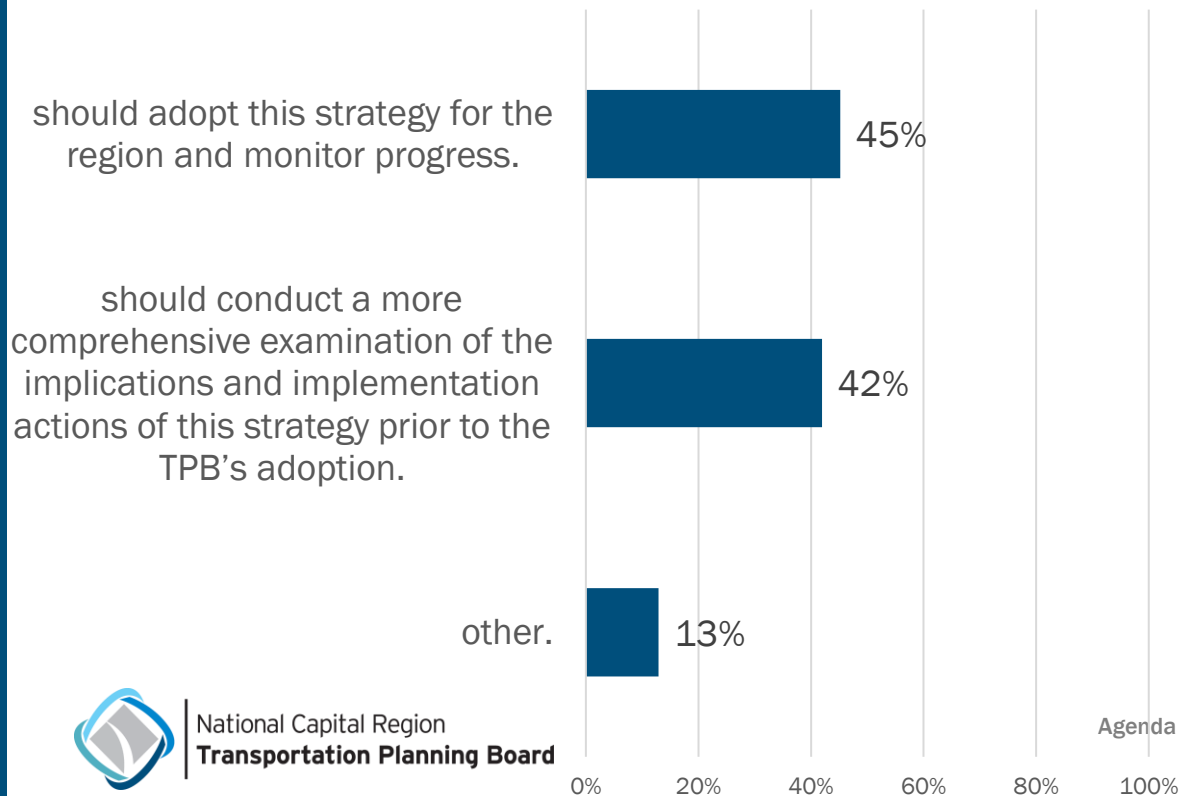
Appendix Page: 10

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



1A. Convert vehicles to clean fuels. In 2030, 100 percent of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles. In 2050, 100 percent of new light duty vehicles sold, 100 percent of new medium/heavy duty trucks sold, and 100 percent of all buses on the road will be clean fuel vehicles.

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 20

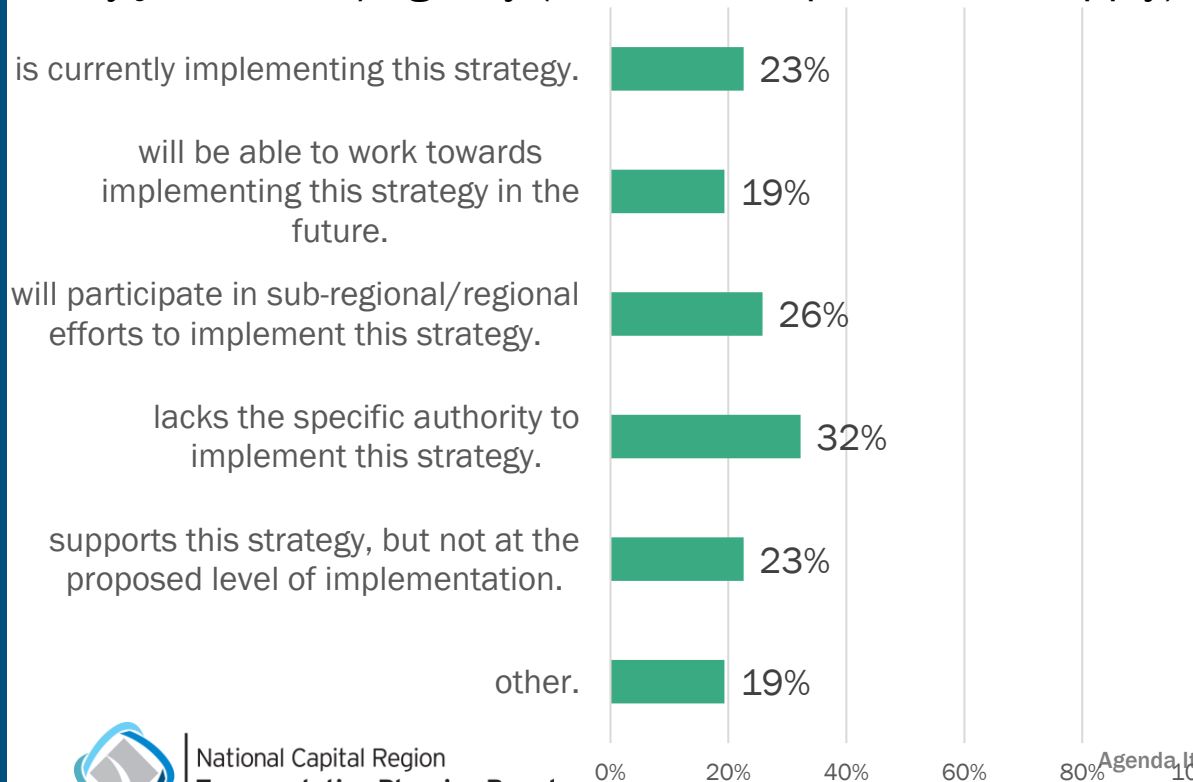
Themes: More

Study/Refinement Desired (10), Implementation Concern (7), Aligned Plan/Activity (6), Resource Constraint (6), Limited Authority/Influence (5), More Coordination (1), Call for More Action (1), Equity Concerns (1), General Agreement (1)

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1B. Convert vehicles to clean fuels. In 2030, 100 percent of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles. In 2050, 100 percent of new light duty vehicles sold, 100 percent of new medium/heavy duty trucks sold, and 100 percent of all buses on the road will be clean fuel vehicles.

My jurisdiction/agency (select all responses that apply):



Answered: 31

Skipped: 0

Comments: 18

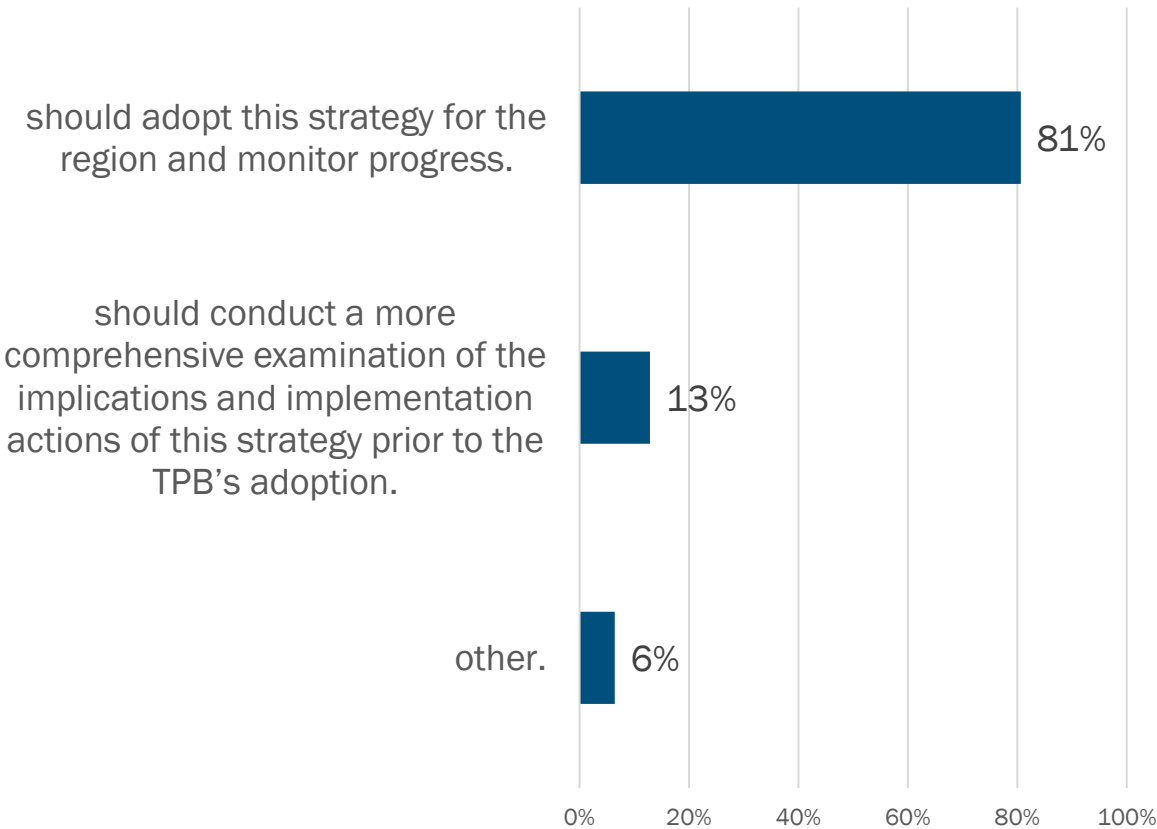
Themes: Aligned Plan/Activity (10), Implementation Concern (5), Resource Constraint (5), More Study/Refinement Desired (4), Limited Authority/ Influence (3), Call for More Action (1), General Agreement (1)

Appendix Page: 14



2A. Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.

The TPB (please choose only one response)



Answered: 31

Skipped: 0

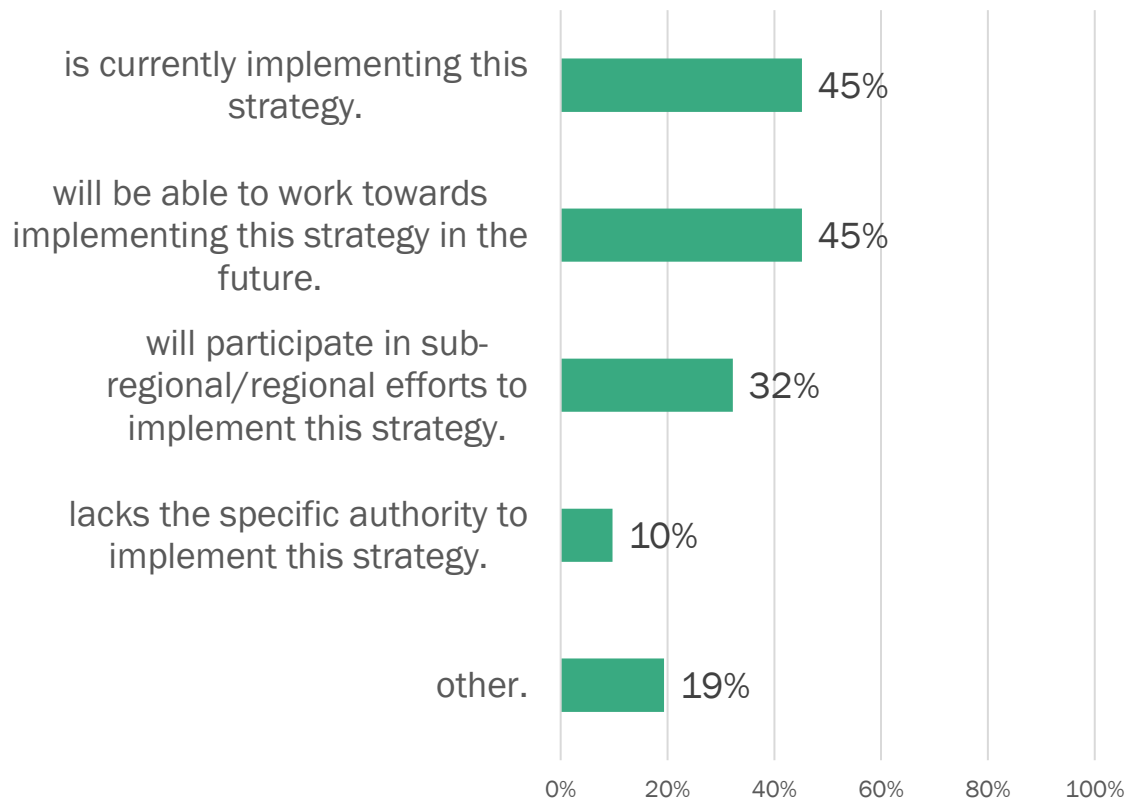
Comments: 13

Themes: Aligned Plan/Activity (5), More Coordination (4), Resource Constraint (3), More Study/Refinement Desired (3), Implementation Concern (2), Call for More Action (1)

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2B. Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.

My jurisdiction/agency (select all responses that apply):



Answered: 31

Skipped: 0

Comments: 14

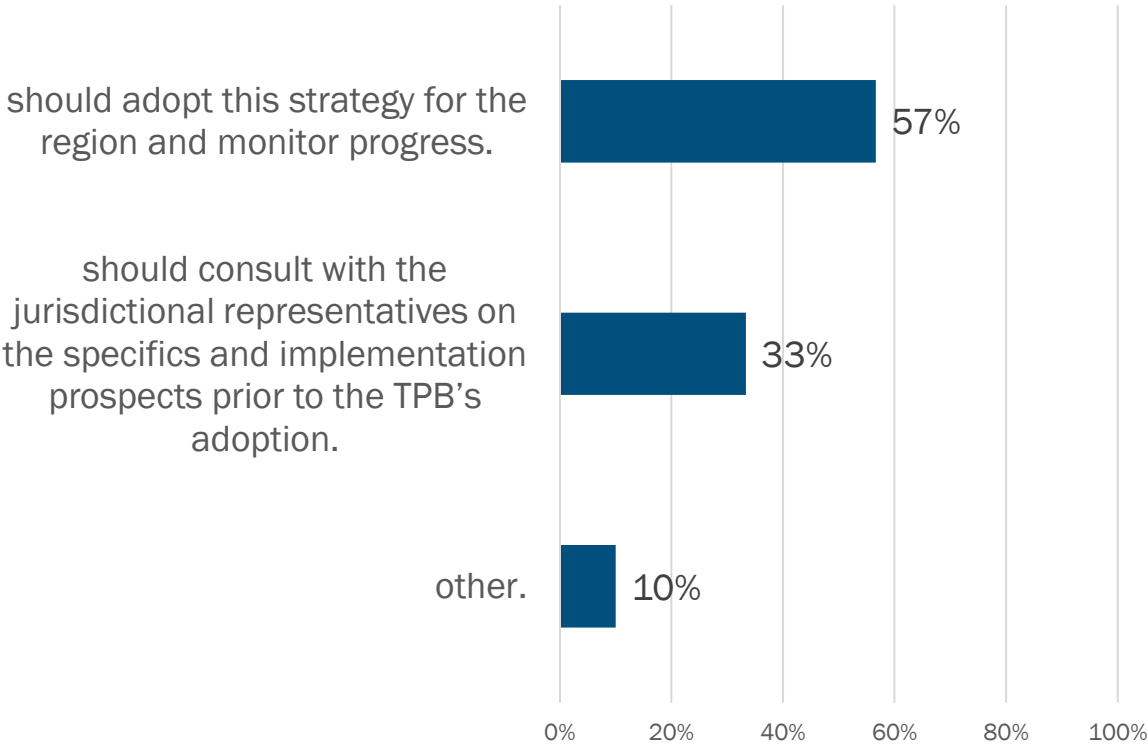
Themes: Aligned Plan/Activity (11), Resource Constraint (2), Limited Authority/Influence (1), General Agreement (1)

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3A. 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.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

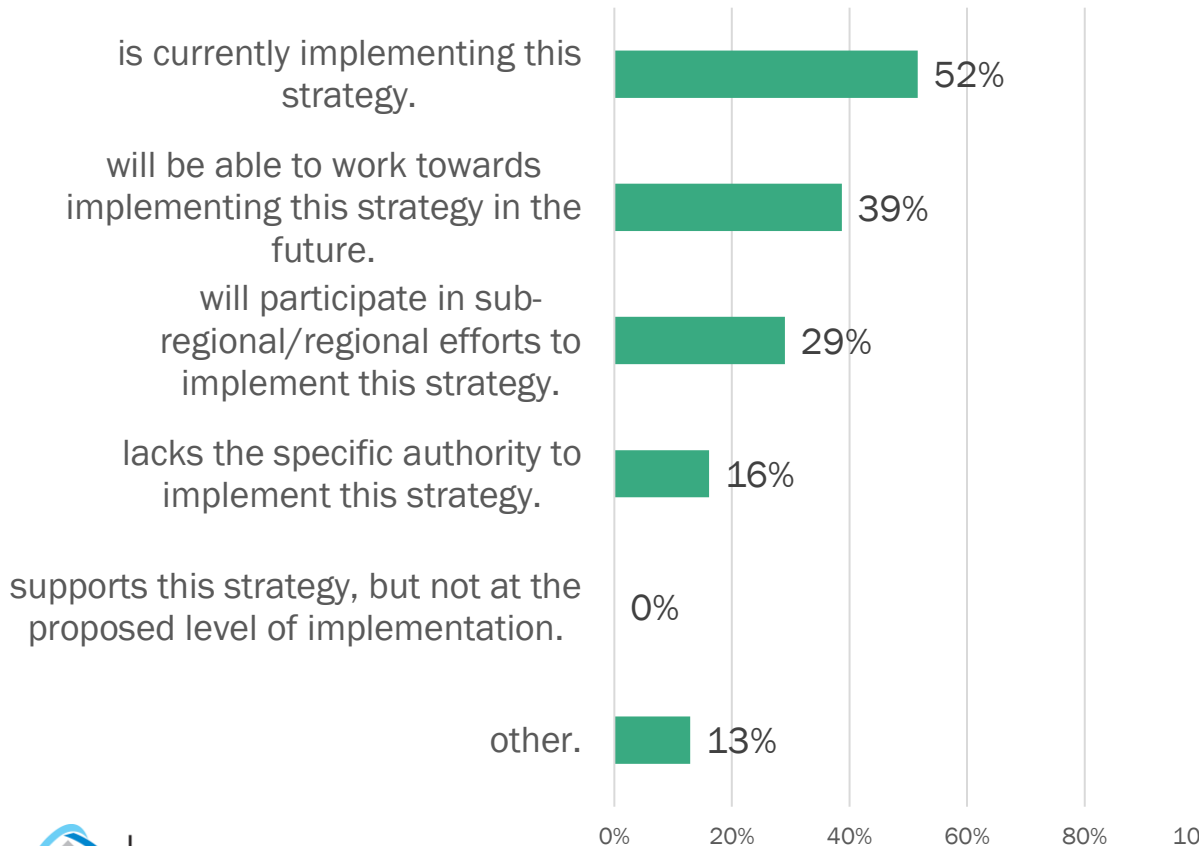
Comments: 12

Themes: More Study/Refinement Desired (6), Limited Authority/Influence (3), More Coordination (3), Aligned Plan/Activity (2), General Agreement (1), Implementation Concern (1)

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3B. 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.

My jurisdiction/agency (select all responses that apply):



Answered: 31
Skipped: 0
Comments: 11
Themes: Aligned Plan/Activity (9)
Limited Authority/Influence (3), General Agreement (1), Resource Constraint (1)
Appendix Page: 19

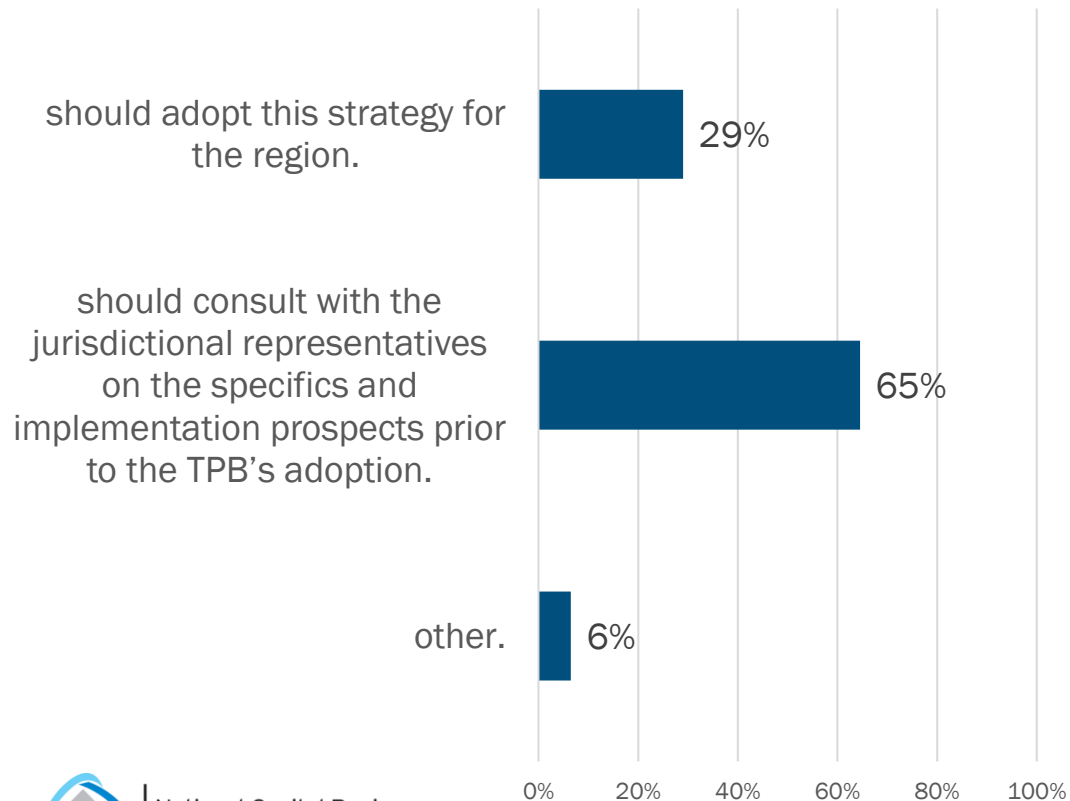
4. The jobs and housing redistribution strategy evaluated in the CCMS was an exploratory perspective to determine GHG reduction potential and was not based on a thorough feasibility analysis.

The TPB seeks your comments on the following two strategies that were examined:



4A.1 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

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 12

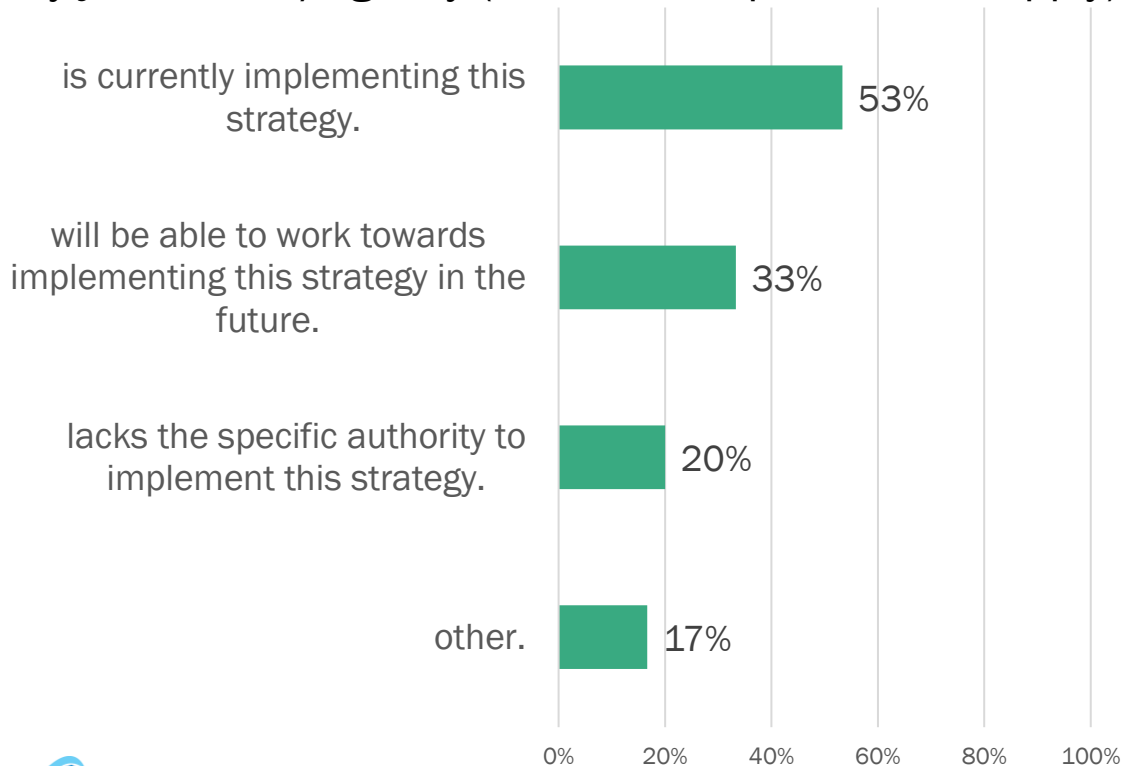
Themes: More Study/
Refinement Desired (5), Aligned
Plan/Activity (3), More
Coordination (3), General
Agreement (2), Implementation
Concern (2), Limited
Authority/Influence (1), Call for
More Action (1), Equity Concerns
(1)

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4A.2 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

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 13

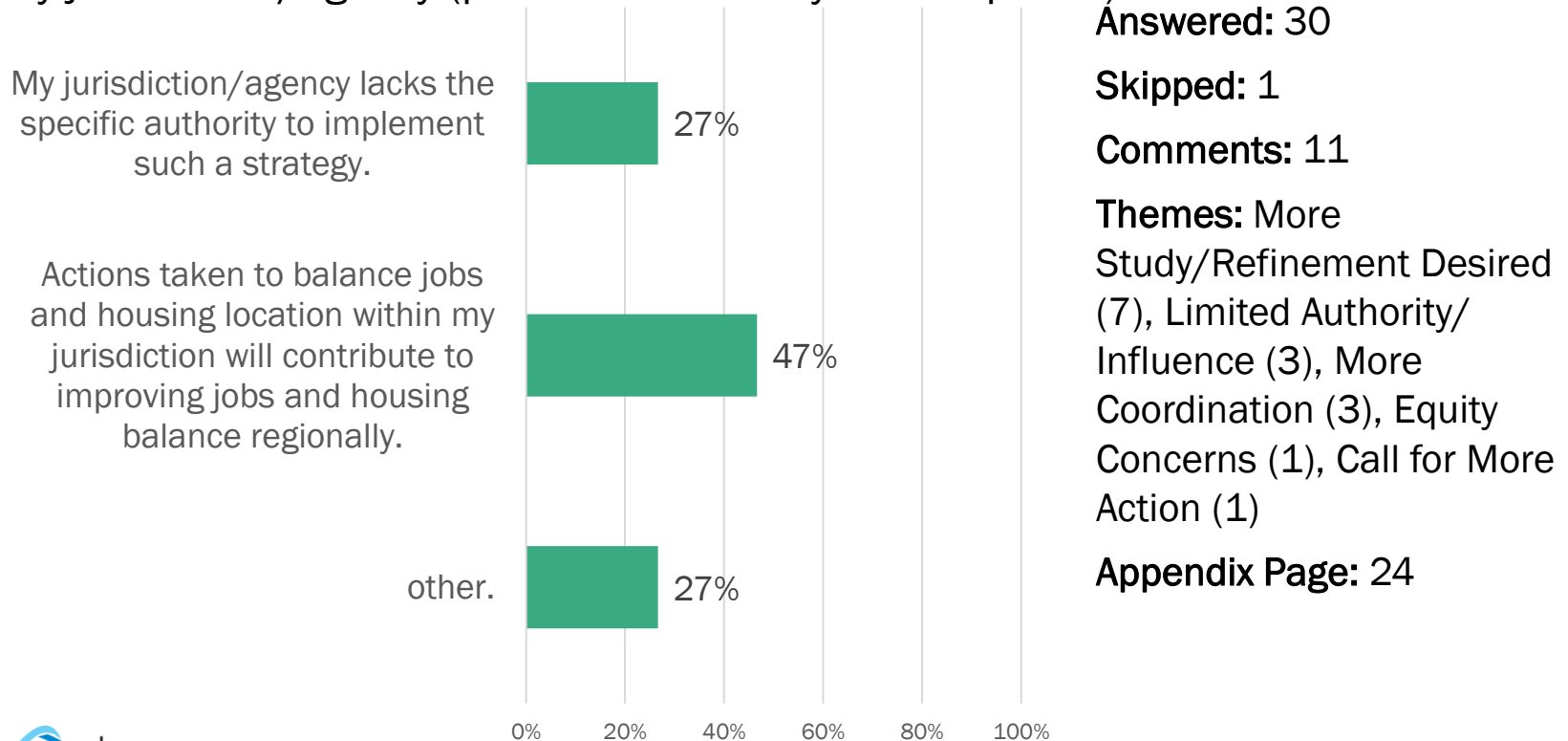
Themes: Aligned Plan/Activity (7), Limited Authority/Influence (5), More Study/Refinement Desired (2), General Agreement (2), Equity Concerns (1)

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4B.2 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.

My jurisdiction/agency (please choose only one response):



Answered: 30

Skipped: 1

Comments: 11

Themes: More Study/Refinement Desired (7), Limited Authority/Influence (3), More Coordination (3), Equity Concerns (1), Call for More Action (1)

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5A. Make all public bus transportation in the region fare-free (by 2030)

The TPB (please choose only one response):

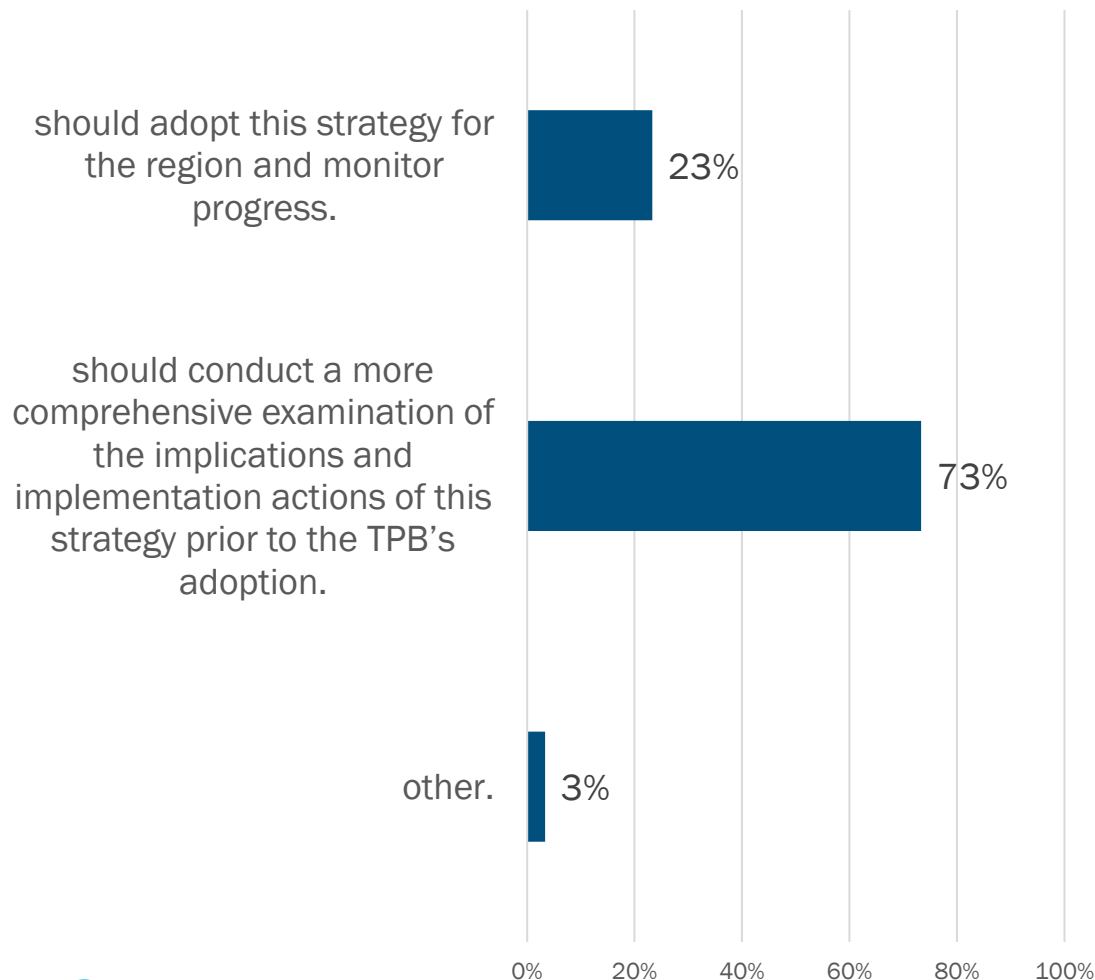
Answered: 30

Skipped: 1

Comments: 11

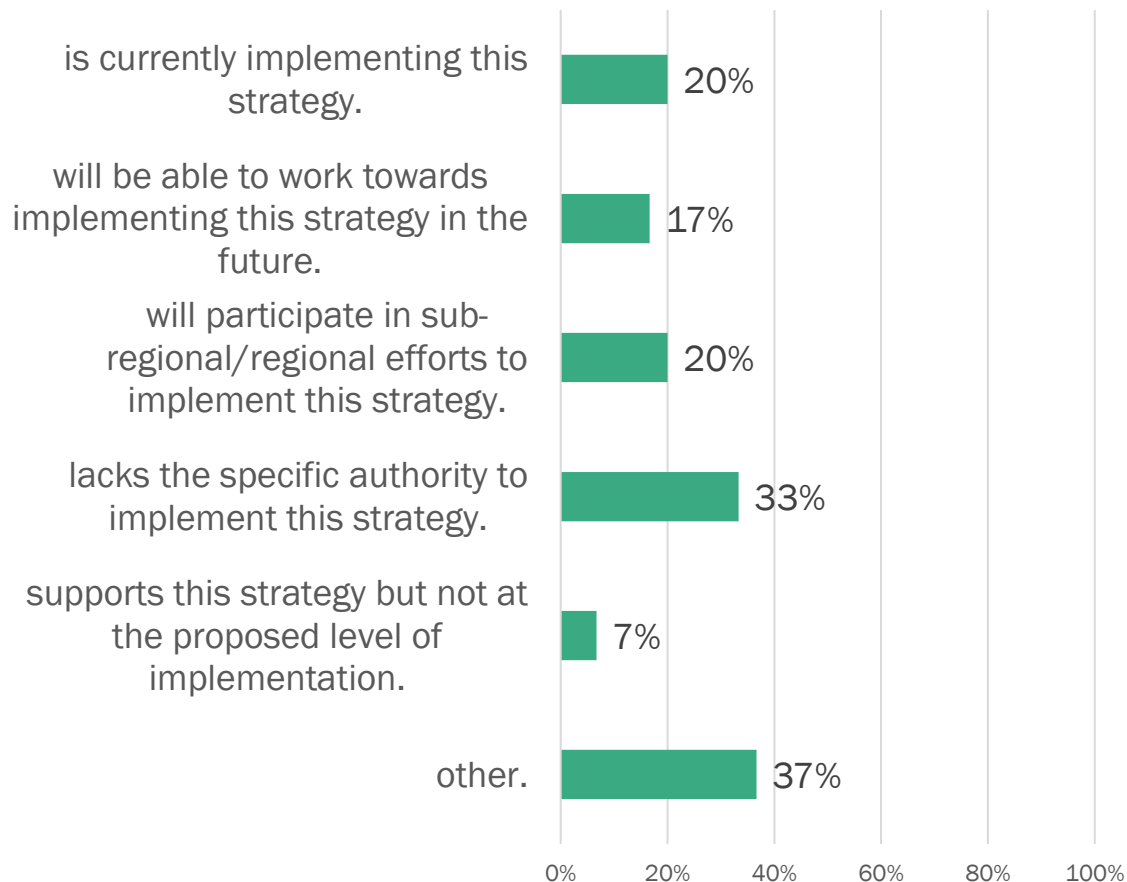
Themes: More Study/Refinement Desired (7), Aligned Plan/Activity (3), More Coordination (3), Call for More Action (2), Resource Constraint (2), Limited Authority/Influence (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

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5B. Make all public bus transportation in the region fare-free (by 2030)

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 19

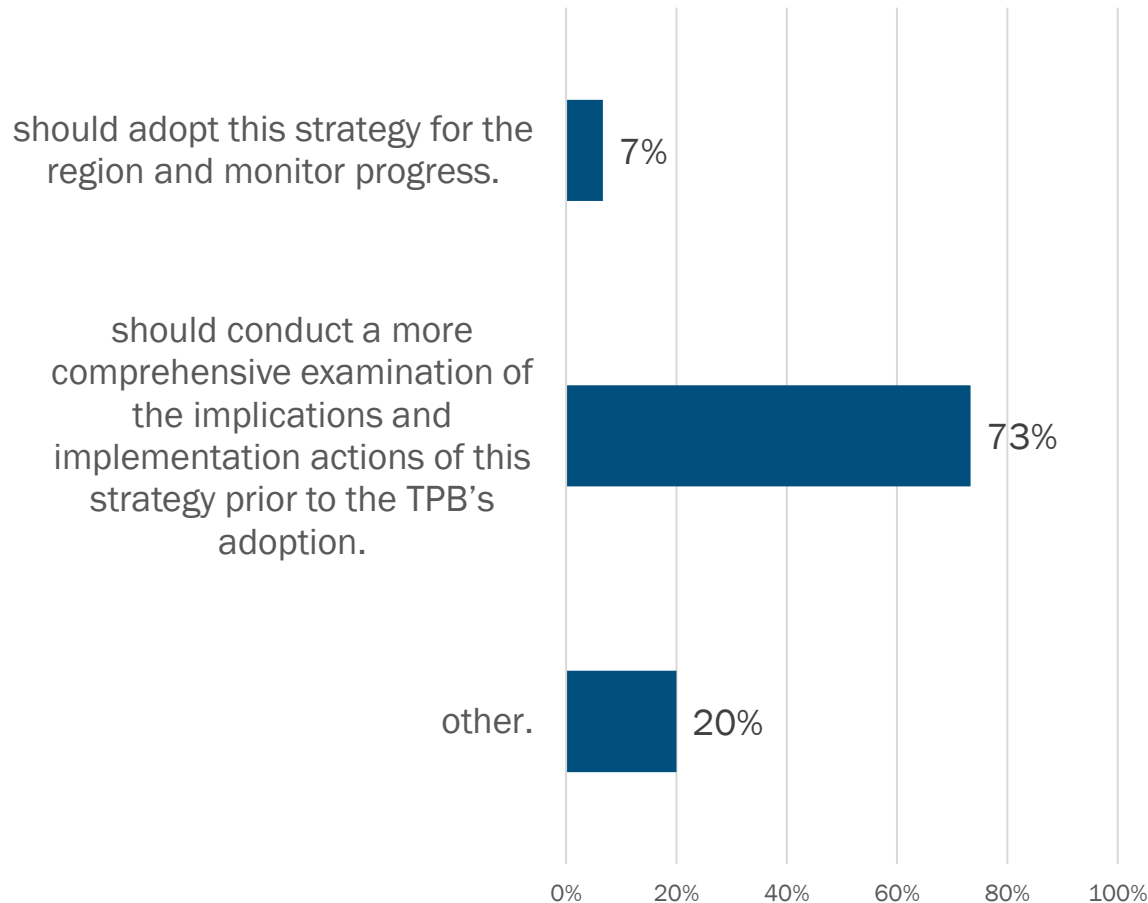
Themes: Aligned Plan/Activity (11), Resource Constraint (4), More Study/Refinement Desired (2), More Coordination (2), Limited Authority/Influence (2), Call for More Action (1), Implementation Concern (1)

Appendix Page: 26



6A. Make all public rail transportation in the region fare-free (by 2030).

The TPB (please choose only one response):



Answered: 30

Skipped: 1

Comments: 13

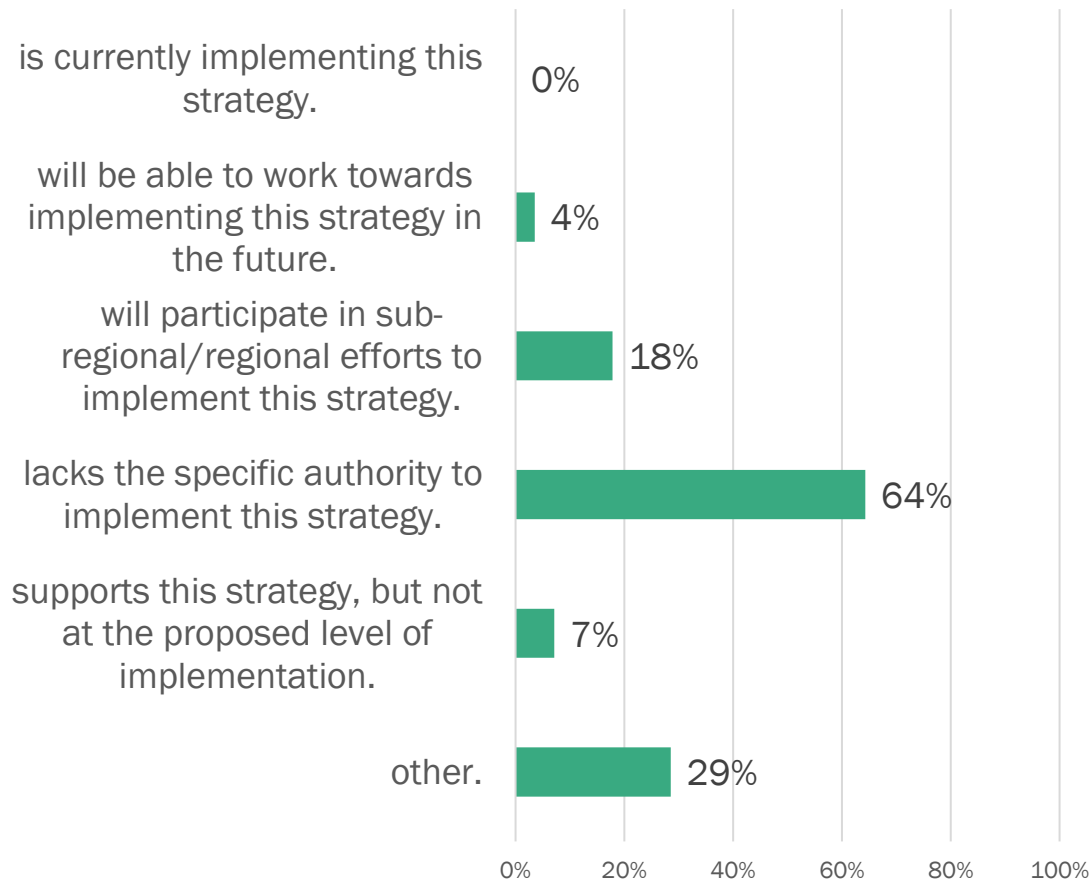
Themes: More Study/Refinement Desired (8), More Coordination (5), Limited Authority/Influence (4), Resource Constraint (3), Aligned Plan/Activity (1), Call for More Action (1)

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6B. Make all public rail transportation in the region fare-free (by 2030).

My jurisdiction/agency (select all responses that apply):



Answered: 28

Skipped: 3

Comments: 11

Themes: More Study/Refinement Desired (4), Aligned Plan/Activity (4), More Coordination (3), Resource Constraint (2), Implementation Concern (2), Limited Authority/Influence (1), Call for More Action (1), Equity Concerns (1)

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7A. 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)

The TPB (please choose only one response)

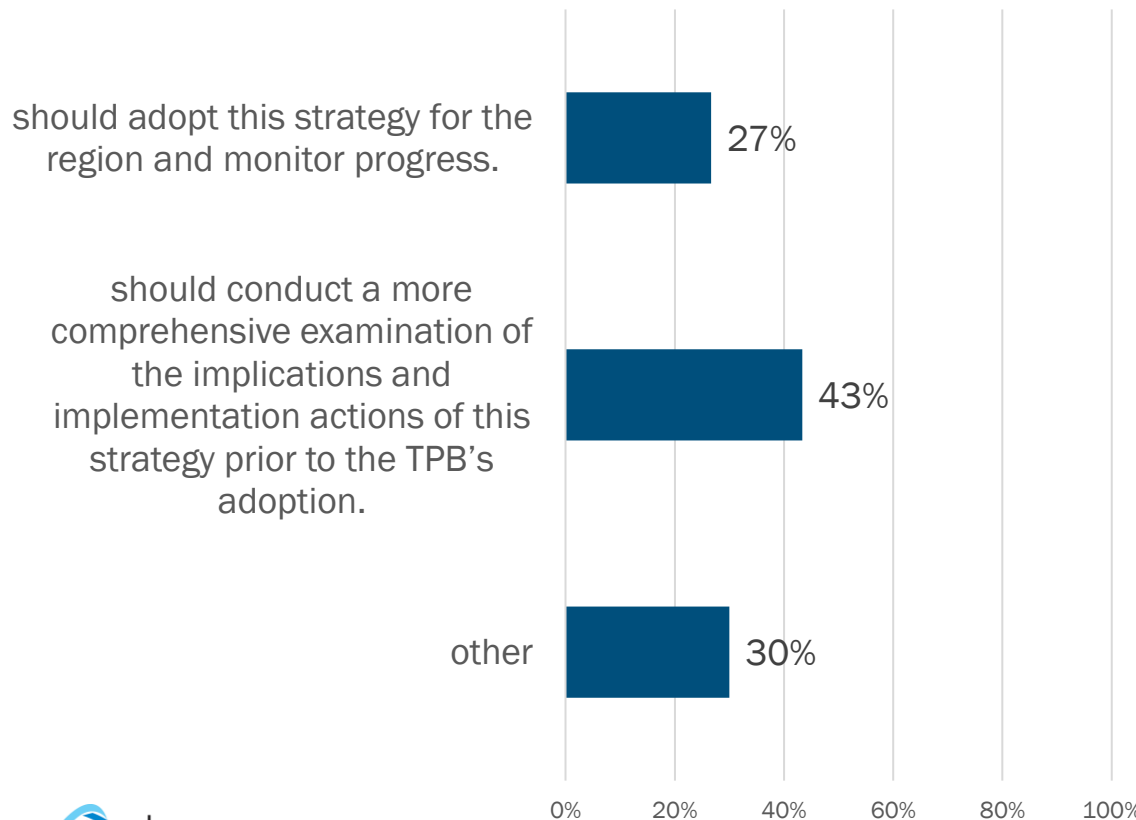
Answered: 30

Skipped: 1

Comments: 17

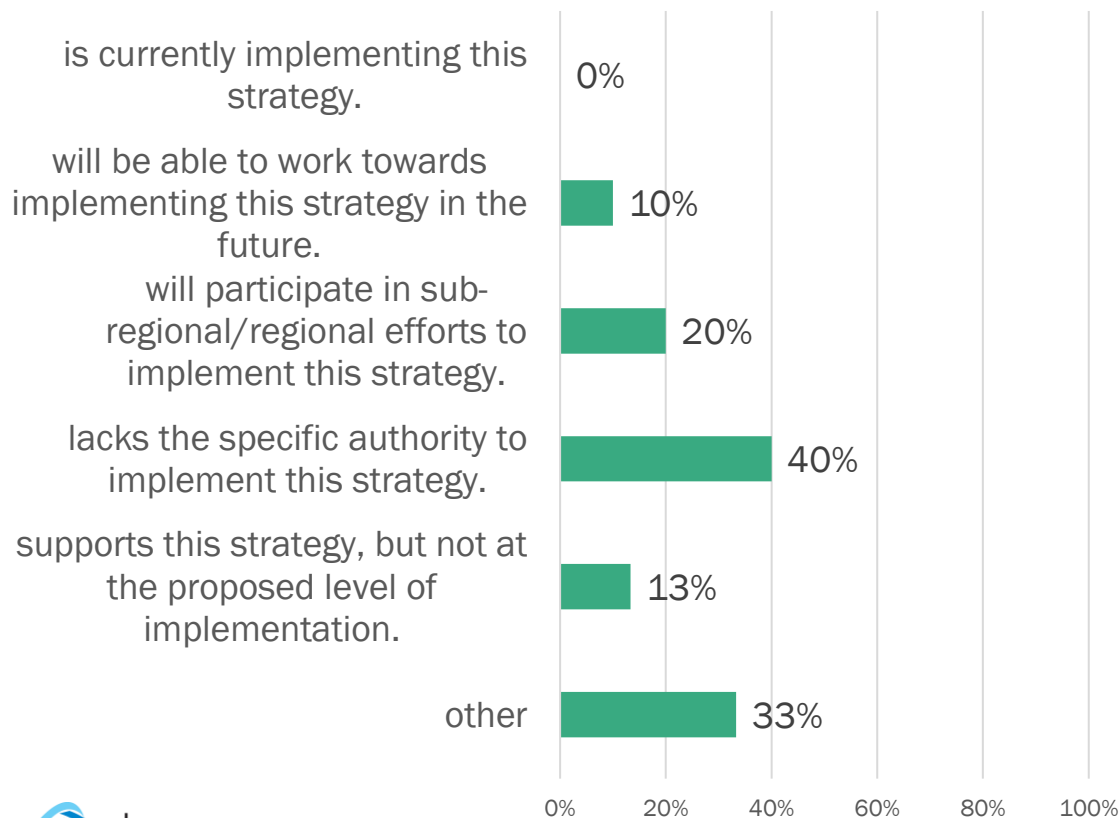
Themes: More Study/Refinement Desired (8), More Coordination (4), Call for More Action (3), Equity Concerns (3), Limited Authority/Influence (2), **Do not support** (2), Aligned Plan/Activity (1), General Agreement (1)

Appendix Page: 31



7B. 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)

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 11

Themes: More

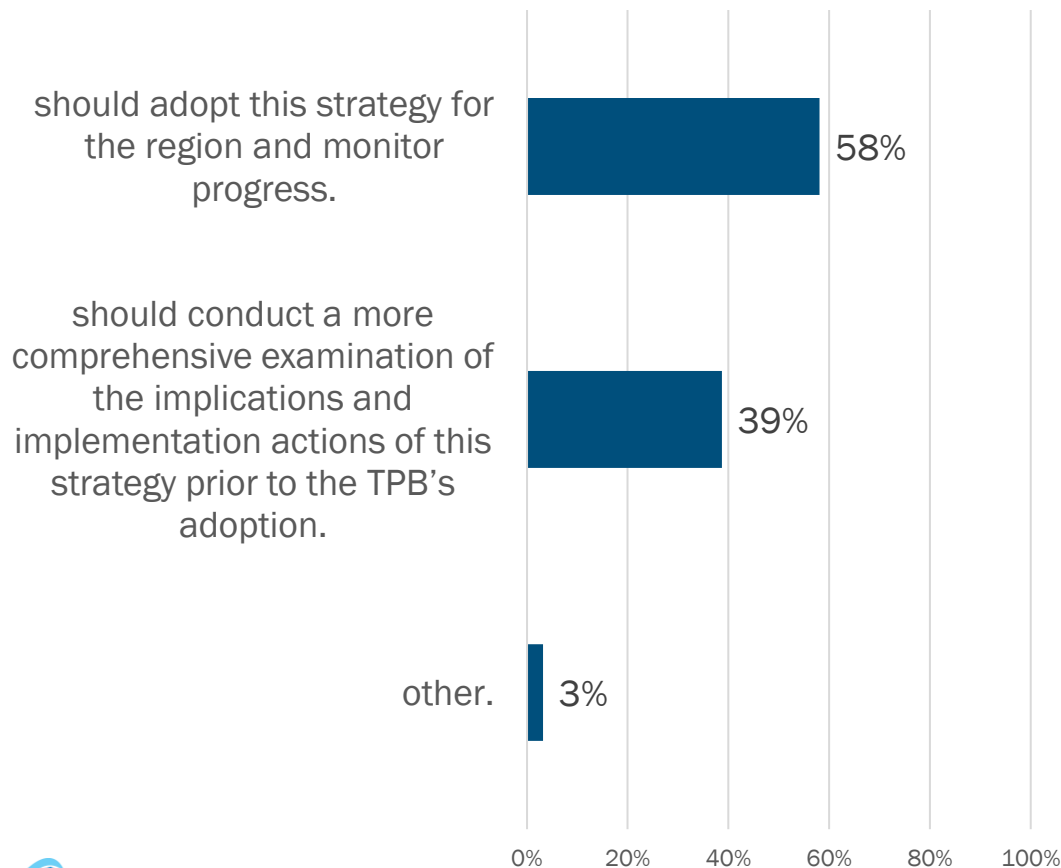
Study/Refinement Desired (5), **Do not support (3)**, More Coordination (2), Aligned Plan/Activity (2), Limited Authority/Influence (1), Resource Constraint (1)

Appendix Page: 32



8A. 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.

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 11

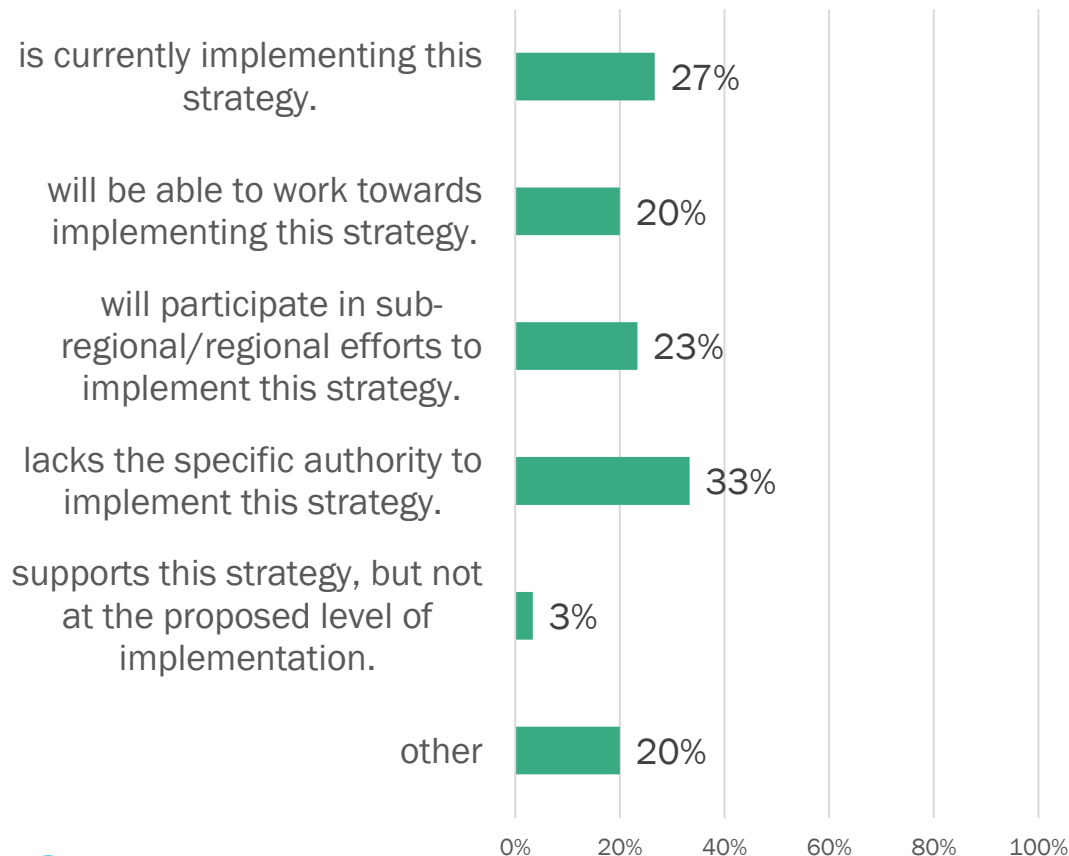
Themes: More Study/Refinement Desired (5), Aligned Plan/Activity (5), Do not support (1), Limited Authority/Influence (1), Resource Constraint (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

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8B. 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.

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 13

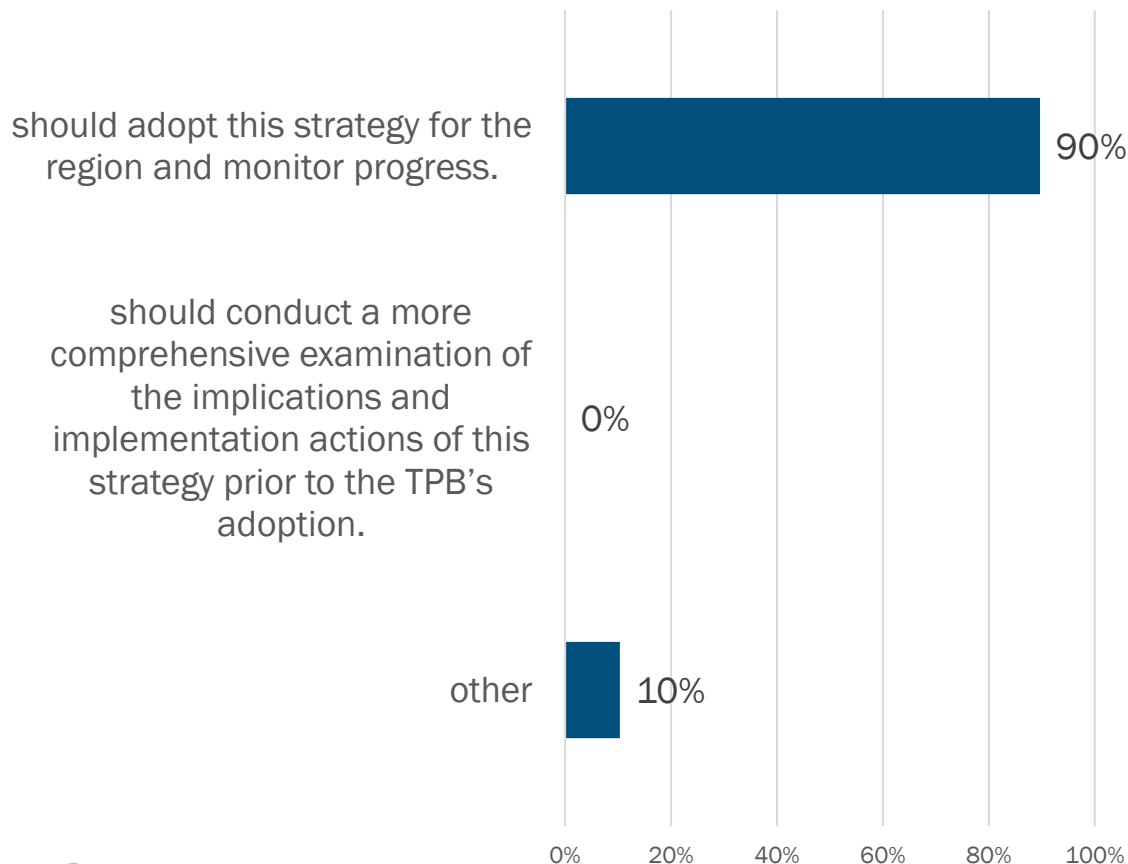
Themes: Aligned Plan/Activity (5), More Study/Refinement Desired (3), Resource Constraint (2), More Coordination (2), Limited Authority/Influence (1), General Agreement (1)

Appendix Page: 35



9A. Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 7

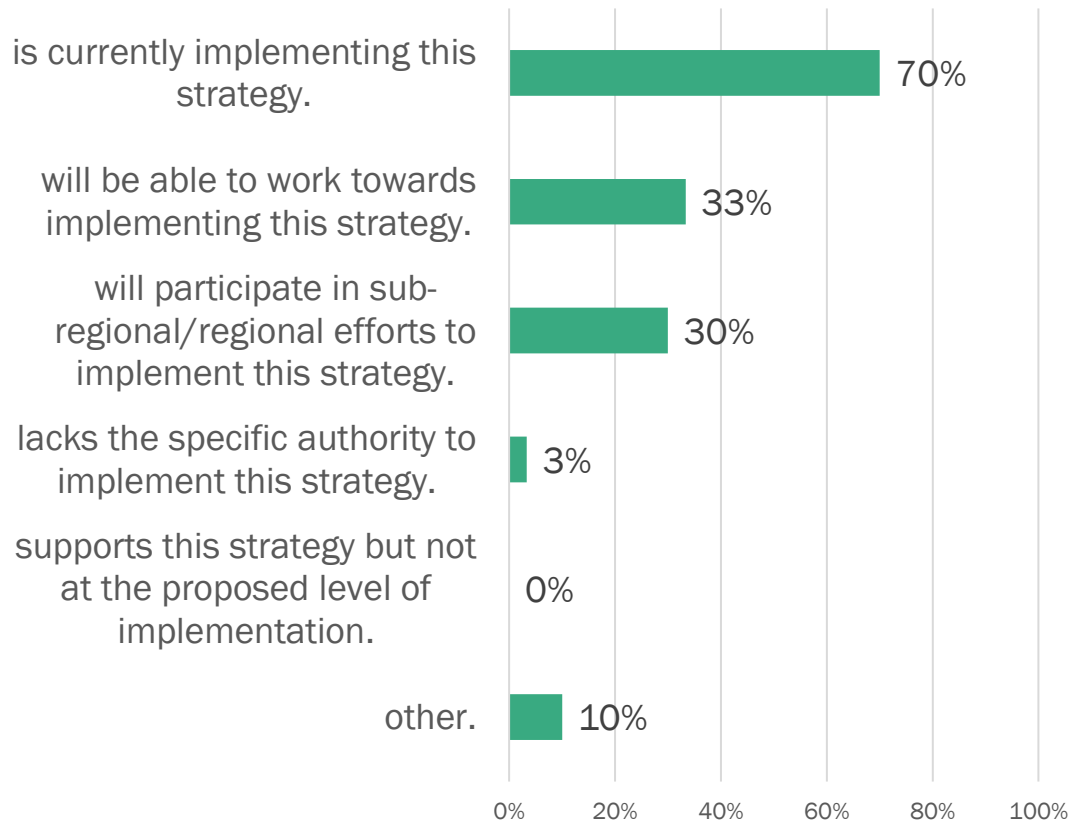
Themes: Aligned Plan/Activity (3), General Agreement (3), More Coordination (2), More Study/Refinement Desired (1), Call for More Action (1)

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9B. Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations.

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 9

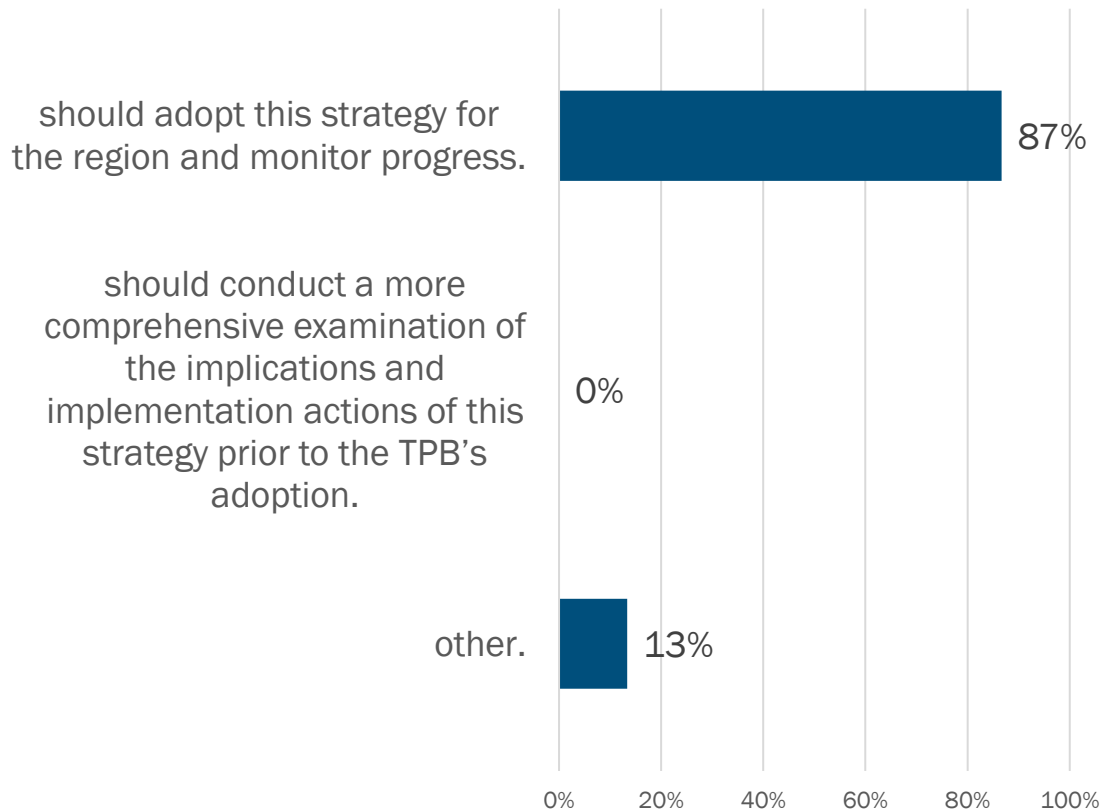
Themes: Aligned Plan/Activity (7) General Agreement (1), More Coordination (1), Resource Constraint (1), Implementation Concern (1)

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10A. Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 8

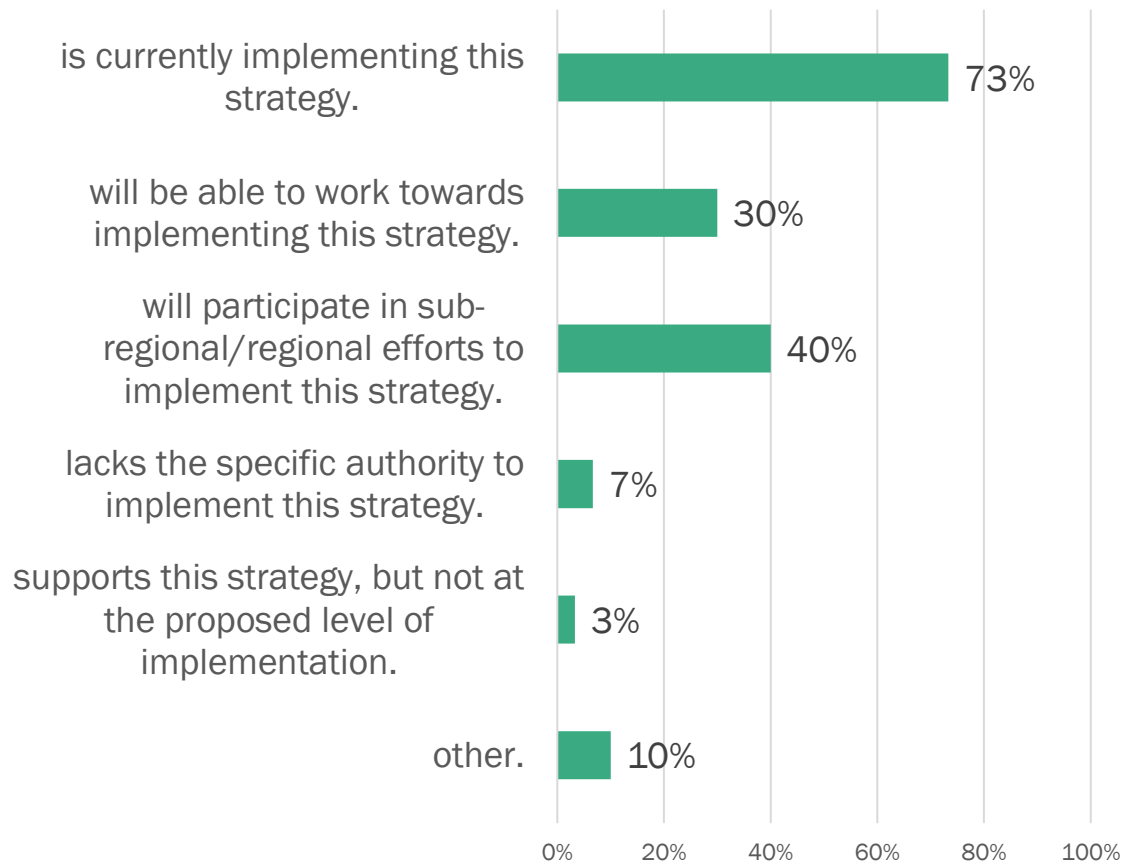
Themes: Aligned Plan/Activity (3), General Agreement (2), More Coordination (2), Resource Constraint (2), Call for More Action (1)

Appendix Page: 38



10B. Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 8

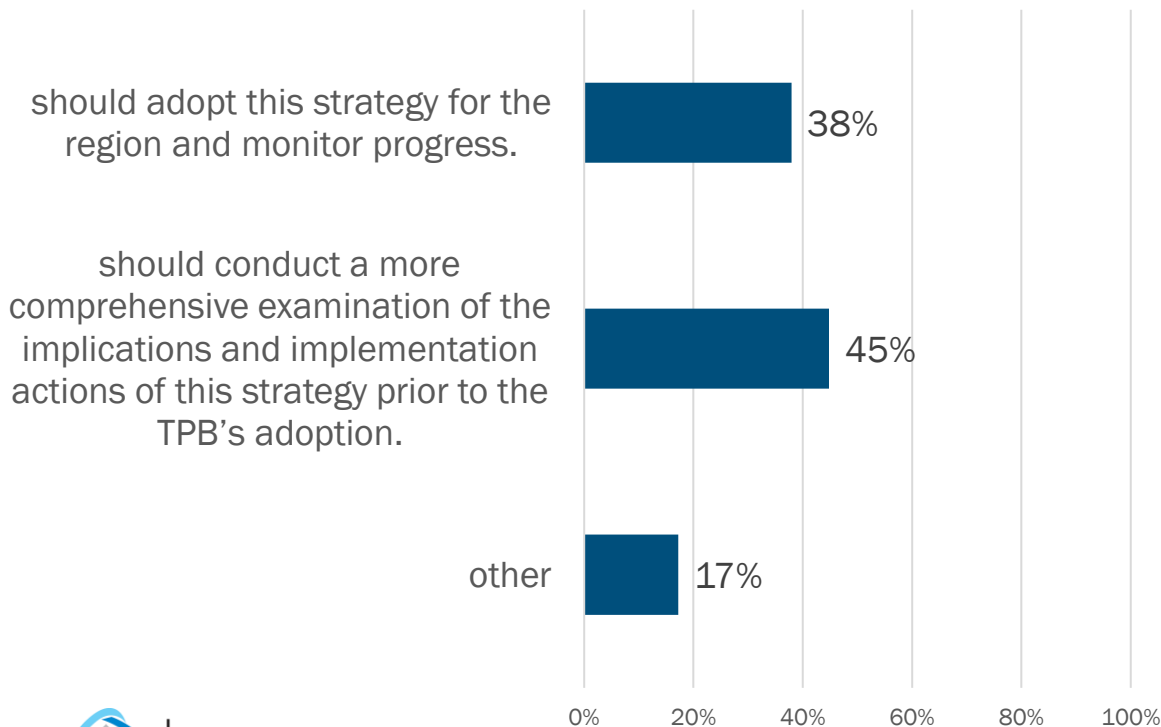
Themes: Aligned Plan/Activity (5), Resource Constraint (3)

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11A. 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.)

The TPB (please choose only one response)



Answered: 29

Skipped: 2

Comments: 15

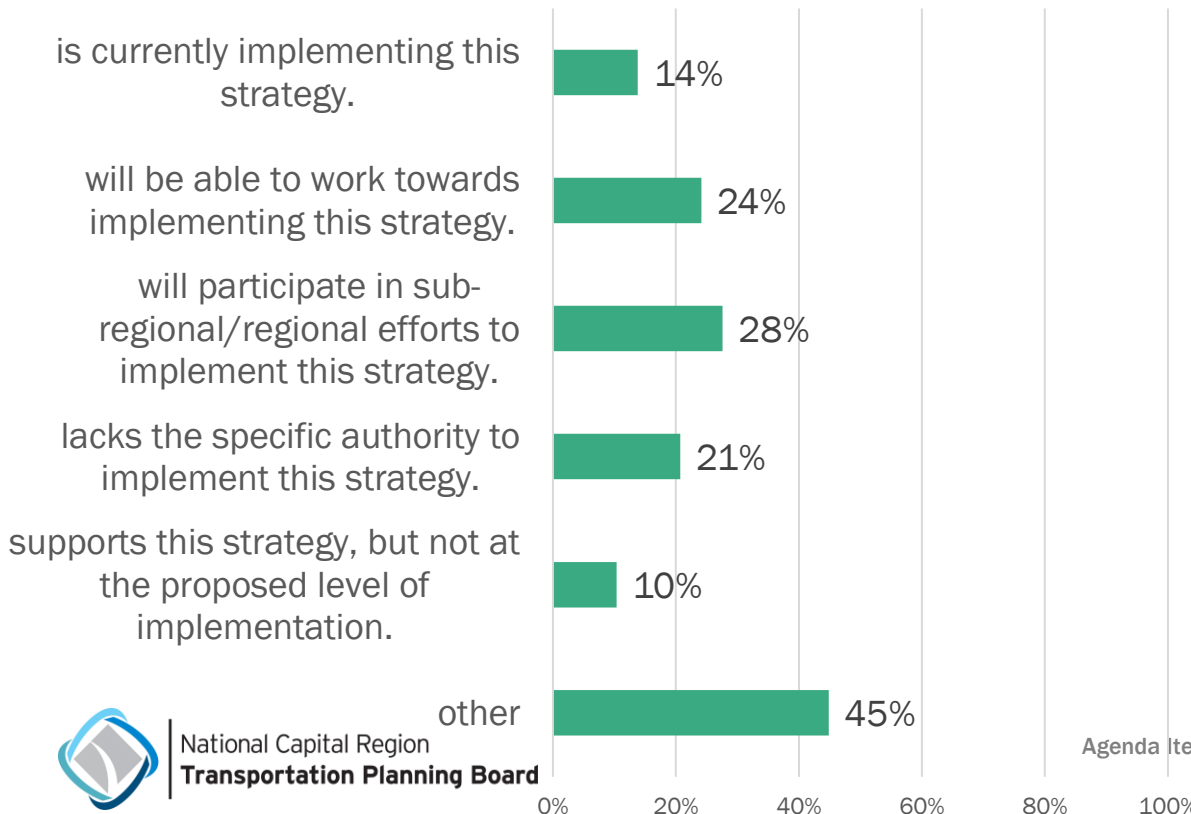
Themes: More Study/
Refinement Desired (9),
Aligned Plan/Activity (2),
More Coordination (2), Do not
support (2), General
Agreement (1), Equity
Concerns (1)

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11B. 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.)

My jurisdiction/agency (select all responses that apply):



Answered: 29

Skipped: 2

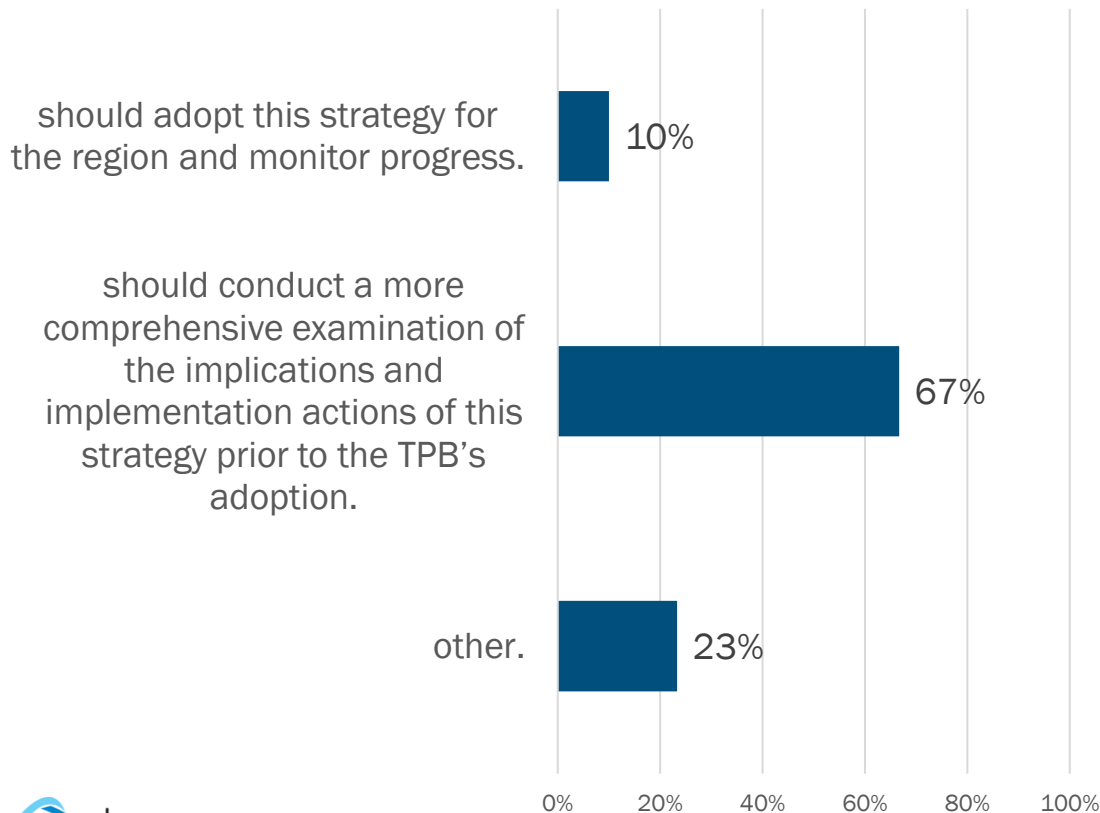
Comments: 19

Themes: Aligned Plan/Activity (9), Implementation Concern (5), More Study/Refinement Desired (4) Limited Authority/Influence (3), **Do not support (2)**, More Coordination (1), Resource Constraint (1)

Appendix Page: 40

12A. 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.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 14

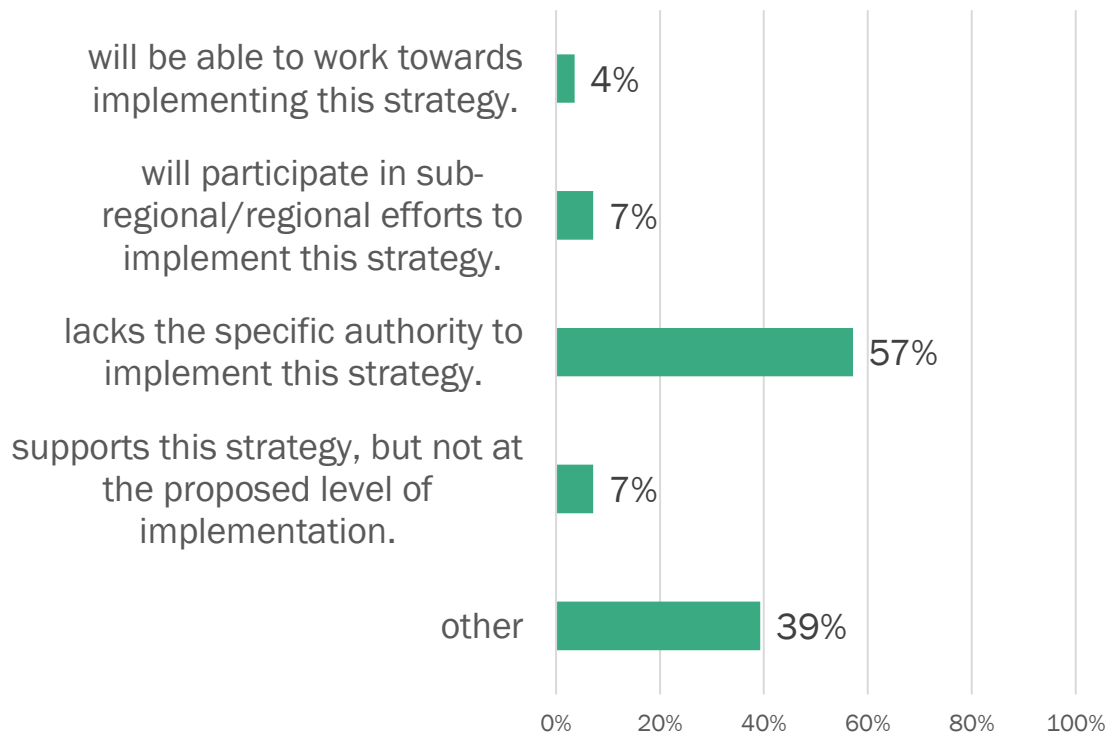
Themes: More Study/Refinement Desired (7), Equity Concerns (4), Aligned Plan/Activity (3), Implementation Concern (3), Limited Authority/Influence (2), **Do not support (1)**, More Coordination (1), Call for More Action (1)

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12B. 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.

My jurisdiction/agency (select all responses that apply):



Answered: 28

Skipped: 3

Comments: 13

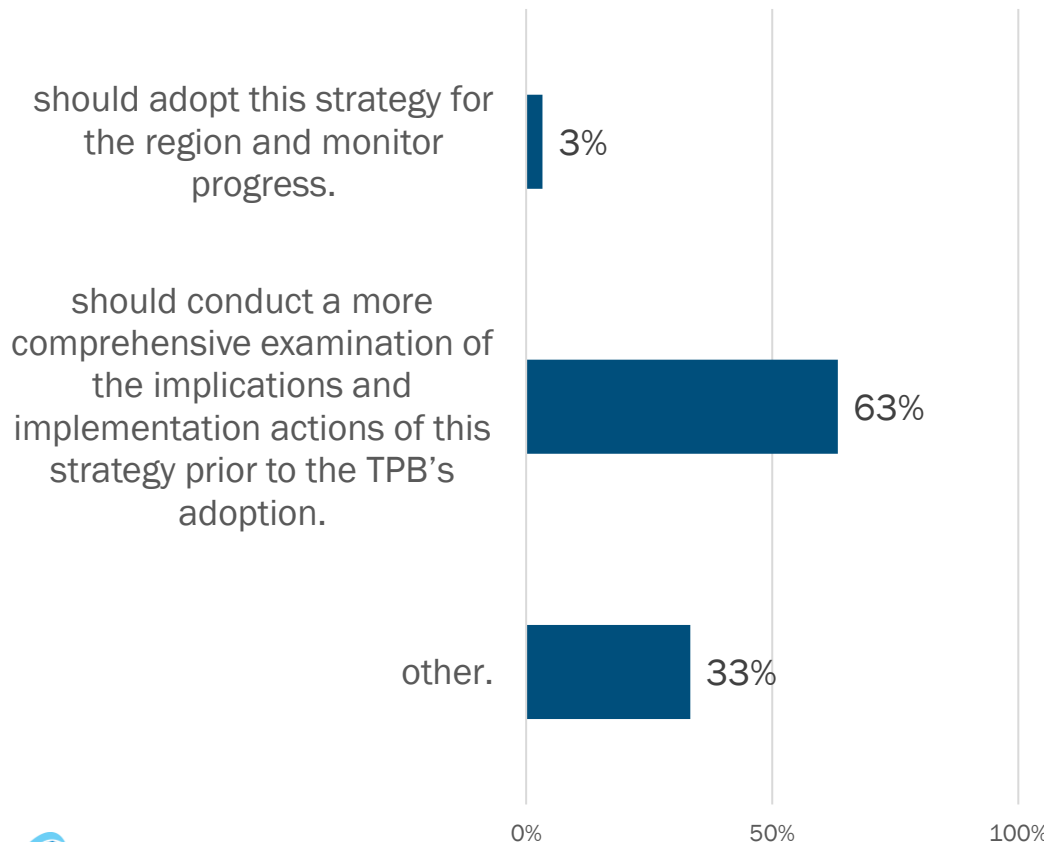
Themes: More

Study/Refinement Desired (8), Aligned Plan/Activity (3), Limited Authority/Influence (3), Equity Concerns (3), More Coordination (2), Implementation Concern (1), Appendix Page: 22



13A. 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.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 16

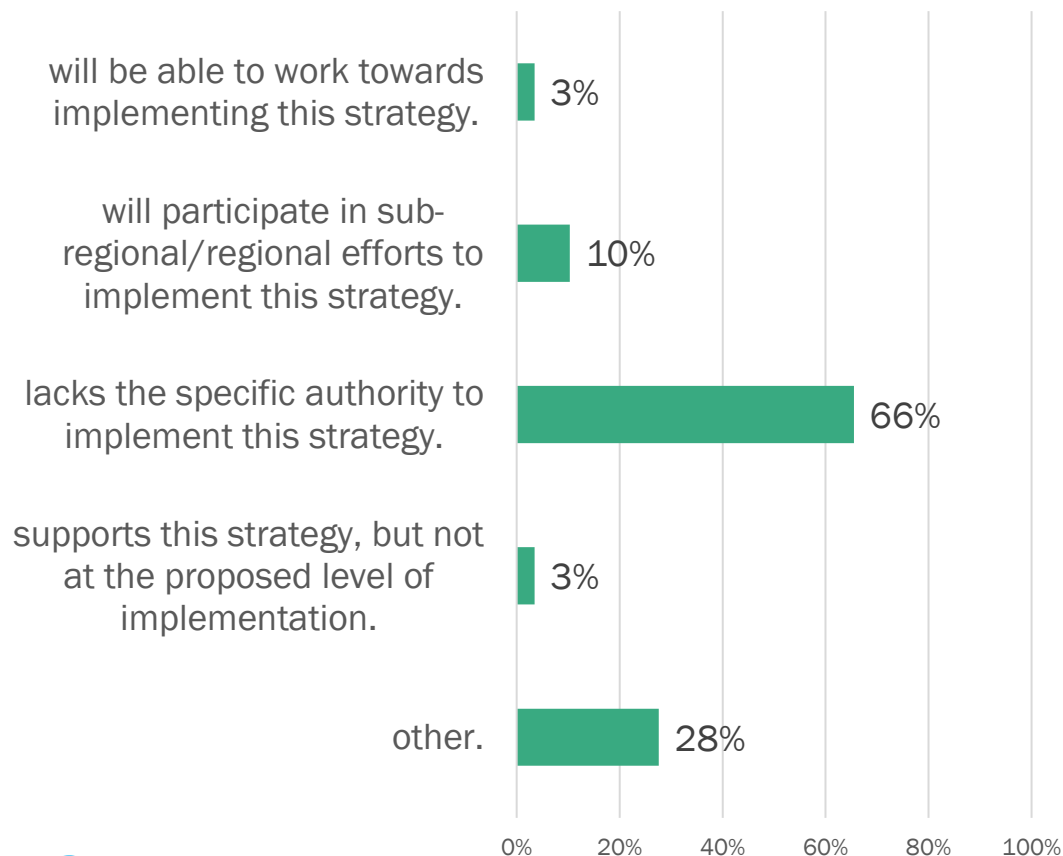
Themes: More Study/Refinement Desired (4), Aligned Plan/Activity (4), Equity Concerns (3), Limited Authority/Influence (2), More Coordination (2), Implementation Concern (1)

Appendix Page: 44



13B. 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.

My jurisdiction/agency (select all responses that apply):



Answered: 29

Skipped: 2

Comments: 11

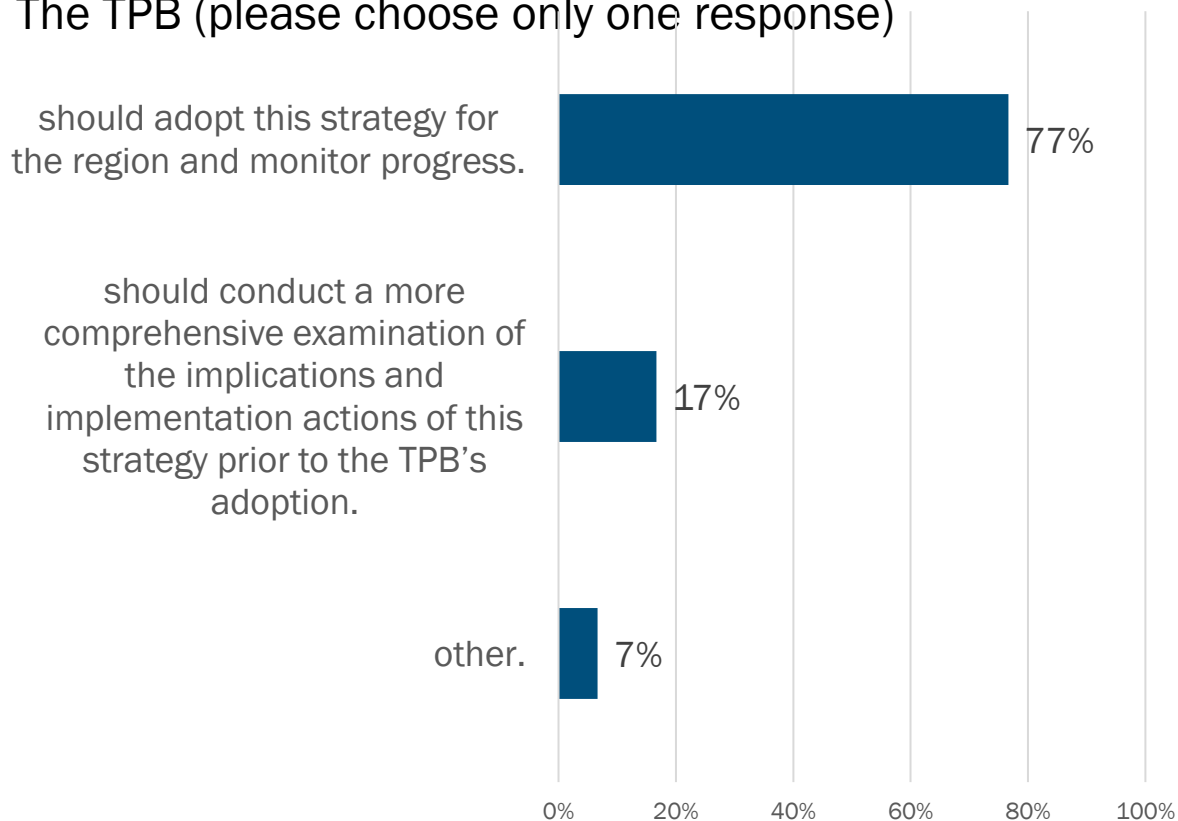
Themes: More Study/Refinement Desired (4), Aligned Plan/Activity (4), Limited Authority/Influence (2), Equity Concerns (2), More Coordination (1)

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14A. 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.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

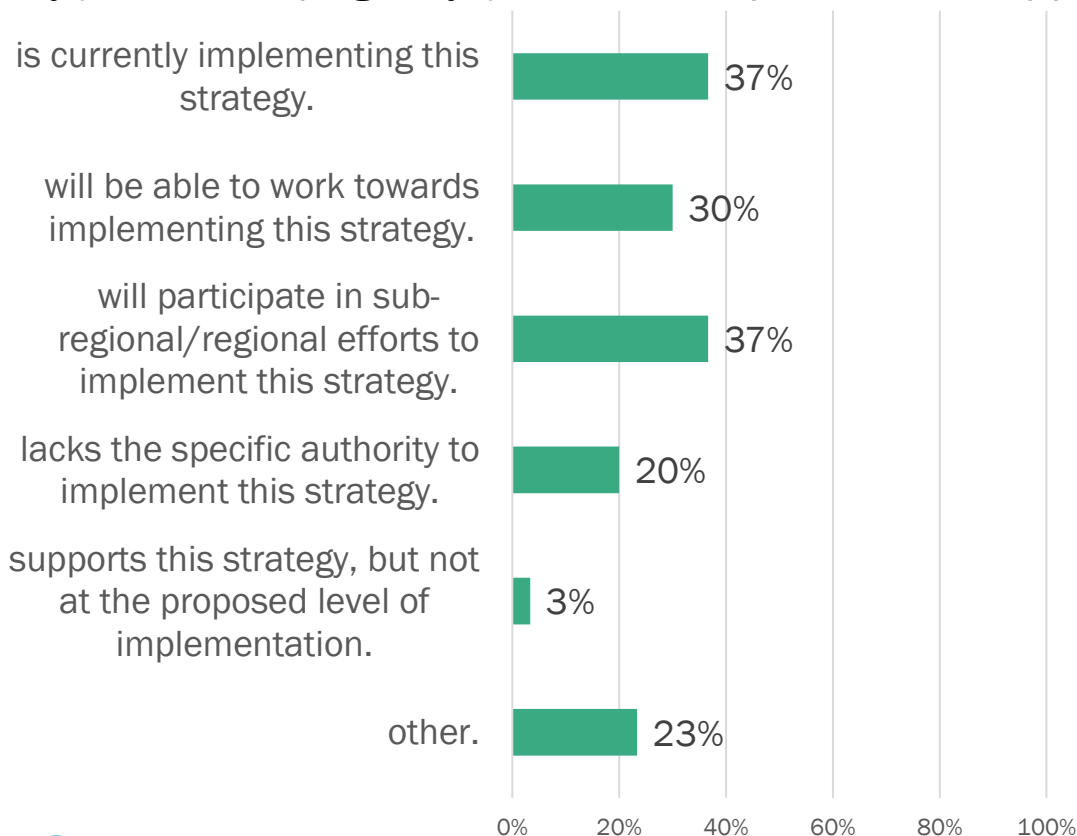
Comments: 8

Themes: More Study/
Refinement Desired (4),
Aligned Plan/Activity (2),
Resource Constraint (2),
General Agreement (2),
Implementation Concern (1),
Call for More Action (1)

Appendix Page: 47

14B. 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.

My jurisdiction/agency (select all responses that apply):



Answered: 30

Skipped: 1

Comments: 12

Themes: Aligned Plan/Activity (6), Limited Authority/Influence (4), More Study/Refinement Desired (2), Resource Constraint (2)

Appendix Page: 48



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National Capital Region
Transportation Planning Board