



Climate Change Mitigation Goals and Strategies Questionnaire

To be completed online by TPB Board Members by April 1, 2022.
URL and password have been sent directly to Board Members.

TPB Member Name:

Jurisdiction/Agency:

A. Adopting On-road Transportation Greenhouse Gas Reduction Goals

The Metropolitan Washington Council of Governments (COG) has adopted, and the National Capital Region Transportation Planning Board (TPB) has endorsed, a set of multi-sector greenhouse gas (GHG) reduction goals for the metropolitan Washington region for the years 2030 and 2050. Sectors include built environment (residential and commercial building energy), transportation, waste (water and solid), and agriculture. The transportation sector includes both on-road transportation (e.g., cars, trucks, buses) and nonroad transportation (e.g., marine vessels, aviation, rail, and off-road vehicles, such as farm and construction vehicles). Given the nature of the TPB and the fact that the vast majority of transportation-sector GHG emissions come from the on-road sector, the TPB's effort to reduce GHG emissions is focused on on-road GHG emissions.

The TPB is committed to reducing GHG emissions in the on-road transportation sector. Studies conducted by the TPB and COG over the past 12 years examined various on-road transportation GHG emissions reduction strategies (projects, programs, and policies). The latest study, the TPB's Climate Change Mitigation Study (CCMS) of 2021, explored about 15 strategies. The goal of this study was to determine a set of strategies that would reduce on-road transportation sector GHG emissions by 50 percent below 2005 levels by 2030, and 80 percent below 2005 levels by 2050. The [study](#) found that the 2030 goal would unlikely be achieved with the strategies tested, and the 2050 goal would be very challenging to achieve, requiring several major policy initiatives.

The TPB is interested in adopting GHG reduction goals for the on-road transportation sector. The TPB's climate change mitigation goals would complement its other planning goals and priorities such as improving safety, mobility, accessibility, and equity. The TPB is considering adopting GHG reduction goals for the on-road transportation sector at the same level as the region's multi-sector goals – 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050.

The TPB seeks input on adopting on-road transportation sector specific GHG goals from the jurisdiction or agency being represented on the board. As such, the TPB is requesting its primary member(s) or alternate (if the jurisdiction's or agency's primary member position(s) is vacant) to complete the following questionnaire. The TPB urges responses to reflect the general view of the governing entity the member represents.

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

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

- has multi-sector GHG reduction goals or has endorsed COG's regional goals.
- is currently considering adopting multi-sector GHG reduction goals.
- will consider adopting multi-sector GHG reduction goals in the future.
- other (please describe in comment box below).

Comments

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):

- has on-road transportation sector specific GHG reduction goals.
- is currently considering adopting on-road transportation sector specific GHG reduction goals.
- will consider adopting on-road transportation sector specific GHG reduction goals in the future.
- other (please describe in comment box below).

Comments

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):

- should adopt the above levels of 2030 and 2050 GHG reduction goals for the on-road transportation sector.
- should explore what levels would be appropriate for the on-road transportation sector based on the strategies it has examined and able to adopt.
- other (please describe in comment box below).

Comments

B. Consideration of Greenhouse Gas Reduction in Decision Making

The TPB is committed to helping the region achieve its GHG reduction goals by including projects, programs, and policies, in its long-range transportation plan, that help reduce GHG emissions, while also delivering the plan's safety, mobility, and accessibility goals in an equitable manner.

The TPB serves as a metropolitan planning organization and is not directly involved in implementing projects, programs, or policies. As such, the TPB's priorities and goals, including climate change mitigation goals, can be realized only when TPB member jurisdictions and agencies include the TPB's goals and priorities in their transportation and land use decision making process.

The TPB seeks to better understand how its member jurisdictions or agencies are able to advance the TPB's climate change mitigation goals within the on-road transportation sector, specifically through its decision making process.

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):

- currently includes the above consideration as part of transportation decision-making.
- will be able to include the above consideration as part of transportation decision-making in the future.
- will consider including the above consideration as part of transportation decision-making in the future.
- other (please describe in comment box below).

Comments

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)

- Yes (Other entity(s) involved in decision making OR the other entity(s) considers GHG reduction).
- No.
- Other (please describe in comment box below).

Comments

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

Studies conducted by the TPB and COG over the past 12 years examined various on-road transportation GHG emissions reduction strategies (projects, programs, and policies). These studies identified three primary pathways to reduce on-road transportation GHG emissions: (1) conversion of the motor vehicle fleet to electric vehicles or lower carbon fuels; (2) reduction in motor vehicle travel through mode shifts and changes in travel behavior; and (3) improvement in motor vehicle travel efficiency through traffic system management and operations.

The latest study, the TPB's Climate Change Mitigation Study (CCMS) of 2021, explored about 15 strategies (grouped into 10 scenarios) within these three pathways and estimated the likely on-road transportation GHG reduction from these strategies. The goal of this study was to determine a set of strategies that would reduce on-road transportation sector GHG emissions by 50 percent below 2005 levels by 2030, and 80 percent below 2005 levels by 2050. The [study](#) found that the 2030 study goal would be unlikely to be achieved with the strategies tested and the 2050 goal would be very challenging to achieve, requiring several major policy initiatives.

The TPB desires to adopt a set of strategies in the three pathways (fleet conversion, reductions in vehicle travel, and traffic system management and operations) to include in the policy element of the update to its long-range transportation plan, Visualize 2045. The strategies adopted by the board would be incorporated into the board's policy framework to inform its members' decision making for projects, programs, and policies to be included in the future updates of the long-range transportation plan.

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.

- 1. 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):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- other (please describe in comment box below).

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should consult with the jurisdictional representatives on the specifics and implementation prospects prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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:

- 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.**

The TPB (please choose only one response):

- should adopt this strategy for the region.
- should consult with the jurisdictional representatives on the specifics and implementation prospects prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- lacks the specific authority to implement this strategy.
- other (please describe in comment box below).

Comments

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. (please choose only one response)

- My jurisdiction/agency lacks the specific authority to implement such a strategy.
- Actions taken to balance jobs and housing location within my jurisdiction will contribute to improving jobs and housing balance regionally.
- Other (please describe in comment box below).

Comments

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

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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)

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy in the future.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below):

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.)

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- other (please describe in comment box below).

Comments

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

- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB’s adoption.
- other (please describe in comment box below).

Comments

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

- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.

The TPB (please choose only one response):

- should adopt this strategy for the region and monitor progress.
- should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB’s adoption.
- other (please describe in comment box below).

Comments

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

- is currently implementing this strategy.
- will be able to work towards implementing this strategy.
- will participate in sub-regional/regional efforts to implement this strategy.
- lacks the specific authority to implement this strategy.
- supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

Thank you!

Thank you for completing the Climate Change Mitigation Goals and Strategies Questionnaire. The survey responses will be shared at the aggregate level with the Board. Individual responses and comments will remain anonymous.

Do you have any other comments, questions, or concerns?



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Process to Solicit Member Input on Climate Change Mitigation Goals and Strategies and Incorporate TPB action in the 2022 update to Visualize 2045
DATE: February 10, 2022

The Metropolitan Washington Council of Governments (COG) has adopted, and the National Capital Region Transportation Planning Board (TPB) has endorsed, a set of multi-sector greenhouse gas (GHG) reduction goals for the metropolitan Washington region for the years 2030 and 2050. Sectors include energy, built environment (residential and commercial building energy), transportation, agriculture, and waste (water and solid). The transportation sector includes on-road (cars, trucks, buses), off-road (such as farm and construction vehicles), and non-road, such as rail, marine, and air. The TPB intends to integrate climate change mitigation planning elements into its long-range transportation plan (LRTP), Visualize 2045, and the associated planning process. A description of this task, its associated principles, and the process proposed to complete the task were outlined in a memorandum from the Chair and Vice Chairs of the TPB that was shared with TPB members on January 19, 2022 (attached).

Below, this memorandum describes the process by which TPB member jurisdictions and transportation agencies would provide input prior to the TPB's discussion and action on the matter. This memorandum includes a schedule for the next steps for the TPB's discussion on climate mitigation strategies, a schedule for the finalization of Visualize 2045, and an explanation of how any TPB action on climate strategies or other next steps can be incorporated into the policy element of the plan.

BACKGROUND

The TPB has agreed that reducing GHG emissions in the on-road transportation sector to mitigate the impacts of climate change should be a regional planning priority along with other regional planning priorities previously adopted and documented in TPB policy documents.¹ The TPB is committed to this task. To formalize this commitment, the TPB is considering adopting:

1. Greenhouse gas (GHG) reduction goals explicitly for the on-road transportation sector commensurate with the region's multi-sectoral GHG reduction goals²
2. A set of multimodal, multi-pathway strategies (projects, programs, and policies) with the potential to reduce on-road transportation GHG emissions as part of its planning priorities.

¹ Documents describing TPB policy priorities may be found at: "Goals and Future Factors - TPB Visualize 2045," 2022. <https://visualize2045.org/goals-and-future-factors/>.

² The region's multi-sector GHG reduction goals adopted by COG in 2008 and 2020: Reduce GHG emissions, relative to 2005 levels: 10% by 2012, 20% by 2020, 50% by 2030, and 80% by 2050.

The purpose of including the on-road transportation GHG reduction goals and a set of multi-pathway strategies in both the LRTP and the associated planning process is to help guide transportation investment decisions of the TPB member jurisdictions and transportation agencies in the coming years, particularly on projects, programs, and policies that would be included in the TPB's LRTP.

ADDITIONAL INFORMATION

The metropolitan Washington region adopted its first set of GHG reduction goals in November 2008 (for years 2012, 2020 and 2050) based on the Metropolitan Washington Council of Governments' (COG's) *National Capital Region Climate Change Report*. The COG Board of Directors (COG Board) adopted an interim 2030 goal at the recommendation of its Climate, Energy, and Environment Policy Committee (CEEPC) in October 2020.³ The TPB also endorsed the 2030 goal in October 2020.⁴ Many COG members have adopted similar GHG reduction goals for their jurisdictions.

The regional goals adopted by COG and endorsed by the TPB are multi-sectoral, as are many of the GHG reduction goals adopted by COG member jurisdictions, including the District of Columbia, the State of Maryland, and the Commonwealth of Virginia. Thus, the specific levels of GHG reduction articulated in the COG goal would be derived from the combined actions in the various sectors contributing to GHG emissions. By adopting an on-road transportation sector specific goal, the TPB will be elevating its previous endorsements of regional multi-sector GHG reduction goals and taking ownership of its ability to contribute to GHG emissions reductions within the on-road transportation sector through its long-range transportation planning process. Such a goal would also provide a target to assess the progress of the LRTP's against the GHG reduction goals for the sector.

Studies by the TPB and others have made clear that effective mitigation of the adverse impacts of climate change requires a comprehensive set of actions at all levels—federal, state, regional and local. As a regional planning body, the TPB is well positioned to inform project- and program-level decisions and policy enactment on the types of actions that would reduce on-road transportation GHG emissions. The TPB can inform state, regional, and local decision making by adopting a comprehensive (multi-pathway, multimodal) set of transportation GHG reduction strategies. The TPB's Climate Change Mitigation Study (CCMS), completed in early 2022, examined the GHG reduction potential of many individual strategies (projects, programs, policies) and scenarios that combined various strategies.⁵

The strategies examined by the CCMS were multimodal and included land use, which is closely linked with on-road transportation. The study analyzed strategies—grouped into three pathways—to reduce on-road transportation GHG emissions: Fleet Conversion, Reducing Vehicular Travel, and Traffic Operations. Many of the strategies were built upon actions (projects, programs, policies) that TPB members are already implementing, but the study generally assumed a much higher level of implementation. Other strategies involved enacting new policies, including some that would require state-level legislation, to provide for potentially substantial reductions in vehicle travel.

³ [“Resolution Endorsing Regional Climate Mitigation and Resiliency Goals \(COG R45-2020, October 14, 2020\).”](#)

⁴ [“Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Interim Goals for Reducing Greenhouse Gases \(TPB R8-2021, October 21, 2020\).”](#)

⁵ [ICF, Fehr & Peers, and Gallop Corporation, “TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings,” Final Report.](#)

A deliberative and collaborative examination of all strategies will help the TPB determine those which it can adopt as regional climate change mitigation planning priorities at this time. This set of GHG-reducing strategies adopted by the TPB would serve to inform the transportation project- and program-level decisions and policy considerations of its member jurisdictions and agencies. The TPB believes that transportation-related decisions that advance the adopted strategies will reduce on-road transportation sector GHG emissions, even if only a subset of such projects, programs, and policies are explicitly listed in the TPB's LRTP.

MEMBER INPUT SOLICITATION

Staff will conduct a survey of all TPB members (jurisdictions and transportation agencies) to obtain input on the two climate change elements that are being proposed to be added to the LRTP and the TPB's planning process: (1) TPB adopting on-road transportation sector-specific GHG reduction goals and (2) TPB adopting a specific set of on-road transportation GHG reduction strategies (projects, programs, and policies) as part of its planning priorities.

Each member will receive a multiple-choice questionnaire and is encouraged to provide additional comments. The survey will be conducted using a web-based format. The online survey should be completed by the TPB member and should not be shared with others. A digital copy of a survey will also be provided for members to share with colleagues and staff as needed for collaboration purposes. Members will be given sufficient time to discuss the matter with their governing entities before submitting their responses, which should be reflective of the jurisdiction or transportation agency they represent on the TPB. Distribution of the link to the web-based questionnaire is planned for February 28, 2022.

Staff will compile the survey results, which will then be used to develop draft on-road transportation GHG reduction goals that the TPB will consider adopting along with a draft set of multimodal, multi-pathway GHG reduction strategies the TPB would consider adopting as planning priorities.

The board will be briefed on the aggregate results of the survey and will review the draft GHG reduction goals and strategies in a work session. Individual jurisdiction or agency responses will not be published. Members of the board will have the opportunity to discuss and decide on changes to the staff draft before voting to adopt GHG reduction goals and strategies for inclusion in the TPB's LRTP and its associated planning process.

SCHEDULE FOR TPB CLIMATE DISCUSSION

- February 16, 2022 – TPB reviews draft questionnaire
- February 21, 2022 – TPB comments on draft questionnaire
- February 28, 2022 – Distribution of link to web-based questionnaire
- April 1, 2022 – Responses to questionnaire due
- April 20, 2022 – TPB Work session: Review/Discuss Draft Climate Change priorities to adopt
- April 20, 2022 – TPB Meeting: Announce proposed on-road GHG reduction goals & strategies
- May 18, 2022 – Adopt on-road GHG reduction goals & strategies

SCHEDULE TO INCORPORATE POTENTIAL TPB CLIMATE ACTION IN VISUALIZE 2045 DOCUMENT

- February – April
 - Complete Air Quality Conformity analysis of the fiscally constrained element of Visualize 2045 and draft summary report to communicate findings and determination of conformity.
 - Complete performance analyses of Visualize 2045 to assess performance outcomes of the planned transportation system.
 - Document all elements of the long-range plan document including associated appendices.
 - TPB completes the questionnaire and deliberation on climate change mitigation goals and strategies.
- April 1, 2022 – The TPB releases the draft Air Quality Conformity Determination report, draft Visualize 2045 Plan, and draft FY 2023-2026 TIP for a 30-day public comment period.
Note: Text in the climate change section will include a placeholder to add the GHG reduction goals and strategies the TPB adopts in May.
- April 20, 2022 – TPB Work session: Review/Discuss Draft Climate Change priorities to adopt.
- April 20, 2022 – TPB Meeting: Announce proposed on-road GHG reduction goals & strategies.
- May 2022 – TPB staff compiles and summarizes public comments on the draft Air Quality Conformity Determination report, draft Visualize 2045 Plan, and draft FY 2023-2026 TIP.
- May 18, 2022
 - The TPB is briefed on the comments on the draft Air Quality Conformity Determination report, Visualize 2045 Plan, and TIP documents.
 - The TPB to approve the on-road transportation GHG reduction goals & strategies
- May–June 2022 – TPB staff finalizes the Air Quality Conformity Determination report, Visualize 2045 Plan document (including the addition of GHG reduction goals and strategies), and FY 2023-2026 TIP documents.
- June 15, 2022 – The TPB to approve the 2022 update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Determination.