

## **ITEM 9A – Information**

April 20, 2022

### Climate Change Mitigation Goals and Strategies: Survey Results

**Background:**

Staff will report out on the Climate Change Mitigation Goals and Strategies work session, which occurred just prior to the meeting. The TPB plans to take action, perhaps in May, on goals and strategies which can be supported by the majority of the TPB, based on the results of the recent survey of TPB members and subsequent discussions.

The memo/info provided for this item will be presented and discussed at the work session.

**Attachments:**

- Memorandum - Climate Change Mitigation Goals and Strategies Questionnaire Results
- Appendix - Respondent Comments



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Timothy Canan, AICP, TPB Planning Data and Research Program Director  
Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Climate Change Mitigation Goals and Strategies Questionnaire Results  
**DATE:** April 14, 2022

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This memorandum presents an overview of the responses from Transportation Planning Board (TPB) members to the Climate Change Mitigation Goals and Strategies Questionnaire. The questionnaire sought input from members on: (1) Greenhouse gas (GHG) reduction goals for the on-road transportation sector; (2) climate change considerations in member jurisdiction/agency's transportation decision making; and (3) adopting a set of GHG reduction strategies for TPB's plan and planning process.

## BACKGROUND

At the January 19, 2022 meeting of the TPB, Chair Pamela Sebesky, Vice Chair Reuben Collins, and Vice Chair Christina Henderson proposed that the TPB should:

- 1) Explicitly adopt GHG reduction goals for the on-road transportation sector, consistent and commensurate with the region's overall GHG reduction goals, and
- 2) Explicitly endorse a set of multi-pathway strategies to reduce on-road GHG emissions and commit towards implementing them in an equitable and expeditious manner.<sup>1</sup>

The intent of the above actions is to add climate change mitigation considerations as a priority in transportation decision making to inform projects, programs and policies that would be included in the TPB's long range transportation plans (LRTP). Subsequently, staff developed a process to solicit input from TPB members on climate change mitigation goals and strategies (together referred to as climate change mitigation elements) to facilitate the board's deliberations of the matter. The climate change mitigation elements adopted by the board would be incorporated into the 2022 update to the LRTP, Visualize 2045.<sup>2</sup>

## SURVEY PROCESS

TPB members received a Climate Change Mitigation Goals and Strategies Questionnaire on February 28, 2022 and responses were due by April 1, 2022. Primary members of the TPB (or alternates in

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<sup>1</sup> Sebesky, Pamela, Reuben Collins, and Christina Henderson. Letter to National Capital Region Transportation Planning Board. "Process to Add Climate Change Mitigation Strategies to the Long-Range Transportation Plan and the Planning Process," January 13, 2022. <https://www.mwco.org/events/2022/1/19/transportation-planning-board/>

<sup>2</sup> Srikanth, Kanti. Memorandum to National Capital Region Transportation Planning Board. "Process to Solicit Member Input on Climate Change Mitigation Goals and Strategies and Incorporate TPB Action in the 2022 Update to Visualize 2045." February 10, 2022. <https://www.mwco.org/events/2022/2/16/transportation-planning-board/>

cases where a jurisdiction's or agency's primary member position was vacant) were requested to complete an online questionnaire with responses that reflect the general view of the governing entity the member represented. Access to the online questionnaire was restricted to TPB members who were provided with a password to access the survey instrument. To assist TPB members complete the online questionnaire and provide responses that reflect the general view of the governing entity the member represented, staff also provided a PDF version of the questionnaire to TPB alternates and to members of the TPB Technical Committee. Although copies of the questionnaire were provided to other officials, TPB staff accepted and tabulated surveys completed online by TPB members only.

The online questionnaire remained open until Monday, April 11, 2022. All responses from TPB members were accepted and included in the tabulations. Staff sent invitations to complete the questionnaire to all 44 TPB members. Of these, 39 are voting members and 5 are non-voting ex-officio members. Completed surveys were recorded from 31 TPB voting members as of April 11, 2022. This implies a 70% response rate among the total 44 members, and a 79% response rate (nearly 4 out of every 5) among the 39 voting members.

## **SURVEY INSTRUMENT**

The survey consisted of nearly 20 multi-part questions grouped into three broad categories:

- A) Adopting On-road Transportation Greenhouse Gas Reduction Goals
- B) Consideration of Greenhouse Gas Reduction in Decision Making
- C) On-road Transportation Greenhouse Gas Reduction Strategies to Adopt

Attachment 1 provides the survey instrument. Although TPB members completed the survey through an online survey platform, the version provided in Attachment 1 contains identical content and is the version provided to TPB alternates and members of the TPB Technical Committee, as described previously.

Each question contained both a "closed response" portion, where respondents selected a single response or multiple responses, depending on the question, as well as an opportunity to provide additional comments through an "open response" portion. With one exception, there were two components to the closed response portions of the questions: 1) responses regarding actions that can be taken by TPB, and 2) responses regarding what actions/activities are being taken or what support exists within the respondent's jurisdiction/agency.

## **RESULTS**

Results from the closed responses have been tabulated and are presented in Attachment 2. The charts containing "blue" bars correspond to those responses regarding actions that can be taken by the TPB, while the charts containing the "green" bars correspond to the responses regarding what actions/activities are being taken or what support exists within the respondent's jurisdiction/agency.

All closed responses were tabulated "as reported" and were not further scrutinized or weighted as part of the tabulation process. In addition to the graphical depiction of the distribution of the closed responses, each slide also indicates how many respondents answered this particular question, how

many respondents skipped this question, and how many comments were provided in the open response feature. In all cases, the number of “answered” and the number of “skipped” should collectively sum to 31, matching the total number of respondents who completed the survey.

Staff also examined the open responses in its review of the survey results. An extensive number of comments were provided by respondents through the open responses. A full appendix containing all survey comments is available separately, accessible on the COG website on the April 20, 2022 TPB meeting page: <https://www.mwcog.org/events/2022/4/20/transportation-planning-board>.

In reviewing the comments provided in the open responses, staff observed that the comments could be grouped into ten (10) general comment “themes.” Once these themes were identified, staff assigned every comment to these themes. Note that a comment could be assigned to one or more themes, depending on applicability. Staff used this information to record the comment themes that were observed for each question. That information is also provided on the slides in Attachment 2.

Comment themes, including generalized descriptions of the type of comments that staff considered when assigning a comment to a theme, are provided in Table 1, as follows:

*Table 1 – Comment Themes*

No.	Theme	Description	Example Comments
1.	Equity Concerns	The initiative/goal raises equity concerns for residents in the jurisdiction/agency and/or region. The TPB should conduct further study to examine equity implications.	<p>“This also may have equity impacts as many employees such as service workers cannot currently afford to live near their place of work or near high-capacity transit.”</p> <p>“This strategy should consider equity and the socioeconomic impact.”</p>
2.	Aligned Plan/Activity	The initiative/goal aligns with the jurisdiction/agency’s plan and/or activity. The jurisdiction/agency is currently examining this initiative/goal and/or planning to pursue this initiative/goal.	<p>“[Jurisdiction/Agency] is getting ready to conduct a climate action planning process, in which multi-sector GHG reduction goals will be considered.”</p> <p>“The Department of Permitting, Inspections and Enforcement is facilitating the permitting and approval of proposed electric vehicle charging stations and electric vehicle supply equipment and infrastructure where appropriate.”</p>

No.	Theme	Description	Example Comments
3.	<b>General Agreement</b>	The jurisdiction/agency concurs with TPB on the initiative/goal and is supportive of this initiative/goal.	<p>“All in agreement TPB to adopt and monitor.”</p> <p>“We support this initiative.”</p>
4.	<b>Implementation Concern</b>	The jurisdiction/agency has concerns about how the initiative/goal will be implemented. There may be other factors that may hinder the implementation of this initiative/goal.	<p>“Among the core jurisdictions there is limited opportunity to increase this strategy beyond the levels at which it’s already being implemented.”</p> <p>“Similar to the VMT fee, this may be politically difficult. It also may have impacts such as discouraging future development in the core or increasing congestion outside of the core.”</p>
5.	<b>More Study / Refinement Desired</b>	Further study or refinement are desired before the jurisdiction/agency can make an informed decision about this initiative/goal. More information or further clarification may be needed on the initiative/goal.	<p>“Need more information of the implementation strategies.”</p> <p>“More information needs to be researched on hydrogen fuel cells versus electric also.”</p>
6.	<b>Call for More Action</b>	The jurisdiction/agency calls upon the TPB to take further and/or additional action to pursue/implement this initiative/goal. These steps may extend beyond what is proposed in the goal/initiative.	<p>“Alternative regional and cross-agency fare structures should be proposed: daily fare caps, free transfers, pass integration, etc.”</p> <p>“Higher parking cost can be an effective means to reduce overall VMT by discouraging single vehicle transport and encouraging mass transit or other modes of transportation for cost savings thus reducing emissions. TPB should advocate for employer-provided commuter benefits.”</p>

No.	Theme	Description	Example Comments
7.	<b>More Coordination</b>	Further coordination is needed to implement this goal/initiative. This may include coordination and/or cooperation between the TPB and member jurisdictions, between member jurisdictions, and/or other agencies.	<p>“This is a positive aspiration, but strategies to influence the vehicle sales market will require broader coordination. There also needs to be consideration of the infrastructure requirements and costs (such as the EV charging network).”</p> <p>“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.”</p>
8.	<b>Limited Authority / Influence</b>	The jurisdiction/agency may not have the authority and/or influence to implement this initiative/goal. Implementing this initiative/goal may require regional effort or legislation beyond the capacity of the jurisdiction/agency.	<p>“[Jurisdiction/Agency] lacks the specific authority to implement this strategy at a local level but will support it by participating in regional efforts to implement it.”</p> <p>“This would likely require legislation.”</p>
9	<b>Resource Constraint</b>	The jurisdiction/agency does not currently have the resources to implement this initiative/goal and may need to identify funding sources to implement. The jurisdiction/agency may be supportive of the initiative/goal if it is fiscally feasible.	<p>“[Jurisdiction/Agency] supports strategy but need new/added resources to achieve goals.”</p> <p>“[Jurisdiction/Agency] lacks resources to implement.”</p>
10	<b>Do not support</b>	The jurisdiction/agency does not support this initiative/goal because it does not align with their interests/goals. The jurisdiction/agency may have outlined specific reasons for the lack of support.	<p>“My jurisdiction will not work towards implementing this strategy in the future as it may have a paradoxical effect.”</p> <p>“We do not support this strategy for a wide variety of reasons, including supporting local businesses (vs. internet-based).”</p>

Staff will brief the TPB on the results of the TPB member survey on climate change mitigation goals and strategies during the April 20, 2022 work session, prior to the monthly TPB meeting. During the work session, TPB members can use the results of the survey to inform their discussion and consideration of climate change mitigation elements in the metropolitan transportation planning process.

## **ATTACHMENT 1**

### **Climate Change Mitigation Goals and Strategies Questionnaire**



## Climate Change Mitigation Goals and Strategies Questionnaire

Survey response by TPB member due by April 1, 2022.

Name:

Jurisdiction/Agency:

### A. 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. To formalize this commitment, 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's climate change mitigation goals would complement its other planning priorities such as improving safety, mobility, accessibility, and equity.

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 overall 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 levels of COG's 2030 and 2050 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 levels of COG's 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 Planning/Programming

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 implement the projects, programs, and policies needed to achieve the TPB's goals and priorities.

The TPB seeks input from each member jurisdiction or agency on the impacts that TPB adoption of on-road transportation sector-specific GHG goals would have on the jurisdiction's/agency's transportation 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?

## ATTACHMENT 2

### Climate Change Mitigation Goals and Strategies Questionnaire Results

# RESULTS

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## TPB Climate Change Mitigation Goals and Strategies Questionnaire

Tim Canan  
Planning Data and Research Program Director

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

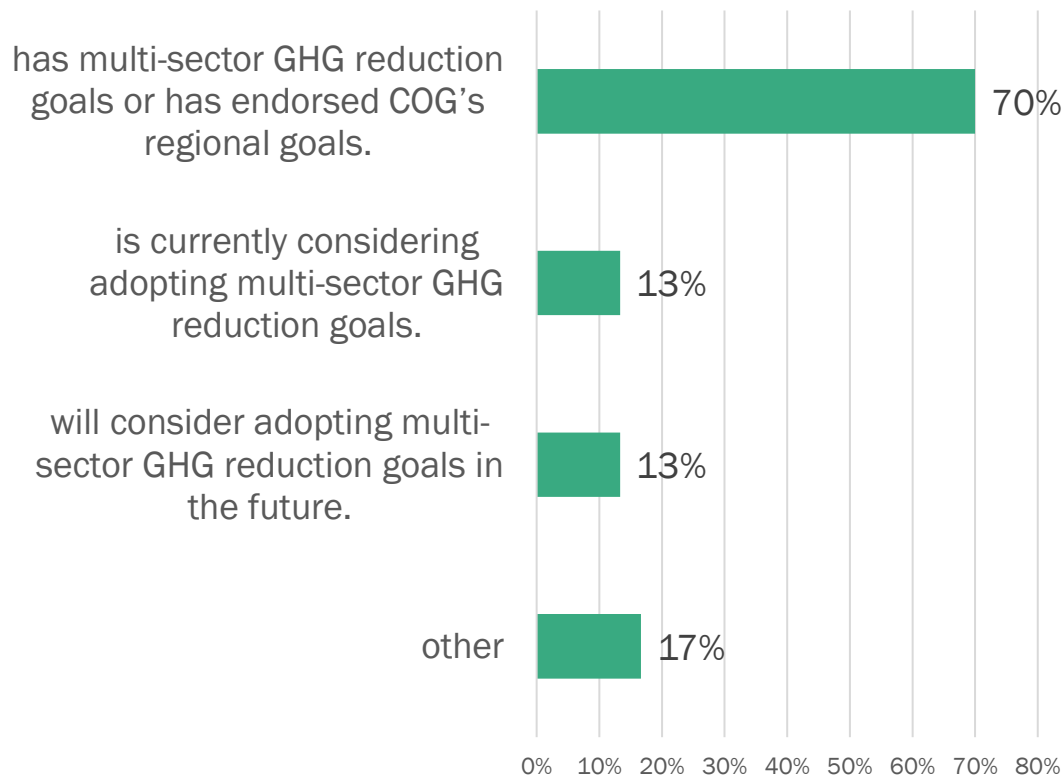
# A. Adopting On-road Transportation Greenhouse Gas Reduction Goals

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# 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)

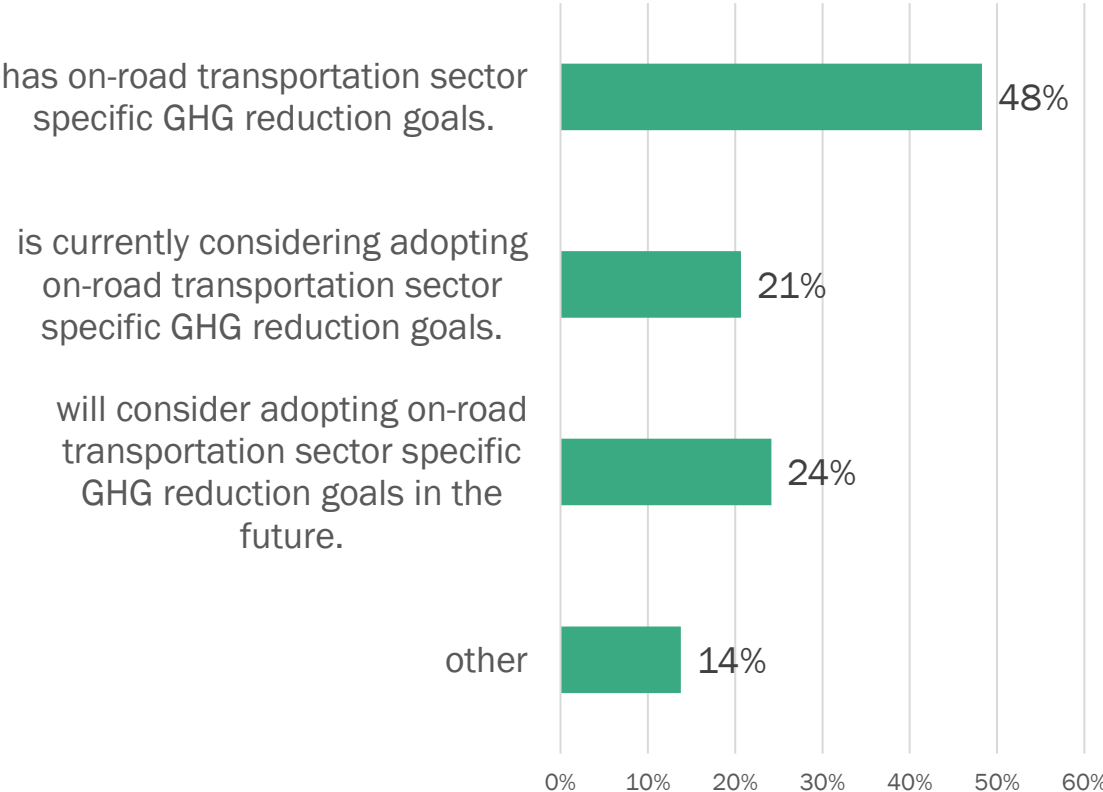
**Appendix Page: 1**





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

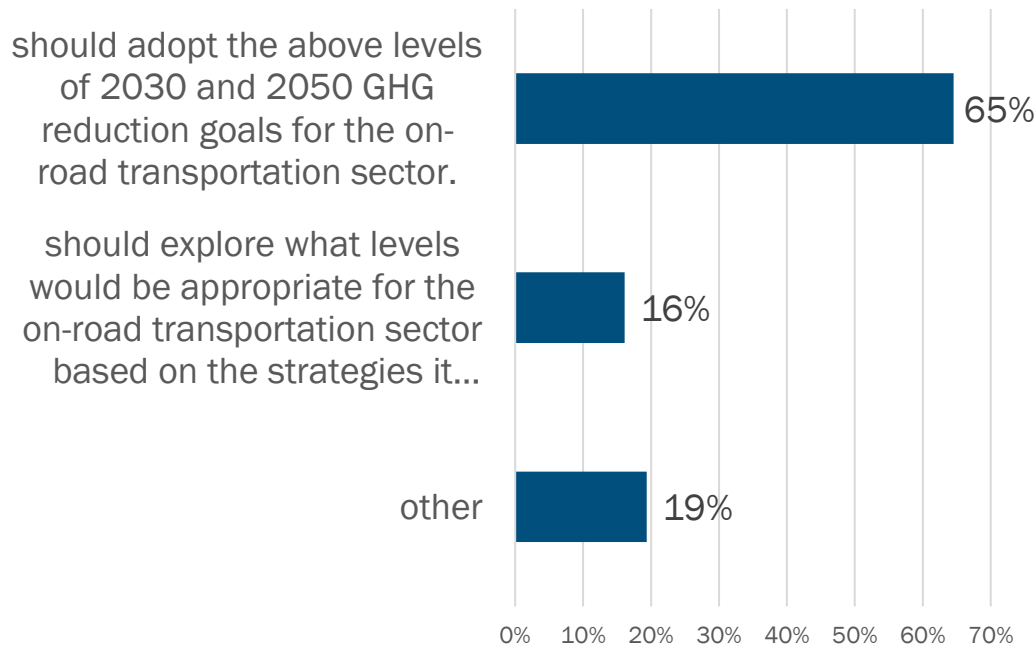
My jurisdiction/agency (please choose all responses that apply):



**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

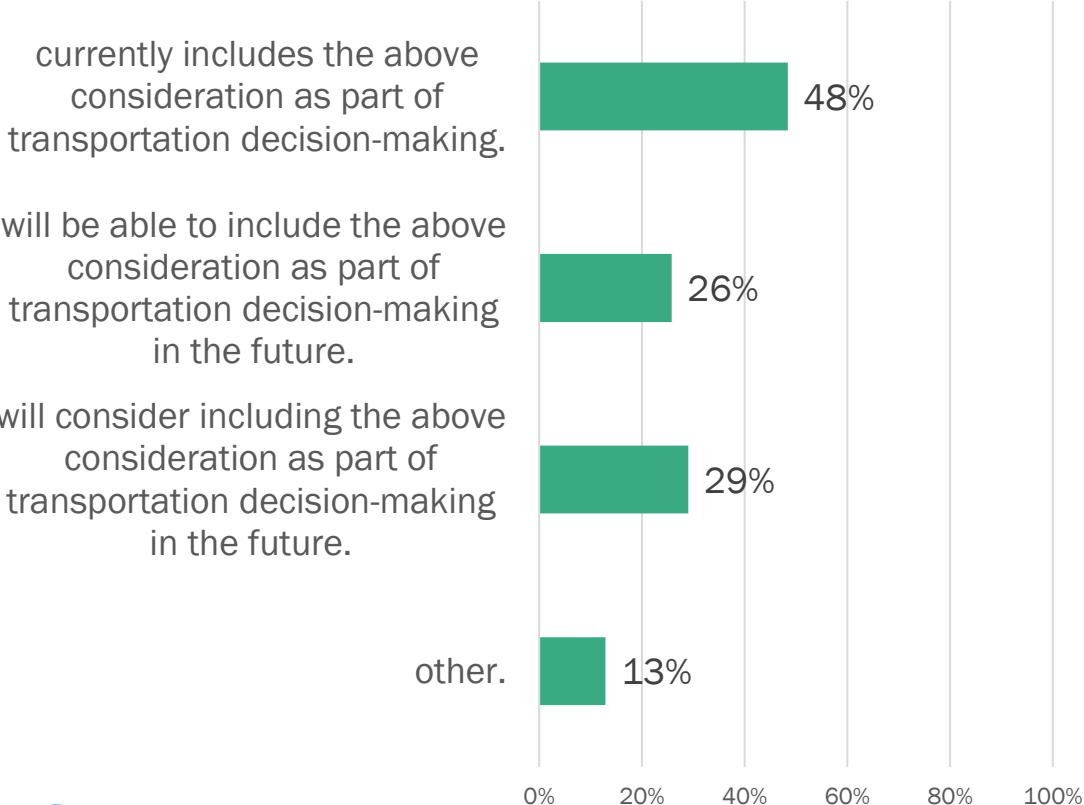
# B. Consideration of Greenhouse Gas Reduction in Decision Making

---



# 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**

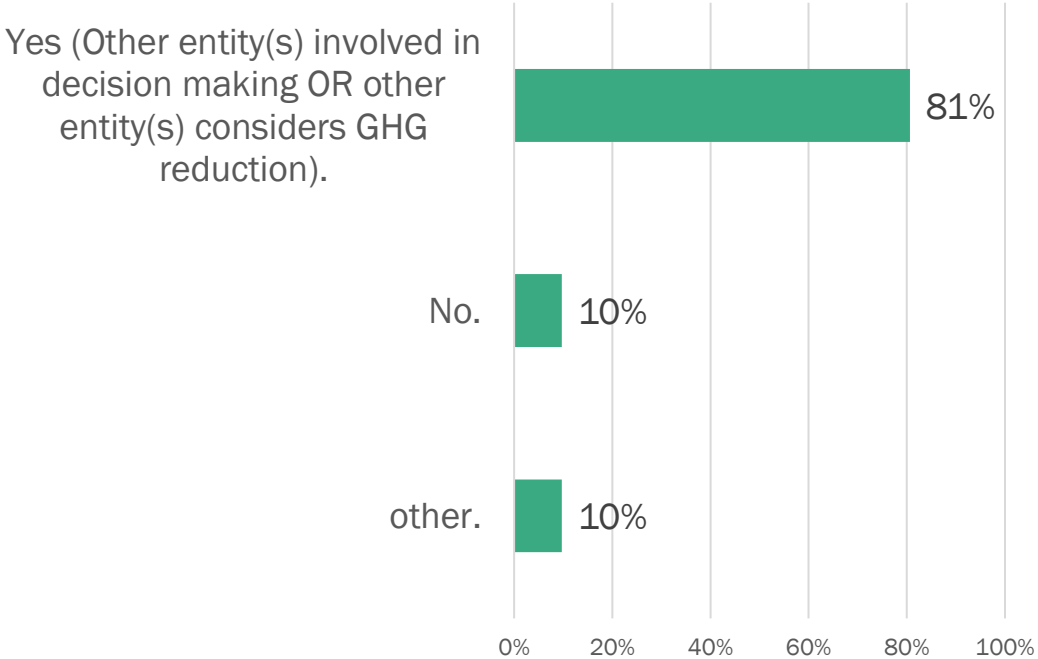
**Comments: 14**

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

**Appendix Page: 7**

## 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

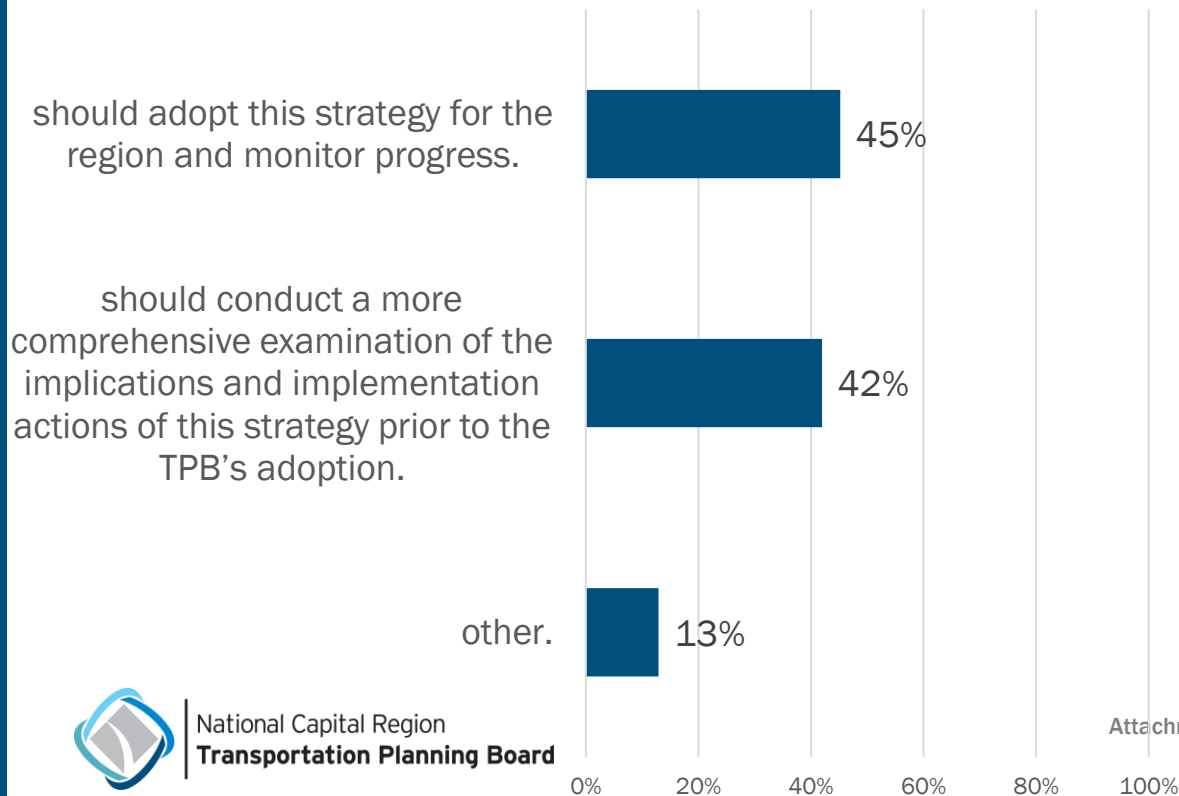
# C. On-road Transportation Greenhouse Gas Reduction Strategies to Adopt

---



**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)



**Answered: 31**

**Skipped: 0**

**Comments: 20**

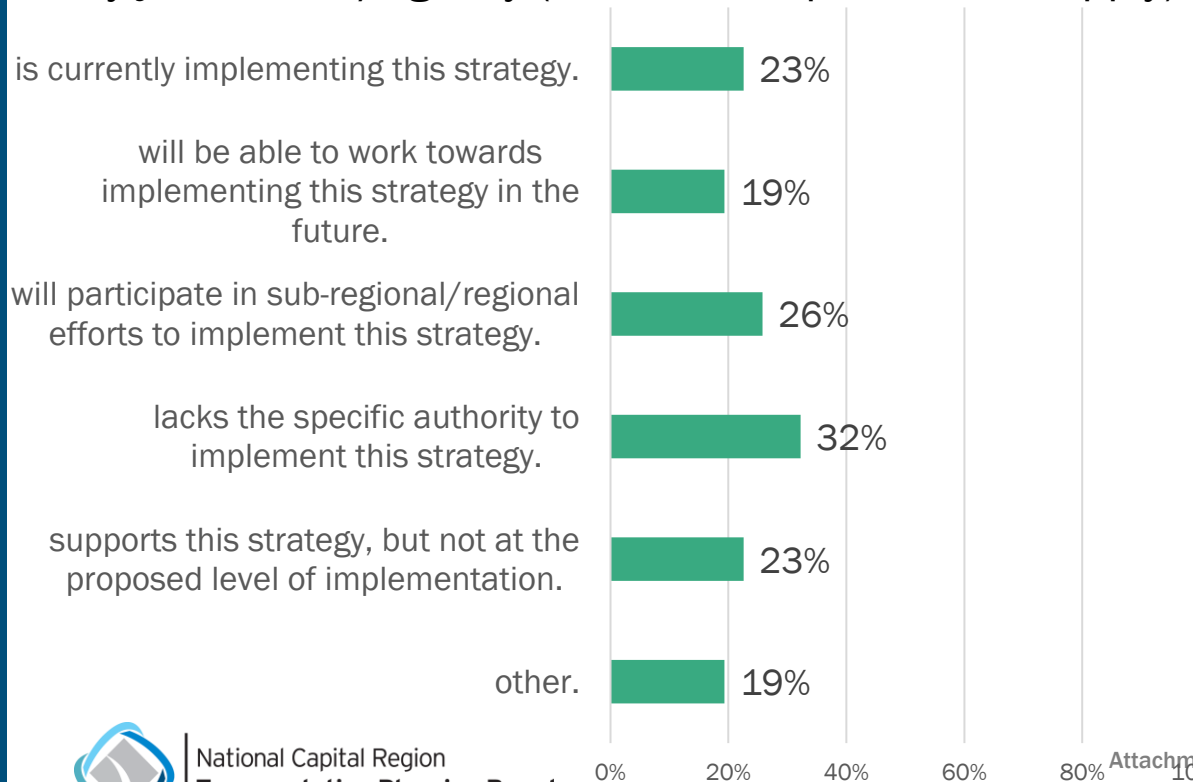
**Themes: More**

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)

**Appendix Page: 11**

**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.**

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)

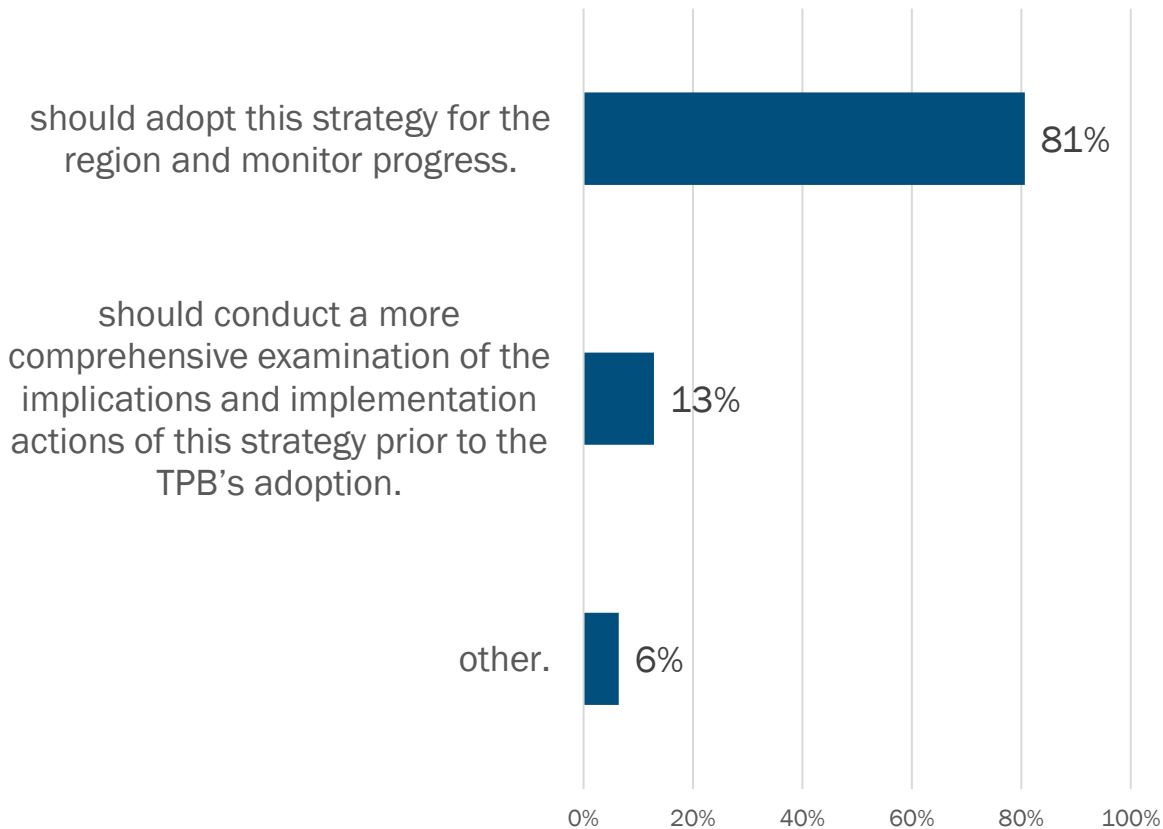
**Appendix Page: 14**





## 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)



**Answered:** 31

**Skipped:** 0

**Comments:** 13

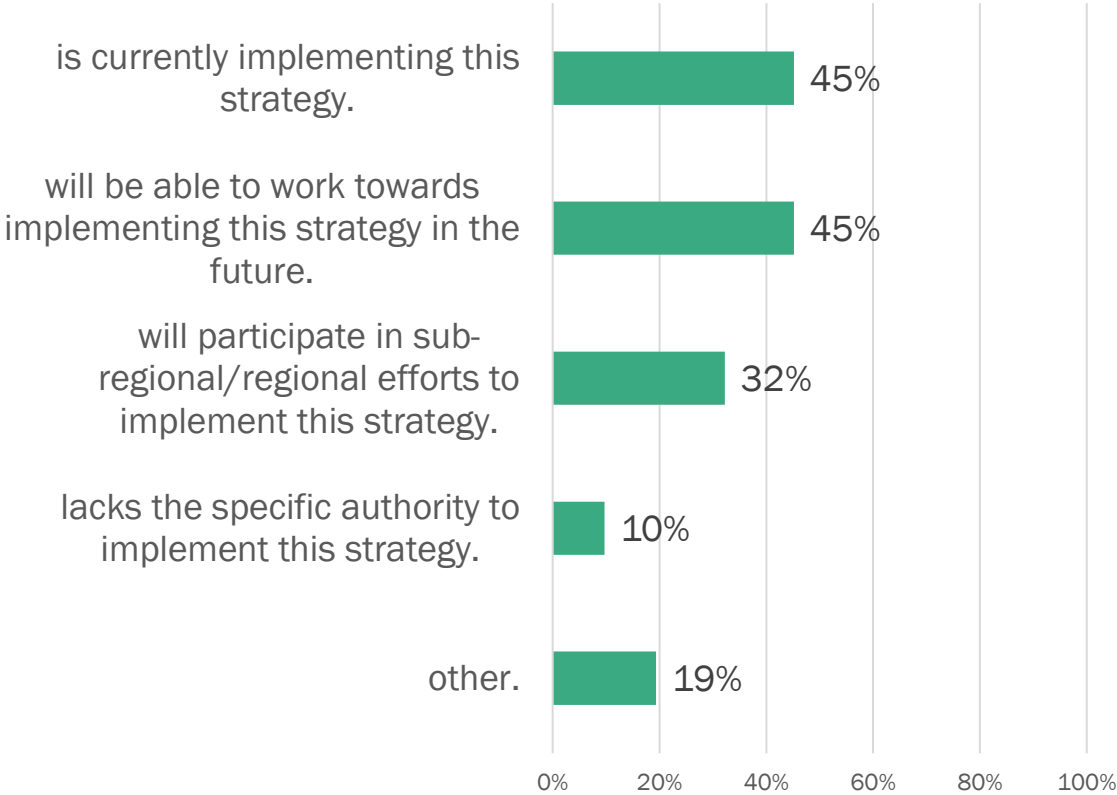
**Themes:** Aligned Plan/Activity (5), More Coordination (4), Resource Constraint (3), More Study/Refinement Desired (3), Implementation Concern (2), Call for More Action (1)

**Appendix Page:** 16



## 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.

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



Answered: 31

Skipped: 0

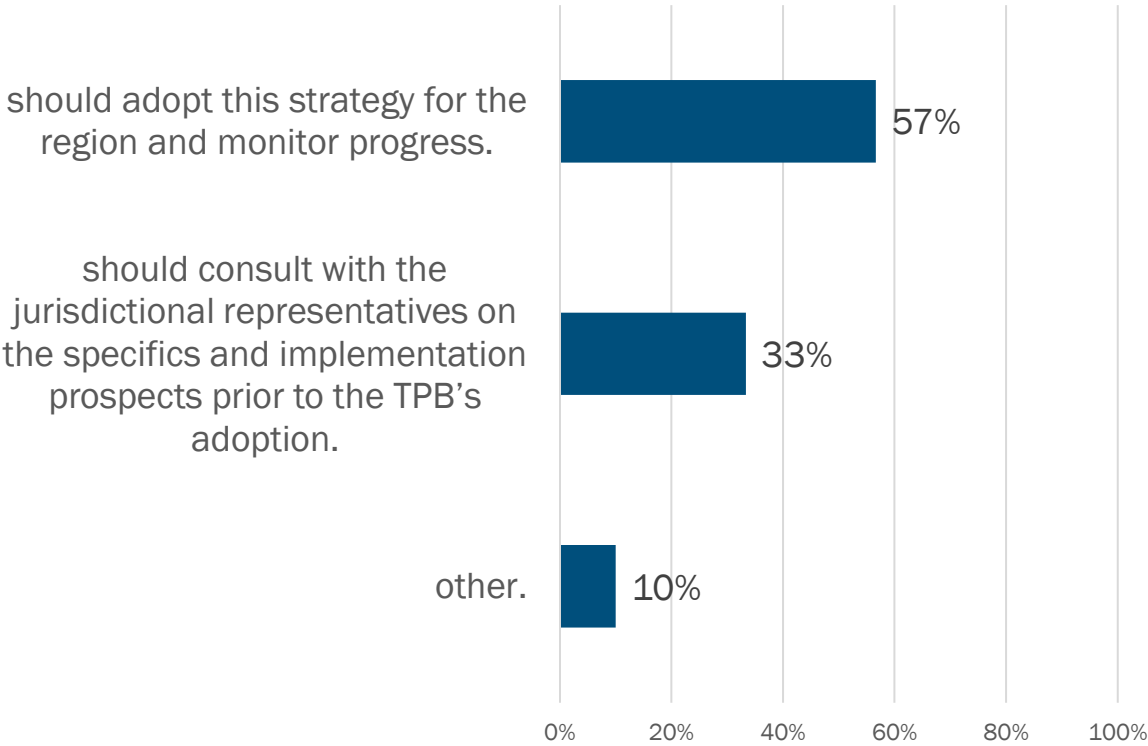
Comments: 14

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

Appendix Page: 17

### 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)



**Answered: 30**

**Skipped: 1**

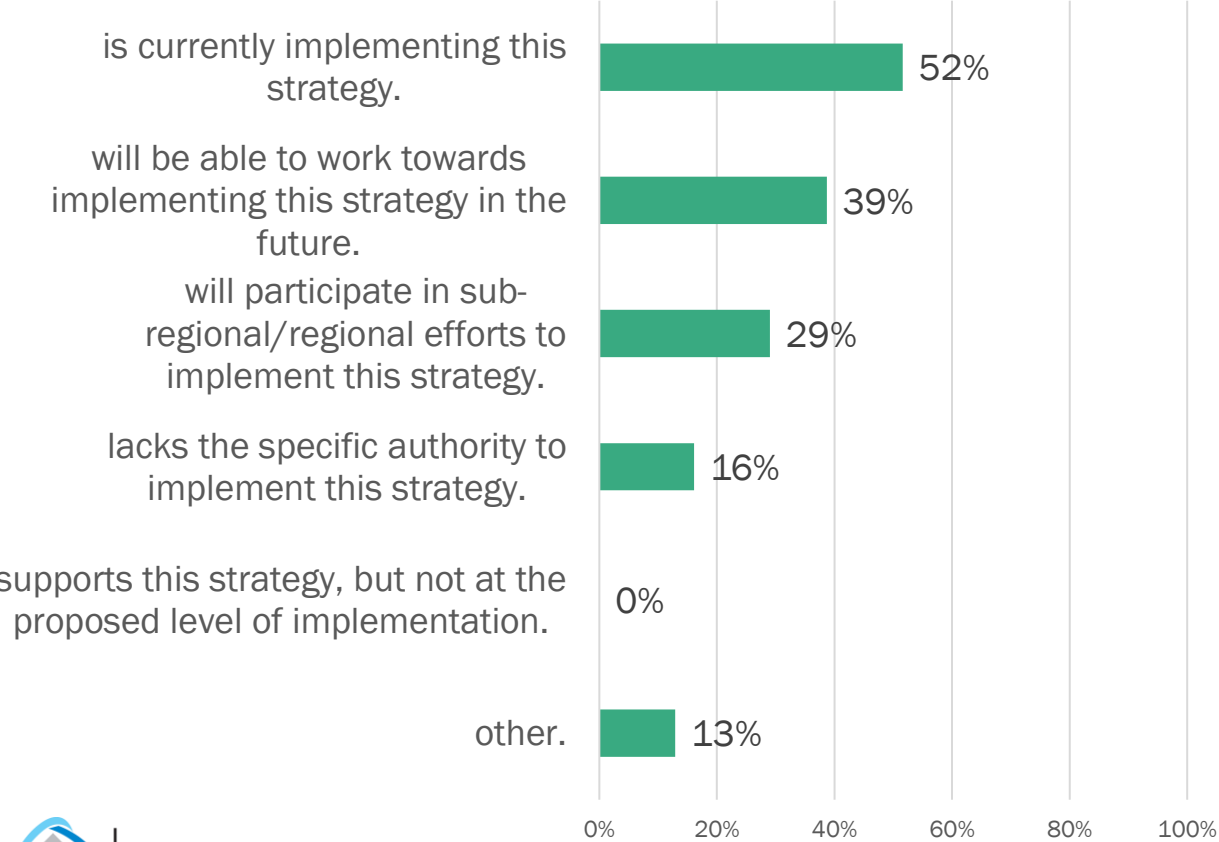
**Comments: 12**

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

**Appendix Page: 18**

### 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.

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.**

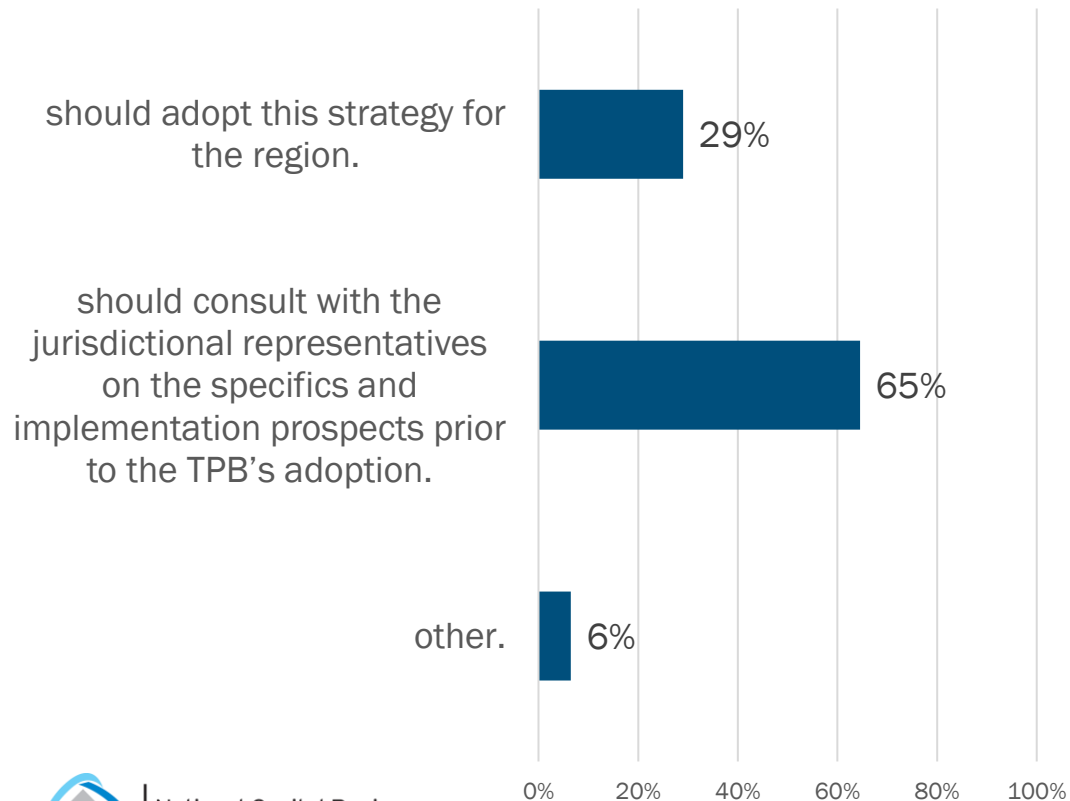
**The TPB seeks your comments on the following two strategies that were examined:**

---



## 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

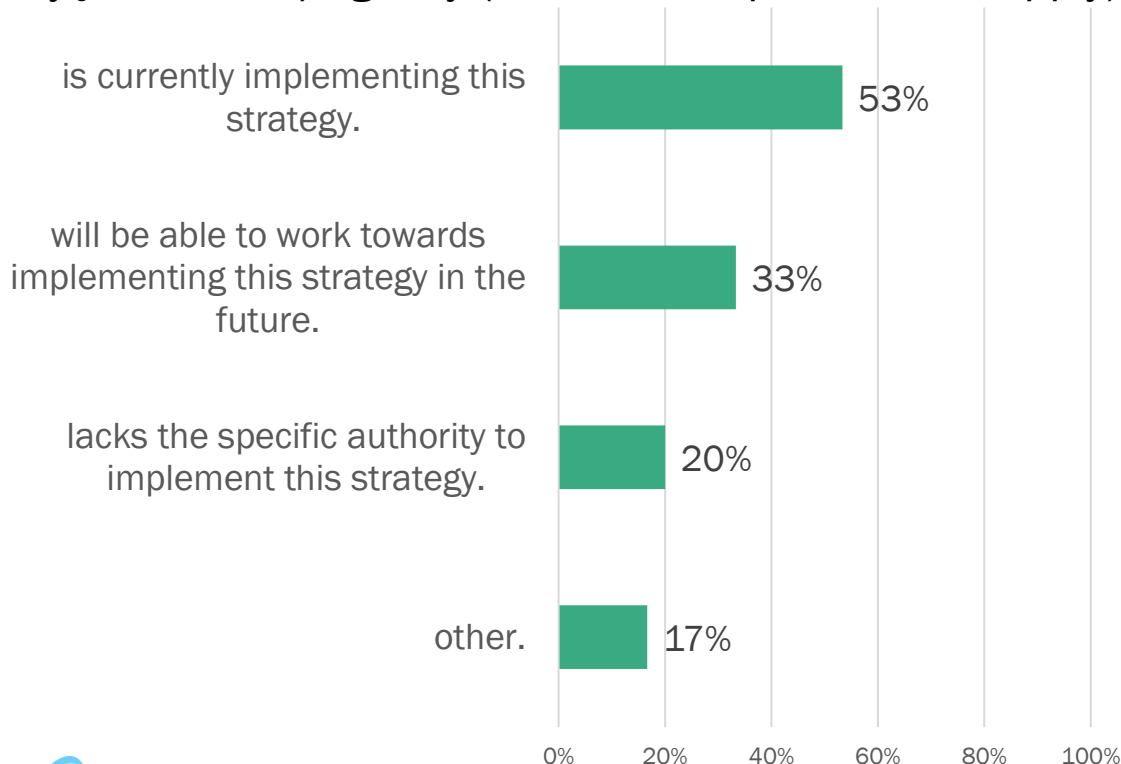
Themes: More Study/  
Refinement Desired (5), Aligned  
Plan/Activity (3), More  
Coordination (3), General  
Agreement (2), Implementation  
Concern (2), Limited  
Authority/Influence (1), Call for  
More Action (1), Equity Concerns  
(1)

Appendix Page: 21



## 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**

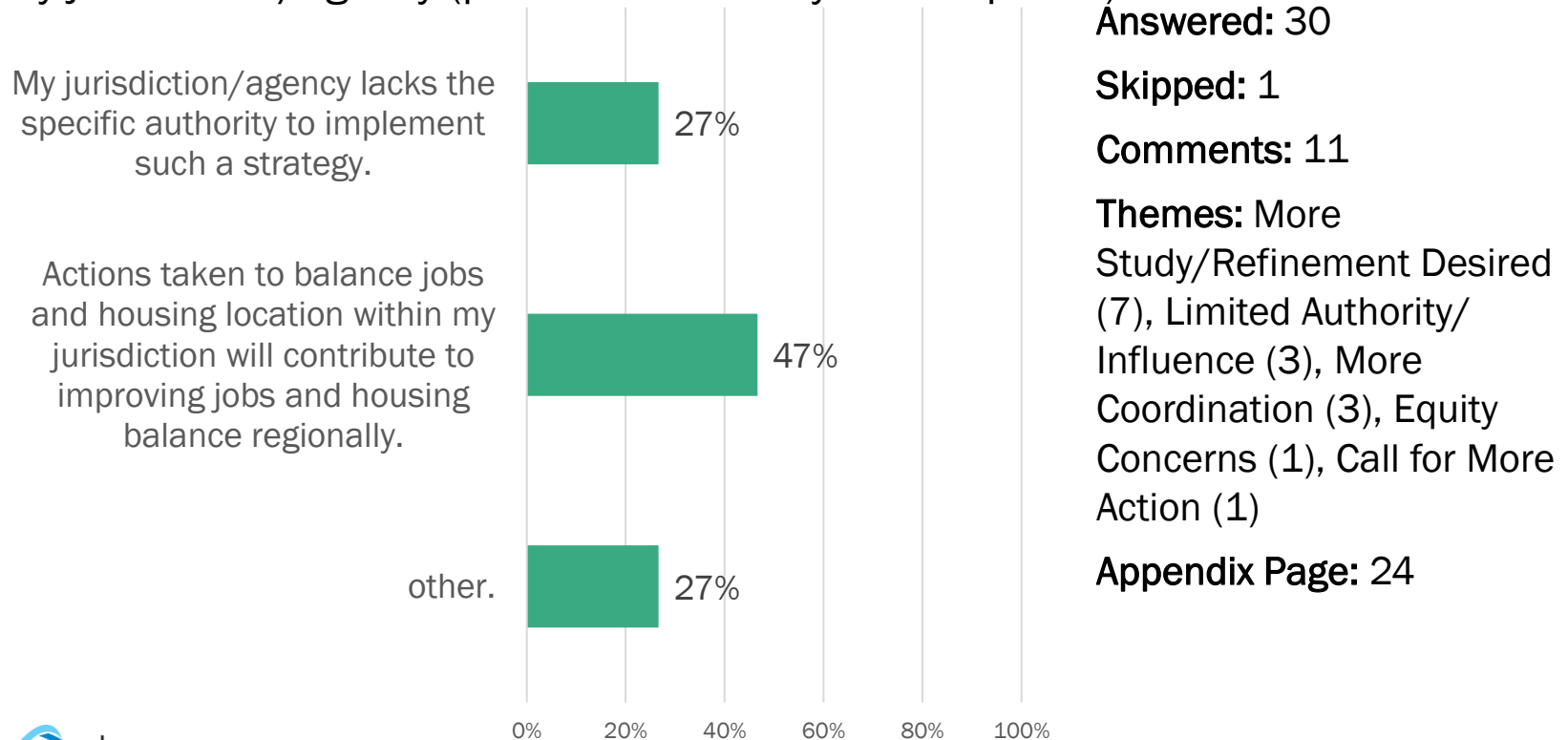
**Themes:** Aligned Plan/Activity (7), Limited Authority/Influence (5), More Study/Refinement Desired (2), General Agreement (2), Equity Concerns (1)

**Appendix Page: 22**



## 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)

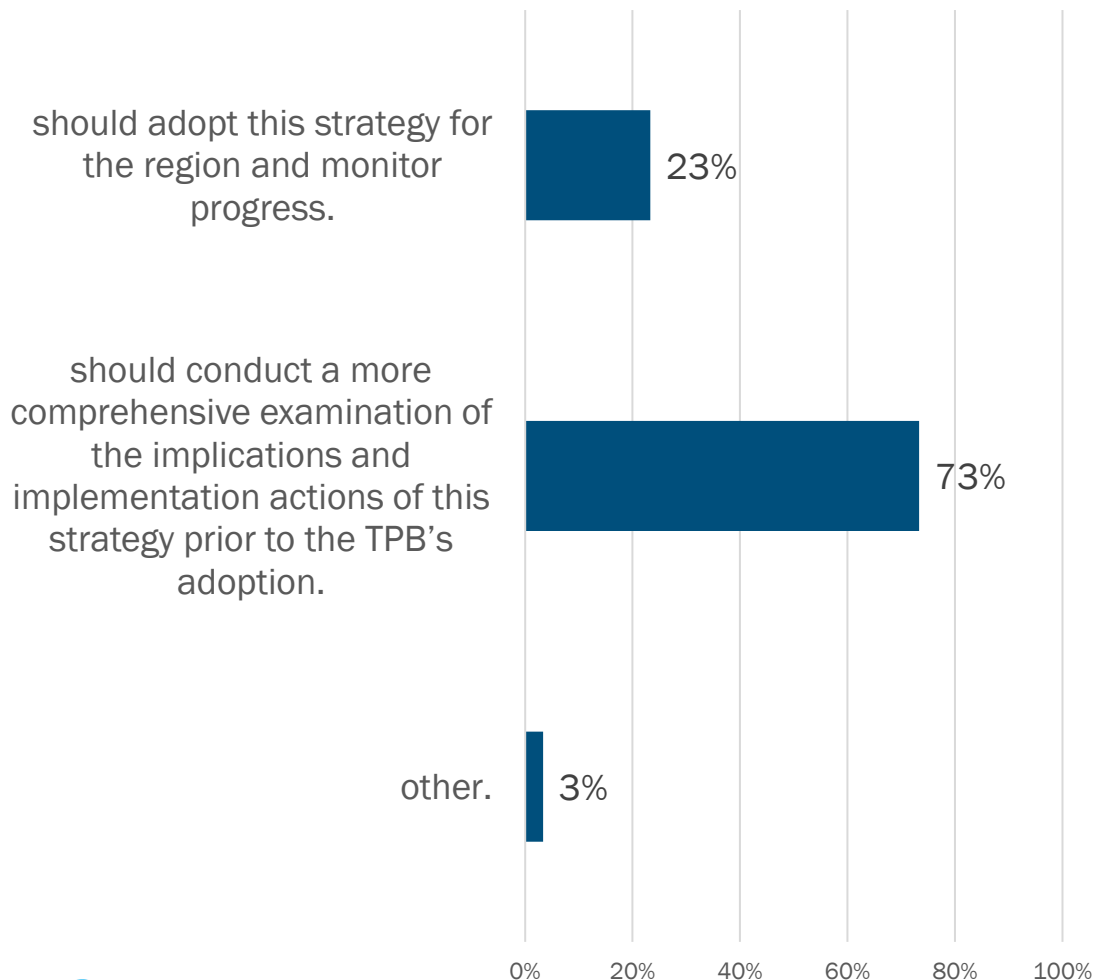
**Appendix Page: 24**





## 5. 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**

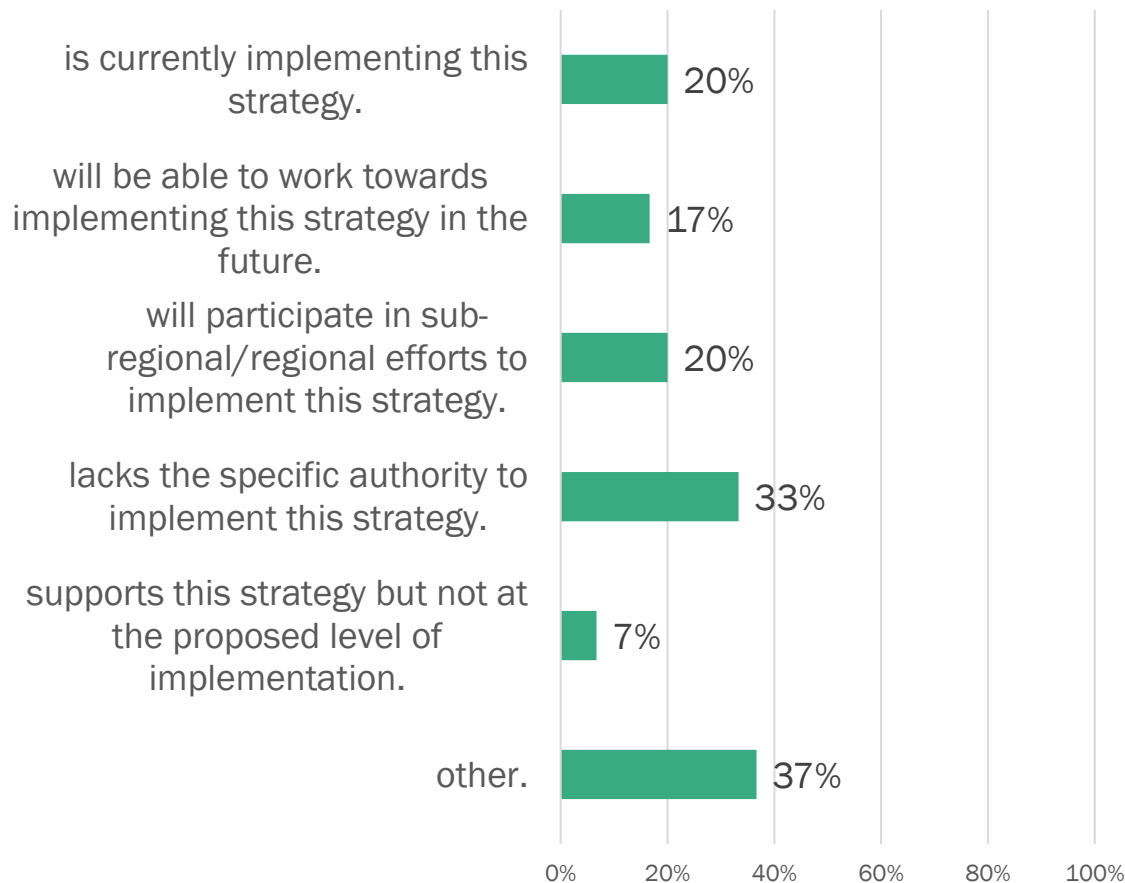
**Themes:** More Study/Refinement Desired (7), Aligned Plan/Activity (3), More Coordination (3), Call for More Action (2), Resource Constraint (2), Limited Authority/Influence (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

**Appendix Page: 25**



## 5. 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

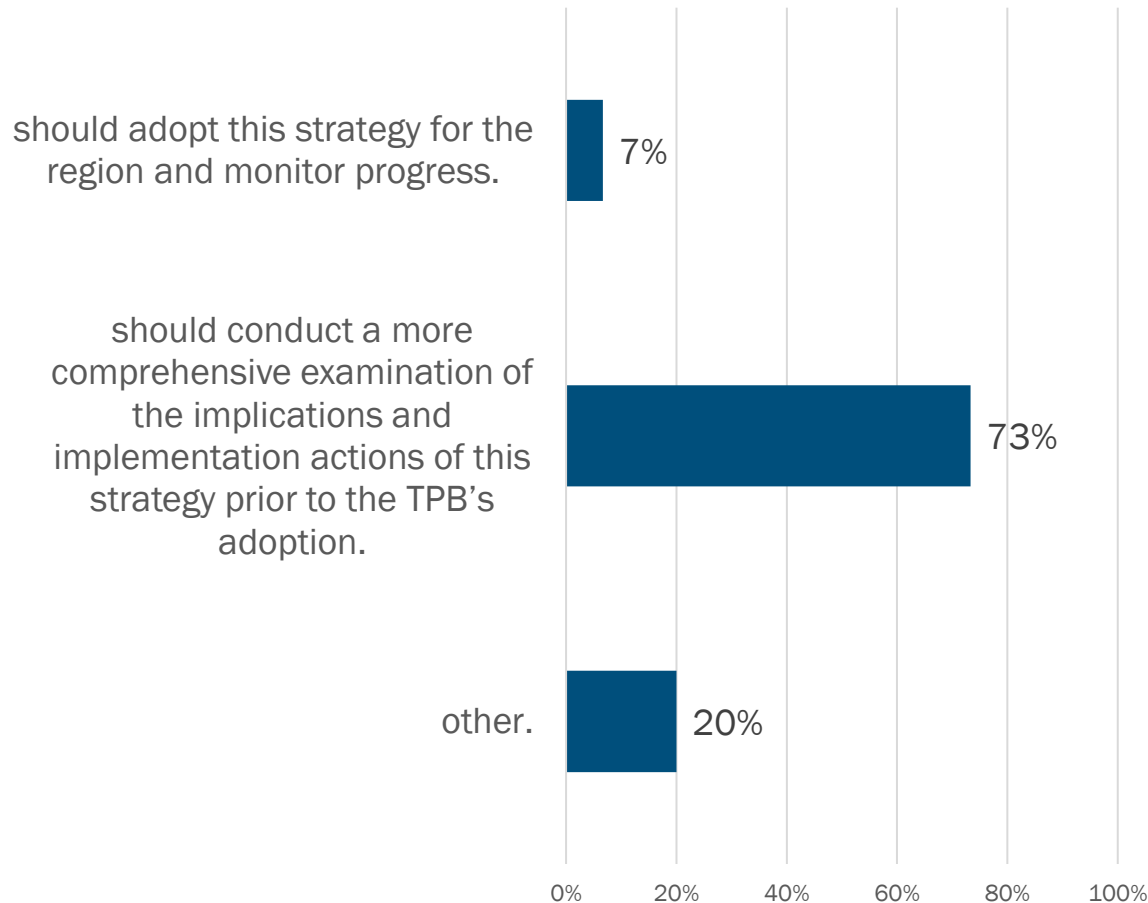
**Themes:** Aligned Plan/Activity (11), Resource Constraint (4), More Study/Refinement Desired (2), More Coordination (2), Limited Authority/Influence (2), Call for More Action (1), Implementation Concern (1)

**Appendix Page:** 26



## 6. 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

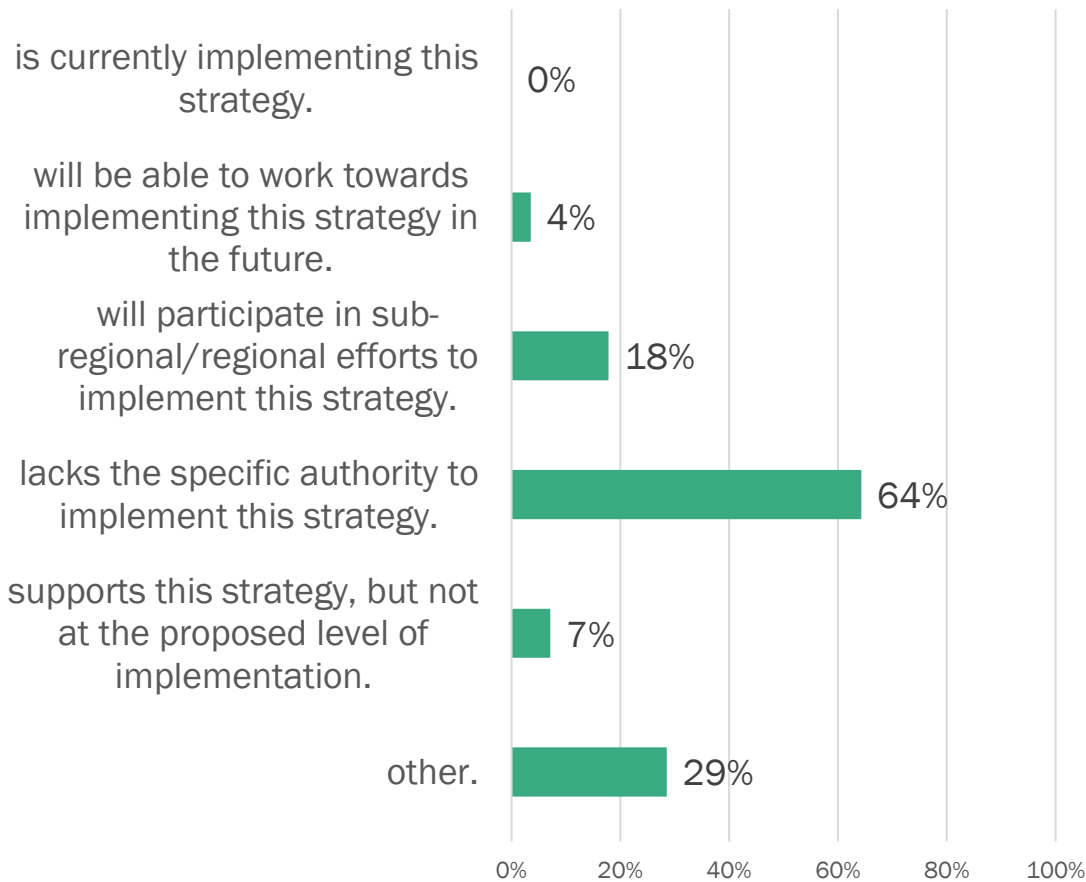
**Themes:** More Study/Refinement Desired (8), More Coordination (5), Limited Authority/Influence (4), Resource Constraint (3), Aligned Plan/Activity (1), Call for More Action (1)

**Appendix Page:** 27



## 6. 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)

**Appendix Page: 29**

**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)

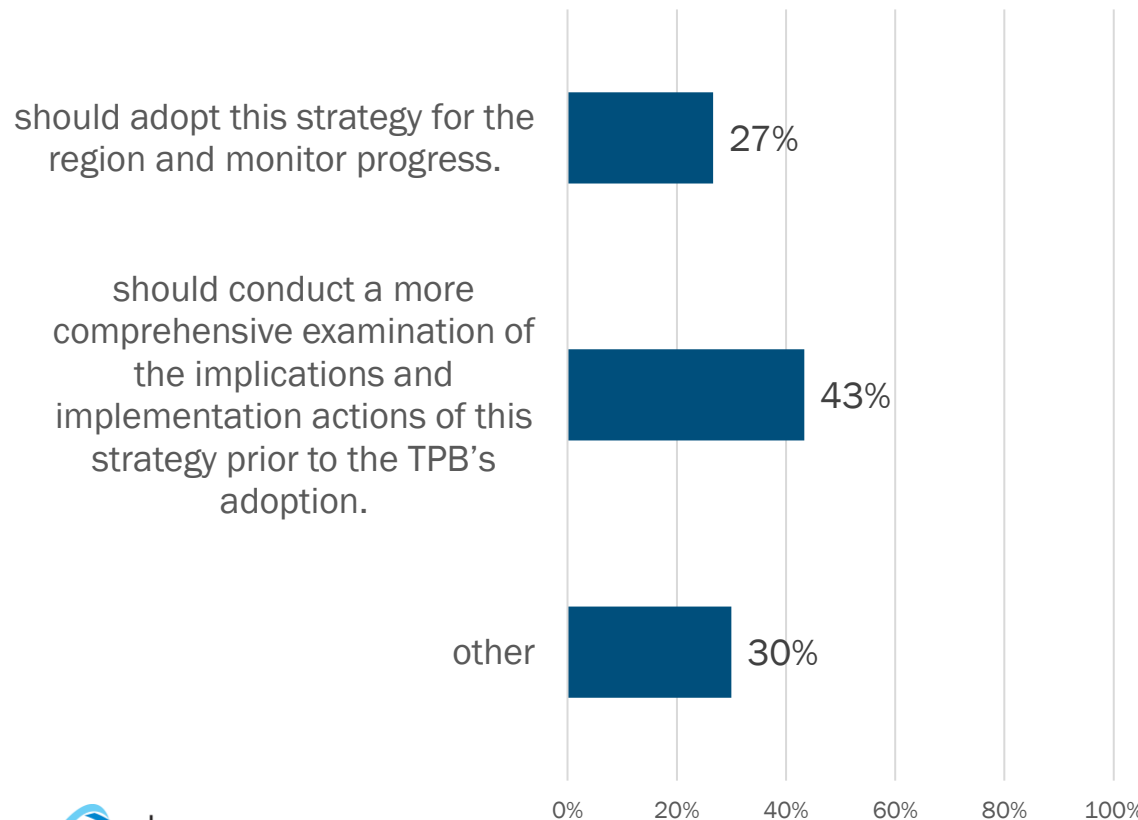
Answered: 30

Skipped: 1

Comments: 17

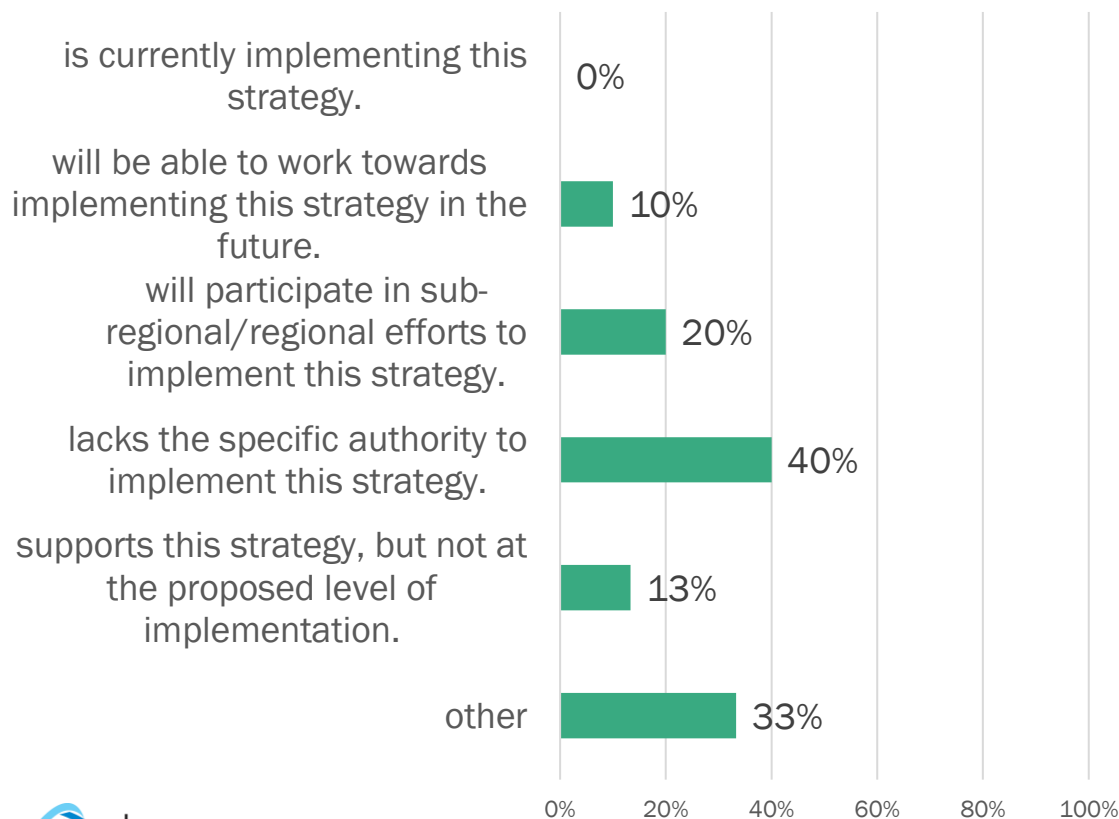
**Themes:** More Study/Refinement Desired (8), More Coordination (4), Call for More Action (3), Equity Concerns (3), Limited Authority/Influence (2), **Do not support** (2), Aligned Plan/Activity (1), General Agreement (1)

Appendix Page: 31



**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)**

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



**Answered: 30**

**Skipped: 1**

**Comments: 11**

**Themes: More**

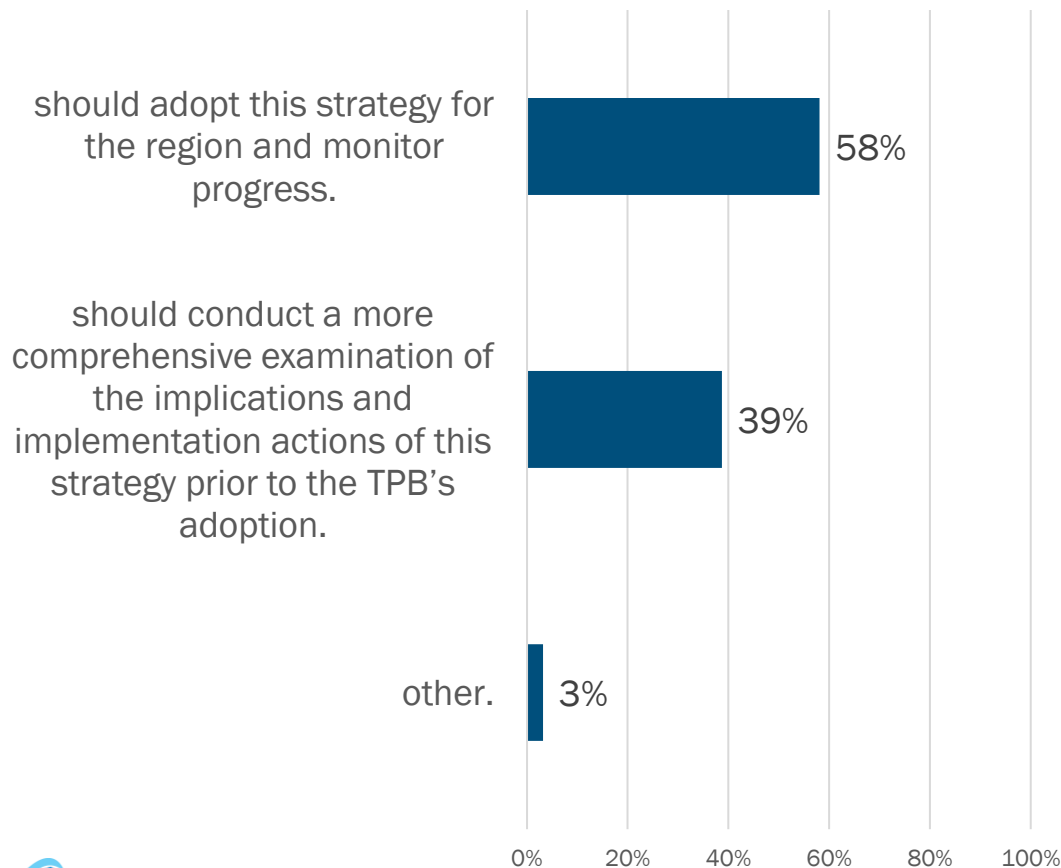
Study/Refinement Desired (5), **Do not support (3)**, More Coordination (2), Aligned Plan/Activity (2), Limited Authority/Influence (1), Resource Constraint (1)

**Appendix Page: 32**



## 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)



Answered: 31

Skipped: 0

Comments: 11

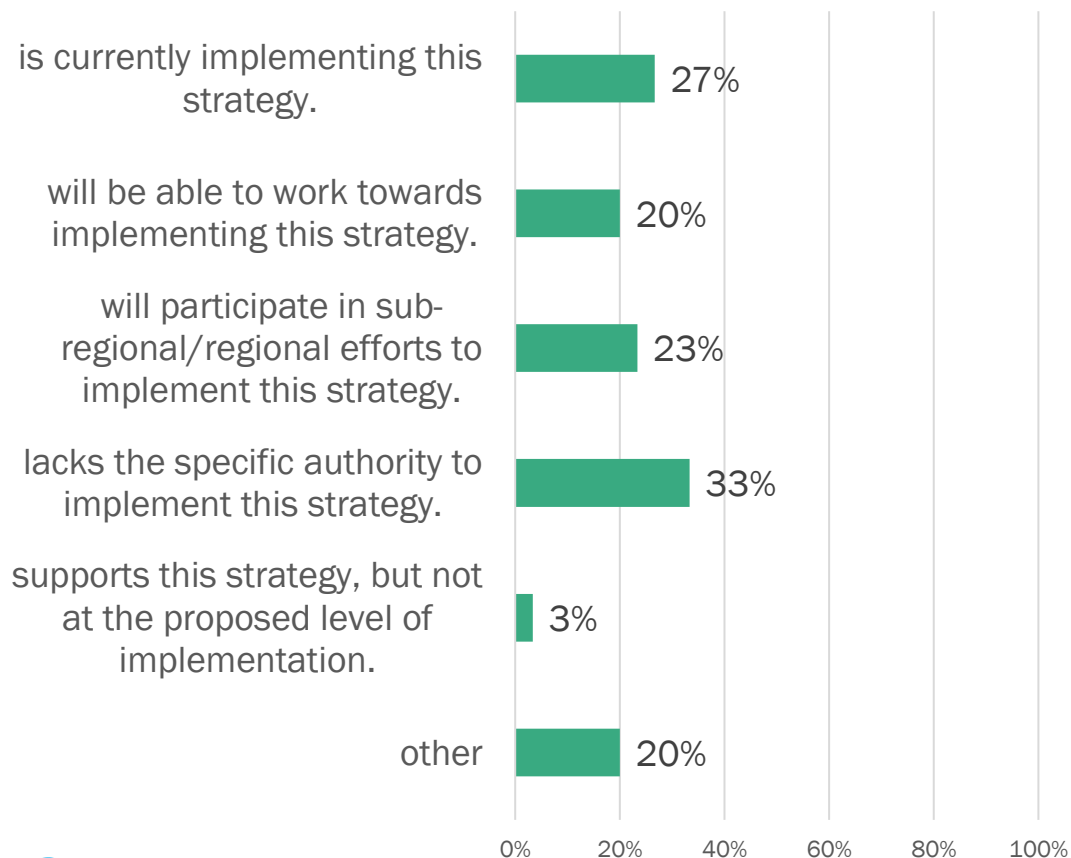
Themes: More Study/Refinement Desired (5), Aligned Plan/Activity (5), Do not support (1), Limited Authority/Influence (1), Resource Constraint (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

Appendix Page: 33



## 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.

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)

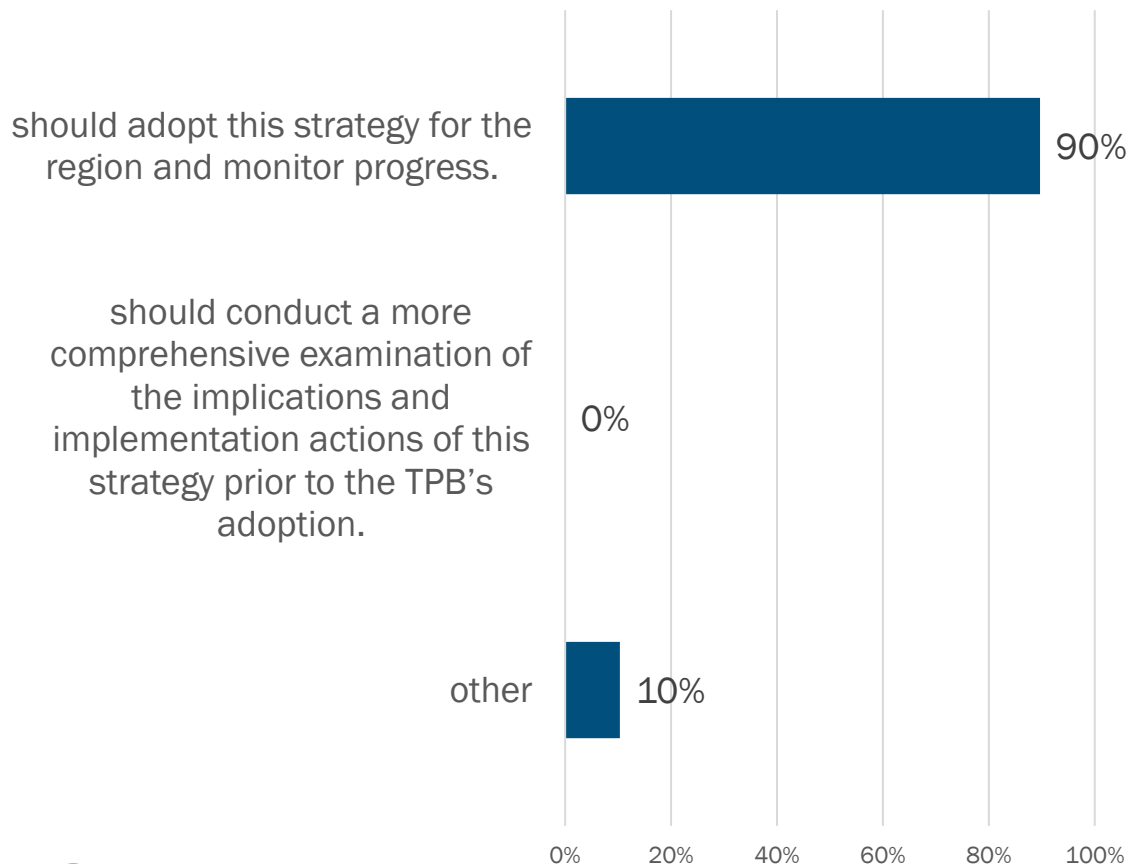
**Appendix Page: 35**





## 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)



**Answered: 30**

**Skipped: 1**

**Comments: 7**

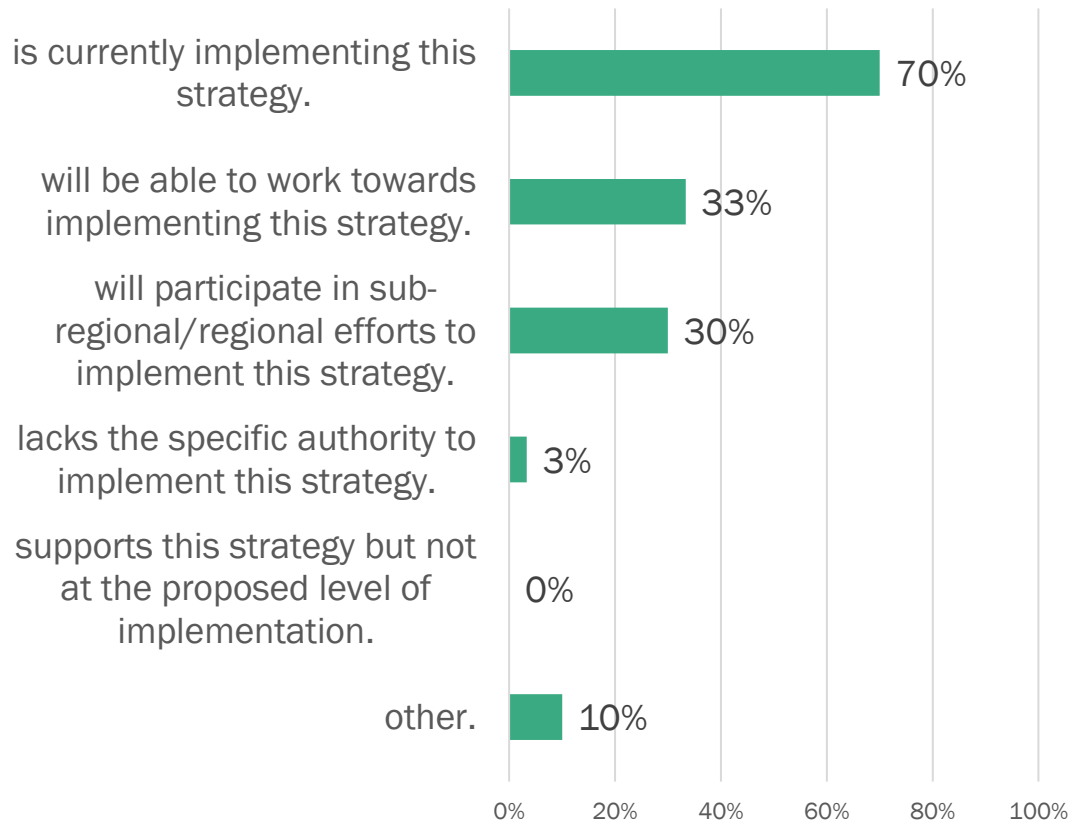
**Themes:** Aligned Plan/Activity (3), General Agreement (3), More Coordination (2), More Study/Refinement Desired (1), Call for More Action (1)

**Appendix Page: 36**



## 9. 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**

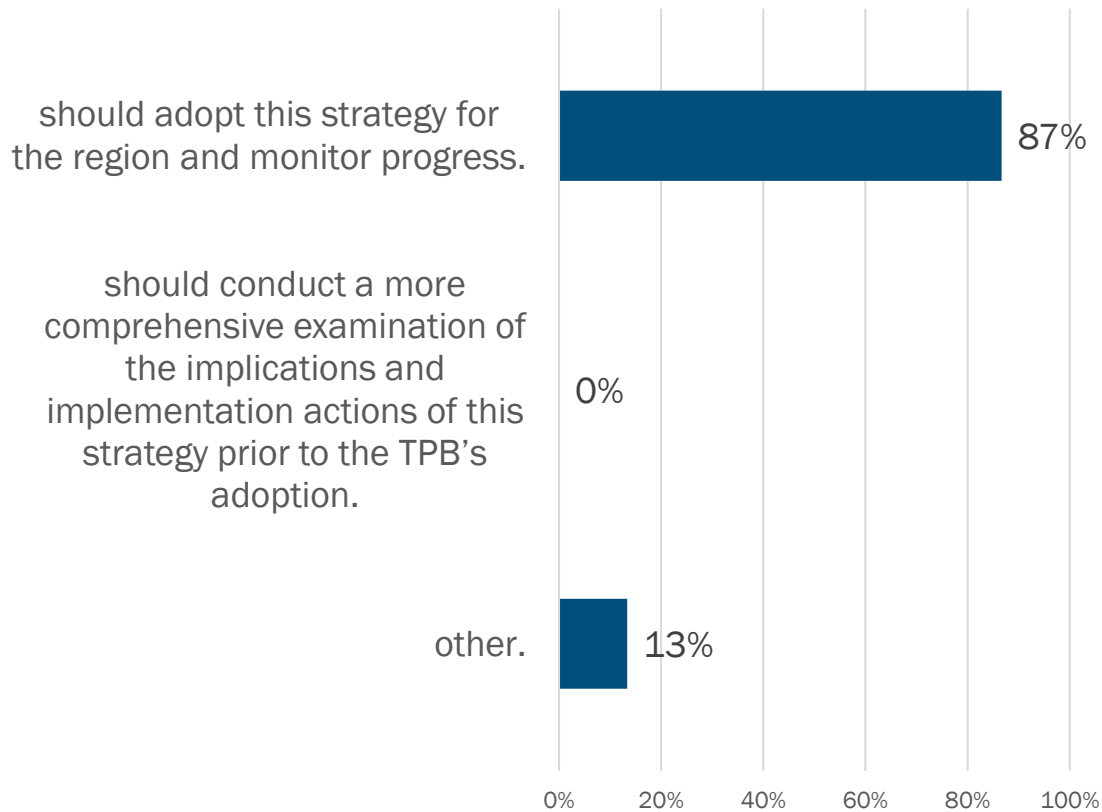
**Comments: 9**

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

**Appendix Page: 37**

## 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)



**Answered:** 30

**Skipped:** 1

**Comments:** 8

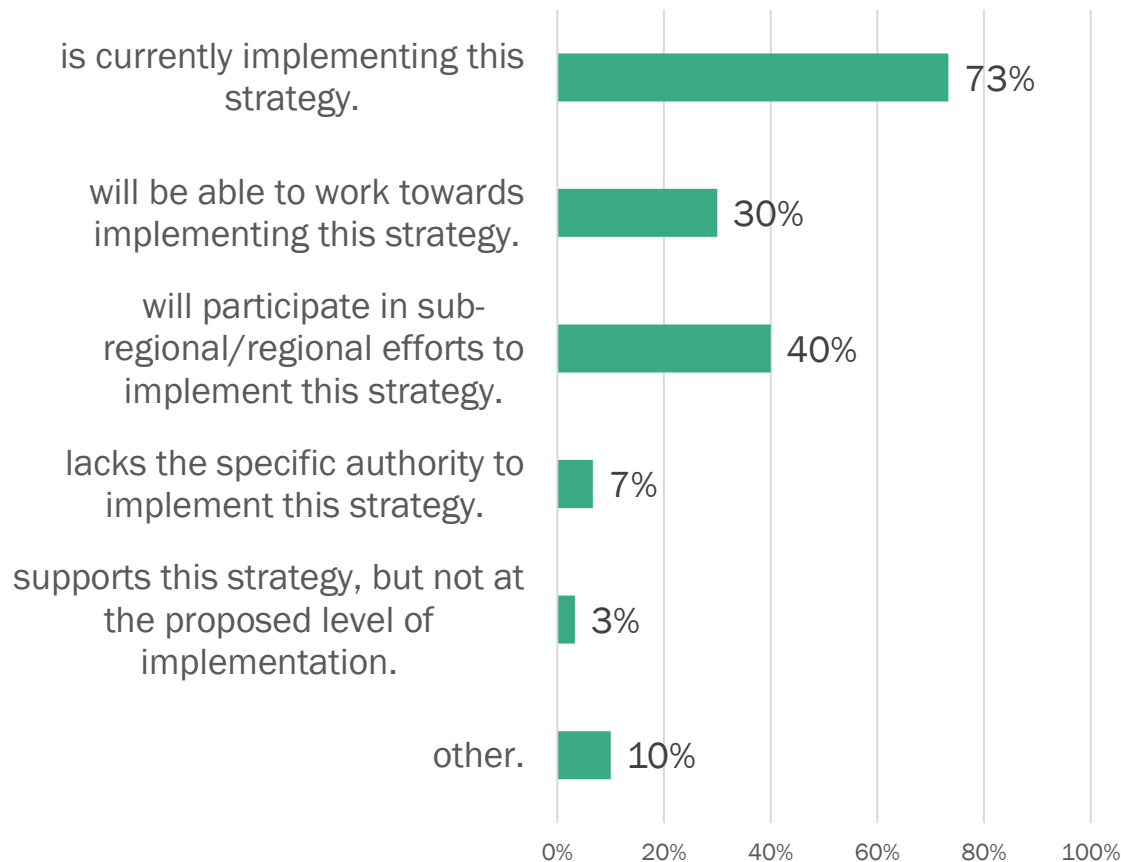
**Themes:** Aligned Plan/Activity (3), General Agreement (2), More Coordination (2), Resource Constraint (2), Call for More Action (1)

**Appendix Page:** 38



## 10. 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**

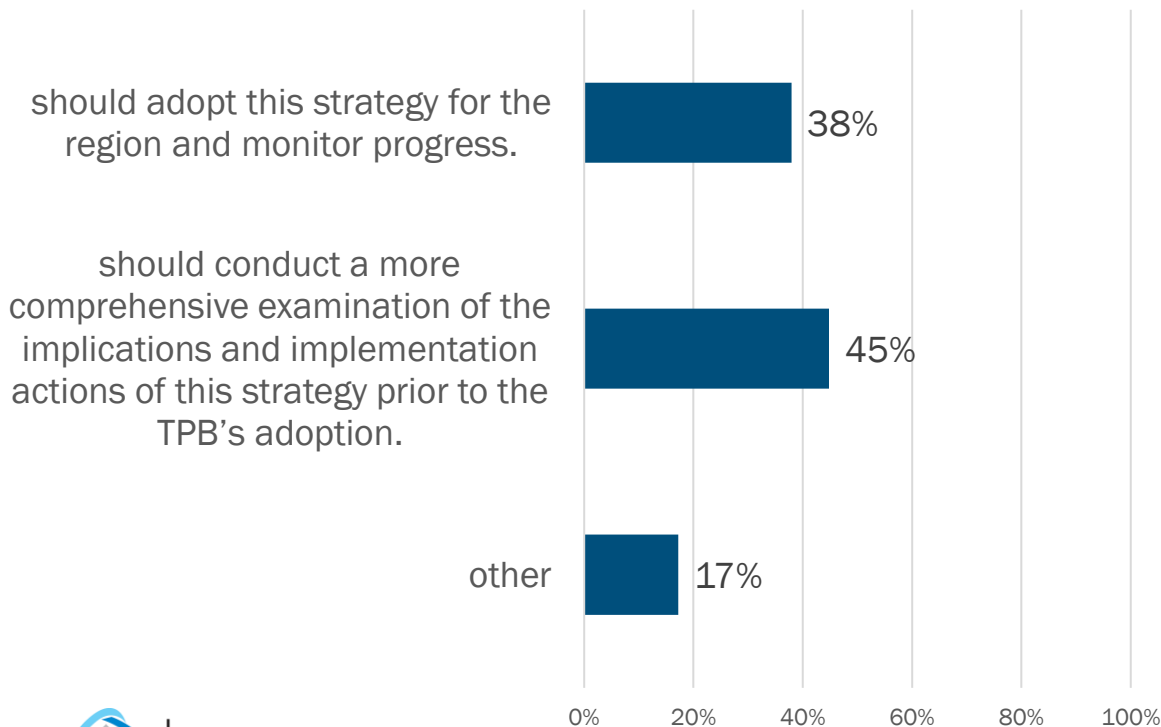
**Themes: Aligned Plan/Activity (5), Resource Constraint (3)**

**Appendix Page: 38**



**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)



Answered: 29

Skipped: 2

Comments: 15

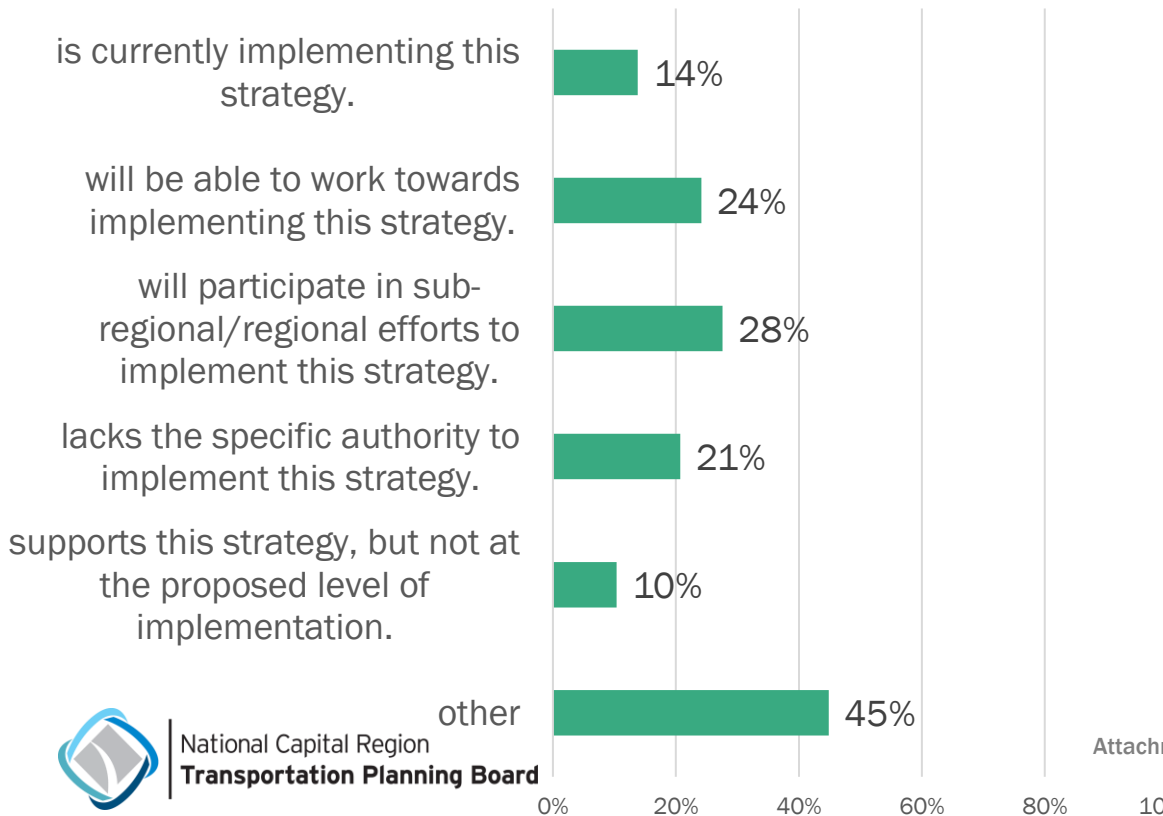
Themes: More Study/  
Refinement Desired (9),  
Aligned Plan/Activity (2),  
More Coordination (2), Do not  
support (2), General  
Agreement (1), Equity  
Concerns (1)

Appendix Page: 39



**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.)**

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



Answered: 29

Skipped: 2

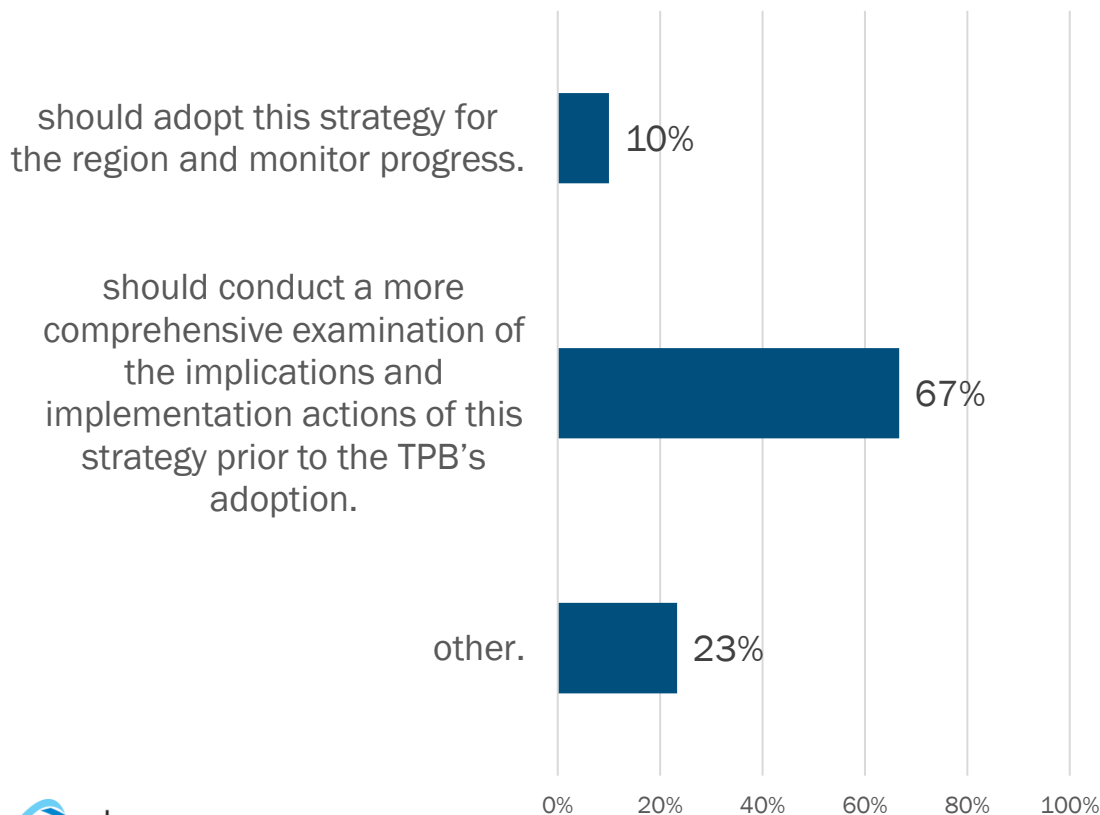
Comments: 19

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

## 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)



Answered: 30

Skipped: 1

Comments: 14

Themes: More

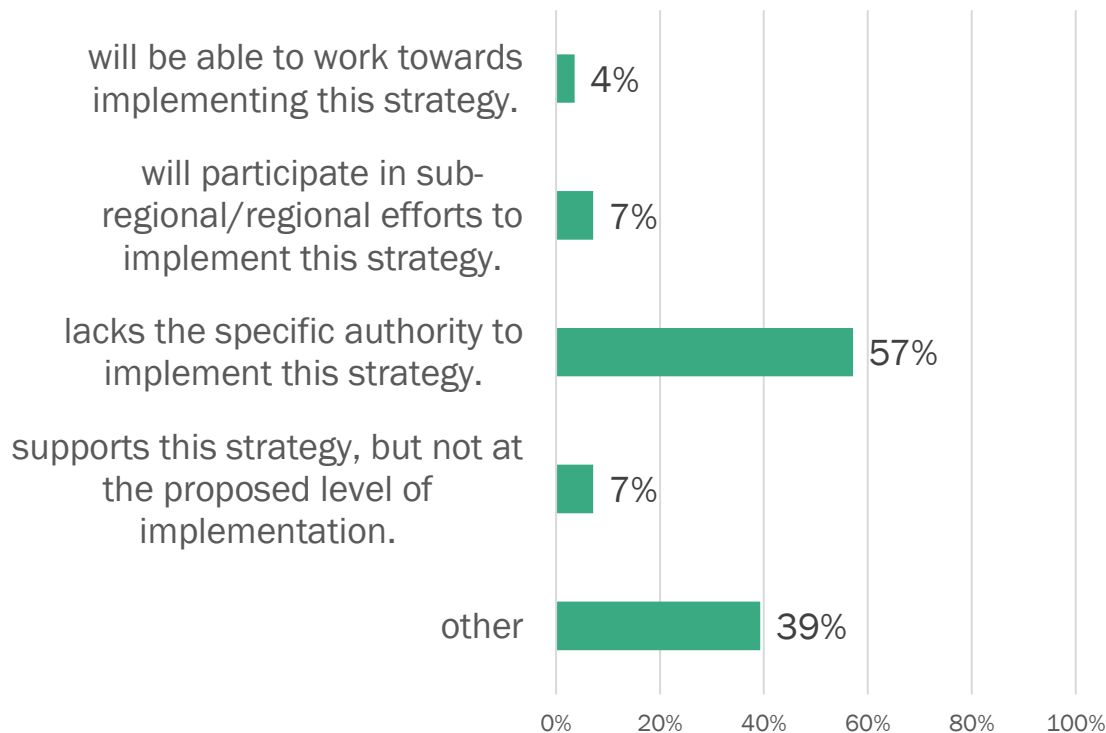
Study/Refinement Desired (7), Equity Concerns (4), Aligned Plan/Activity (3), Implementation Concern (3), Limited Authority/Influence (2), **Do not support (1)**, More Coordination (1), Call for More Action (1)

Appendix Page: 42



## 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.

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



**Answered: 28**

**Skipped: 3**

**Comments: 13**

**Themes: More**

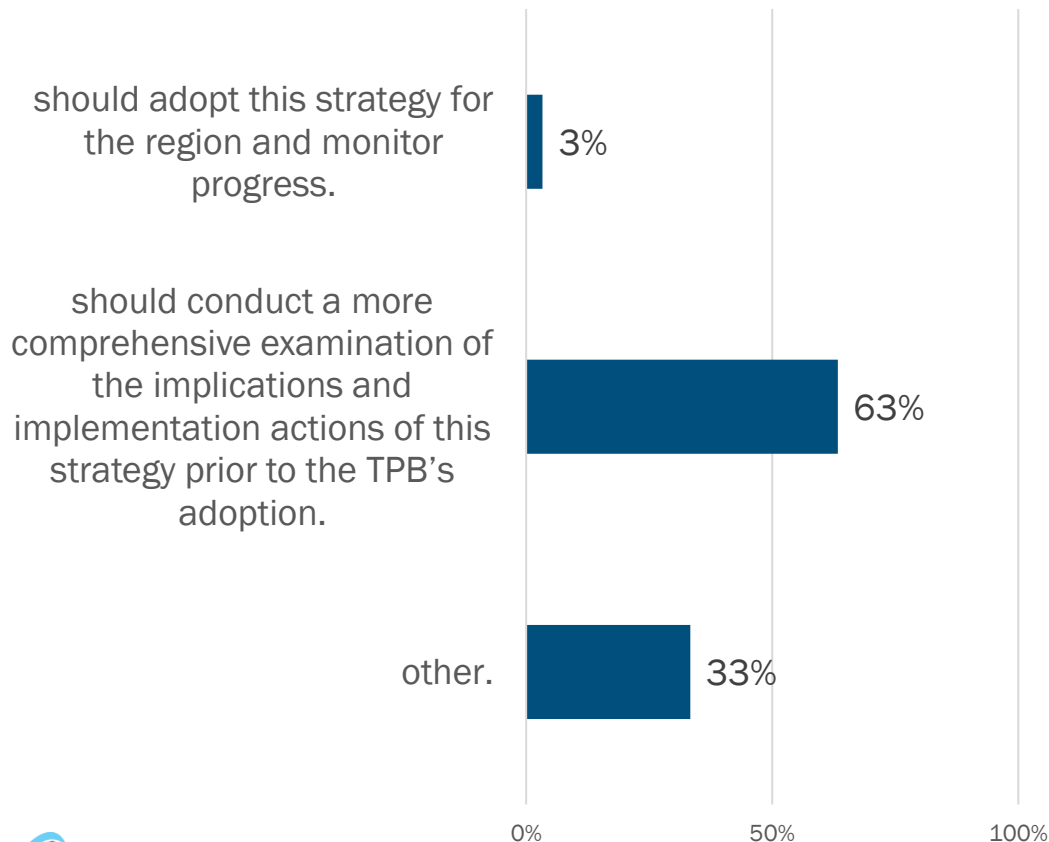
**Study/Refinement Desired (8), Aligned Plan/Activity (3), Limited Authority/Influence (3), Equity Concerns (3), More Coordination (2), Implementation Concern (1), Appendix Page: 22**





### 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)



**Answered:** 30

**Skipped:** 1

**Comments:** 16

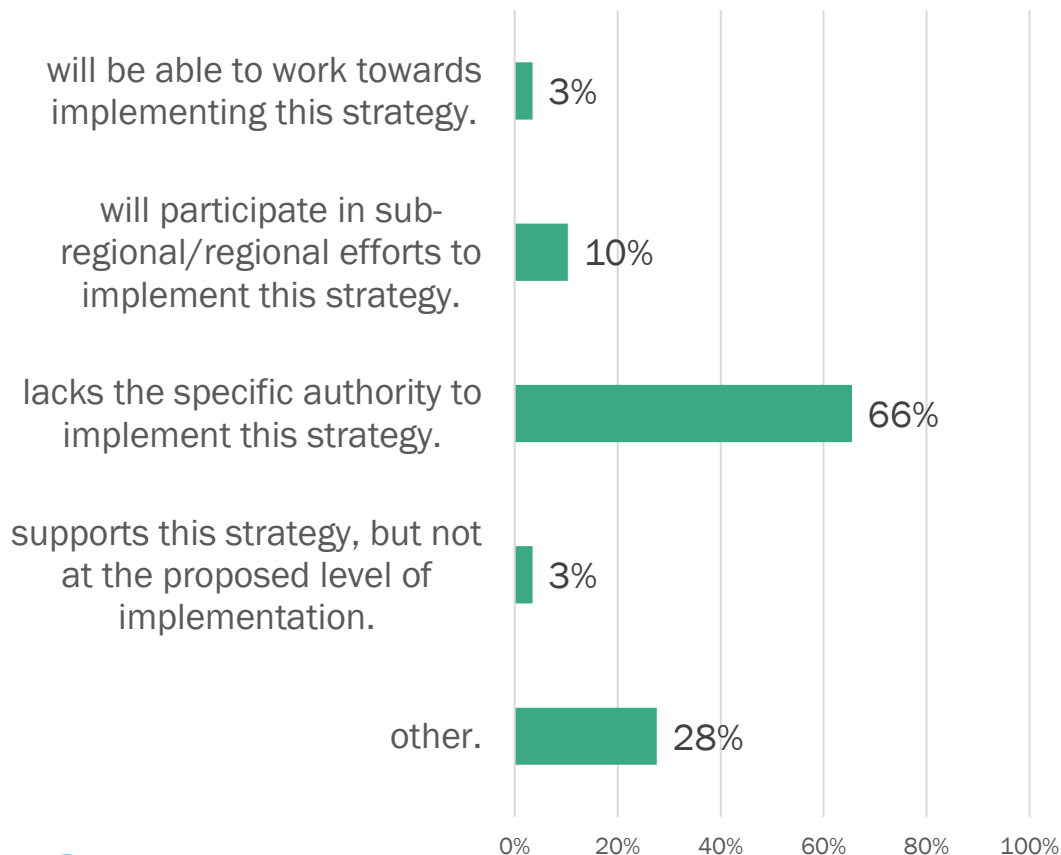
**Themes:** More Study/Refinement Desired (4), Aligned Plan/Activity (4), Equity Concerns (3), Limited Authority/Influence (2), More Coordination (2), Implementation Concern (1)

**Appendix Page:** 44



### 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.

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



**Answered:** 29

**Skipped:** 2

**Comments:** 11

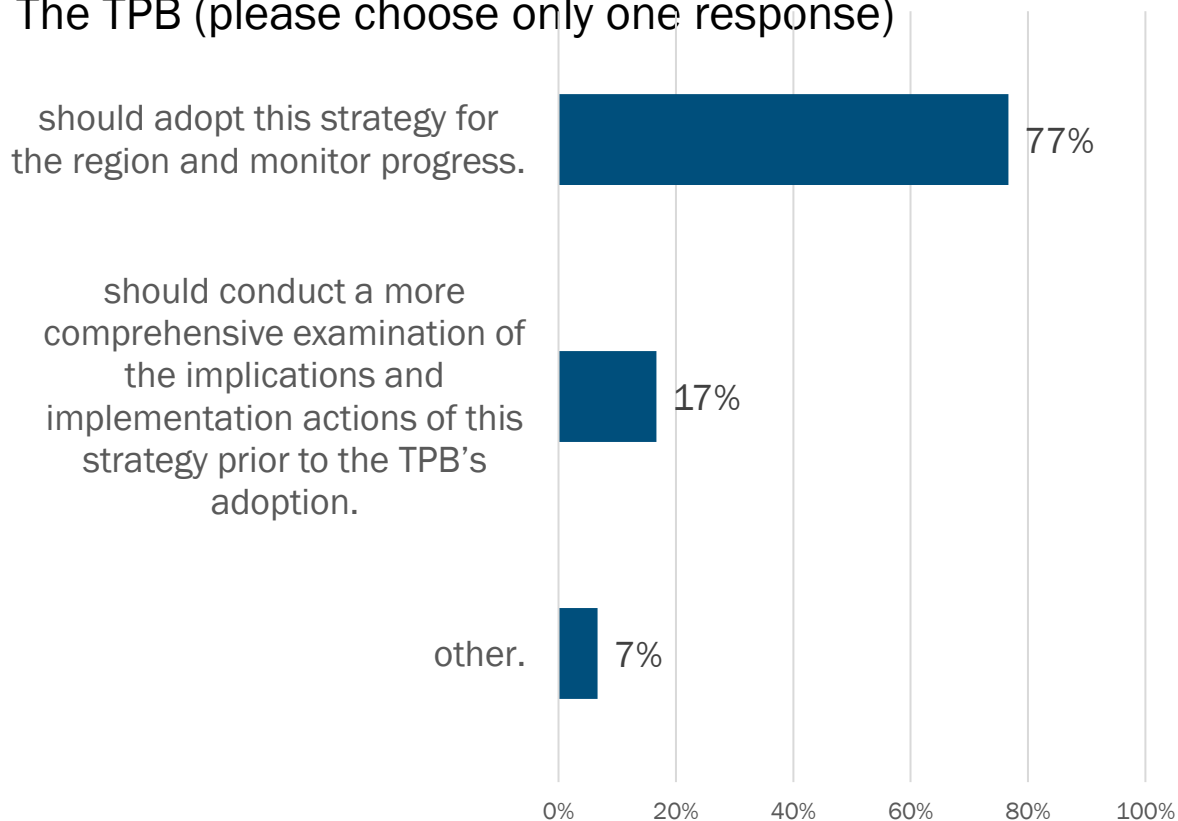
**Themes:** More Study/Refinement Desired (4), Aligned Plan/Activity (4), Limited Authority/Influence (2), Equity Concerns (2), More Coordination (1)

**Appendix Page:** 46



# 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)



**Answered:** 30

**Skipped:** 1

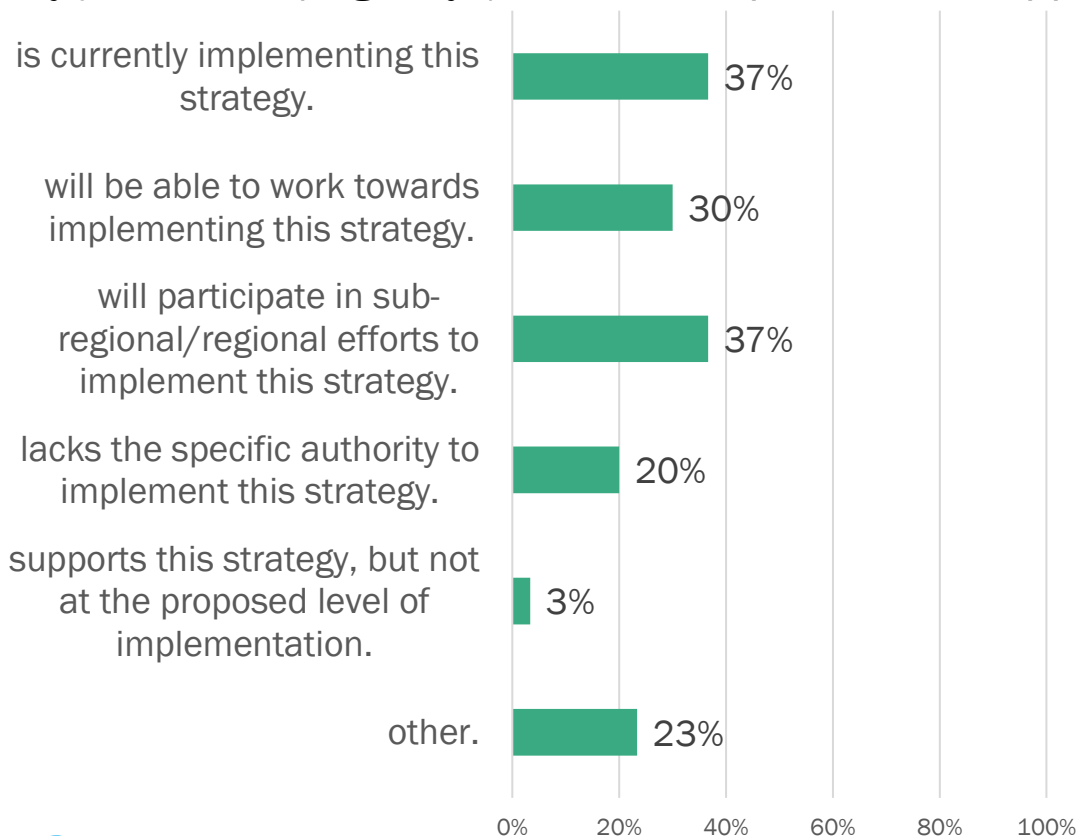
**Comments:** 8

**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

## 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.

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



## Tim Canan

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[mwkog.org/tpb](http://mwkog.org/tpb)

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National Capital Region  
**Transportation Planning Board**