

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

### 1. Does your jurisdiction/agency have multi-sector GHG reduction goals? My jurisdiction/agency (please choose all responses that apply):

- Yes, in 2008 the Prince George's County Council adopted a resolution to reduce countywide greenhouse gas emissions by 80% below 2008 levels by 2050. Currently, there is a comprehensive multi-agency and sector governmental initiative which embraces the COG goals and will set specific GHG emission goals and policies through the Prince George's County Climate Action Plan (CAP). Please find the draft Climate Action Plan, which has already received input at a series of public meetings in the April-May of 2021 timeframe, at the link below. [https://issuu.com/environment.mypgc.us/docs/draft\\_climate\\_action\\_plan\\_01-15-2022](https://issuu.com/environment.mypgc.us/docs/draft_climate_action_plan_01-15-2022) The Prince George's County Climate Action Plan is currently in the process of being finalized. Additionally, the M-NCPPC Sustainability Plan is in the process of being updated in alignment with the County Climate Action Plan.
- The MDOT Greenhouse Gas Reduction Act (GGRA) Plan presented trends and a diverse set of strategies to position the transportation sector to meet the 40 percent reduction of 2006 emissions by 2030 ("40 by 30") goal.
- Arlington County's Community Energy Plan (CEP) (<https://arlingtonva.s3.amazonaws.com/wp-content/uploads/sites/13/2019/10/Final-CEP-CLEAN-003.pdf>) includes numerous multi-sector policies, and the overarching GHG reduction goal is to be a carbon-neutral community by year 2050 (with interim milestones in between now and then).
- Frederick County has a goal to reduce greenhouse gas emissions community-wide 50% by 2030 and 100% by 2050. Its goals are consistent with COG for 2030 and in-line with its 2050 goals. The County is using COG's community-wide GHG inventory data and is developing an operational inventory as a subset of this.
- Montgomery County has GHG goals to cut greenhouse gas emissions 80% by 2027 and 100% by 2035.
- Metro's Board of Directors has not set official goals or targets for GHG reduction, but Metro does have a Sustainability Vision and guiding principles ([https://codelibrary.amlegal.com/codes/wmata/latest/wmata\\_res6/resolution\\_%23\\_23\\_21](https://codelibrary.amlegal.com/codes/wmata/latest/wmata_res6/resolution_%23_23_21)) that, among other guidelines, established targets that all purchases for new buses will be for Zero Emission Vehicles (ZEV) by 2030 and that the entire fleet consist of ZEVs by 2045. Metro's current strategy for transitioning to a zero-emissions fleet (<https://www.wmata.com/initiatives/plans/zero-emission-buses.cfm>) seeks to implement those targets. Metro also has an Energy Action Plan ([https://www.wmata.com/initiatives/sustainability/upload/WMETA-Energy-Action-Plan-Final-4\\_18.pdf](https://www.wmata.com/initiatives/sustainability/upload/WMETA-Energy-Action-Plan-Final-4_18.pdf)) that will reduce the project annual growth of Metro's energy costs, shift energy consumption towards more renewable resources, and help the region avoid an addition 160,000 metric tons of CO2. However, the best and most effective way transit systems can support GHG reduction goals is to provide fast, frequent, and reliable service that presents a viable – even preferred – alternative to SOVs. Metro and region can best support on-road GHG reduction goals by fully funding and implementing the Bus Transformation Project Strategy and Action Plan (<http://bustransformationproject.com/strategy-eng/>).
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's

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Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy. 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?"

- Charles County is getting ready to conduct a climate action planning process, in which multi-sector GHG reduction goals will be considered.
- Takoma Park has declared a climate emergency, establishing a goal to reach net zero GHG emissions by 2035. We adopted a Climate Emergency Response Framework in 2020 that included buildings, transportation, renewable energy, and moving toward a fossil-fuel-free community. The resolution includes provisions for considering the racial equity implications of potential priority strategies and policies. Our approach recognizes our goal of achieving multiple intertwined goals through our work - improving equity, creating more livable spaces, etc. - as we also work to reduce GHG emissions and achieve other environmental goals. See here for the Climate Emergency Response Framework resolution: <https://documents.takomaparkmd.gov/government/city-council/resolutions/2020/resolution-2020-06.pdf>
- According to the Code of Virginia § 45.2-1706.1. (Commonwealth Clean Energy Policy) Effective October 1, 2021. The Commonwealth recognizes that effectively addressing climate change and enhancing resilience will advance the health, welfare, and safety of the residents of the Commonwealth. The Commonwealth further recognizes that addressing climate change requires reducing greenhouse gas (GHG) emissions across the Commonwealth's economy sufficient to reach net-zero emission by 2045 in all sectors, including the electric power, transportation, industrial, agricultural, building, and infrastructure sectors. To achieve these objectives, it shall be the policy of the Commonwealth to-(for the transportation sector) support net-zero emission targets by promoting zero-emission vehicles and infrastructure, including electrified transport, decreasing the carbon intensity of the transportation sector, encouraging alternative transportation options, and increasing the efficiency of motor vehicles operating on Virginia's roads. The Capital Region Transportation Planning Board (TPB) proposed adoption of GHG goals and targets should be aspirational and not directly tied to the performance of the Visualize 2045 Plan.
- The City is currently working on preliminary development of a sustainability plan which will likely include GHG reduction goals.
- Comment 1 - The City has higher priorities such as economic development, infrastructure, financial health, general service delivery and more. Comment 2 - I do not believe MPC has adopted GHG reduction goals but hope city will adopt multi-sector GHG reduction goals in future. Comment 3 - Not all localities have the ability to focus on this, but will consider it
- Prince William adopted Res 20-773 endorsing MWCOG's interim climate change mitigation goal of reducing GHG emissions in the region by 2030. The approved Strategic Plan includes an action strategy to implement MWCOG targets to reduce greenhouse gas emissions from all sources within the County.
- Goals contained in plans: Climate Action Plan for Government Operations and Sustainability Plan
- Prince William adopted Res 20-773 endorsing MWCOG's interim climate change mitigation goal of reducing GHG emissions in the region by 2030. The approved Strategic Plan includes an action strategy to implement MWCOG targets to reduce greenhouse gas emissions from



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all sources within the County to 50% of 2005 level by 2030 and to be carbon-neutral by 2050.

- These goals are a bit different for the General Assembly as we must consider statewide goals as well.
- We have not adopted any GHG reduction goals.
- As a city, our responsibilities do not include operation of transit systems or maintenance or operation of state or county highways. We do opt into county regulations requiring increased energy efficiency in buildings. But we do not have specific GHG reduction goals.
- We have not adopted any GHG reduction goals.
- Alexandria's Environmental Action Plan (EAP) 2040 has multi-sector GHG reduction goals of 50% by 2030 and 80-100% by 2050, and Alexandria has endorsed COGs goals. We also have GHG reduction goals per capita of 10 metric tons of CO<sub>2</sub>e per capita by 2022, 6 by 2030, 4 by 2040, and 1-3 by 2050.

### 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):

- Prince George's County is currently in the process of adopting on-road transportation sector specific GHG reduction goals. The Prince George's County Climate Action Plan describes the county's GHG emissions from on-road sources and outlines strategies to reduce these emissions. Please find the specific recommendation below: County Operations has adopted a Green Fleet Policy that establishes a goal of 50% of all applicable vehicle purchases be zero-emission vehicles (ZEVs) or partial zero-emission vehicles (PZEVs) by 2025. M-6 SUPPORT TELECOMMUTE POLICIES TO REDUCE VMT AND ENHANCE COUNTY RESILIENCY and M-4 DEVELOP A COMMUNITY-WIDE ELECTRIC VEHICLE (EV) DEPLOYMENT STRATEGY. M-4: ACCELERATE DEPLOYMENT OF ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE. As called for in its 2021 Prince George's County Government Operations: Electric Vehicle and Charging Infrastructure Action Plan 37 the County should install at least 54 electric vehicle (EV) charging stations at 27 locations by 2026. Additionally, the County should revisit its Green Fleet Policy in order to add additional EVs, and it should improve regulations related to signage and parking in order to support EV deployment. M-6: SUPPORT TELECOMMUTE POLICIES TO REDUCE VEHICLE MILES TRAVELED(VMT) AND ENHANCE COUNTY RESILIENCY. Adopting a supporting telecommuting policy is an opportunity for the County to lead by example and support other regional businesses and institutions to continue reducing VMT. Administrative Procedure 226 establishes guidelines for implementing and operating the County government's Telework Arrangement Program (TAP). This procedure requires County government agencies to support the participation of eligible employees in the TAP.
- The "40 by 30" goal includes a 40% reduction goal for the on-road transportation sector over 2006 emissions by 2030.
- Arlington's CEP, Goal 4 (Transportation) has the following policy: Policy 4.1: Reduce the amount of carbon produced from transportation to 0.5 mt CO<sub>2</sub>e/capita/year by 2050. Milestones include (vs. 3.7 mt in 2007): • 2020: 2.7 mt CO<sub>2</sub> e/capita/year • 2030: 1.7 mt CO<sub>2</sub> e/capita/year • 2040: 0.8 mt CO<sub>2</sub> e/capita/year.
- The County does not yet have sector-specific goals but is developing them as part of its internal GHG mitigation planning process. It is in the process of doing an internal GHG Mitigation Strategy and has funding to develop a community wide GHG Mitigation Strategy with the City of Frederick, scheduled to begin in Fiscal year 2023. While Transit Services does not yet explicitly identify GHG reduction goals, the MDOT MTA Statewide Transit Plan identifies a series of targets, including a baseline, and 5-, 25-, and 50-year targets.

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([https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Statewide%20Transit%20Plan/Maryland%20Statewide%20Transit%20Plan\\_DRAFT\\_January%202022.pdf](https://s3.amazonaws.com/mta-website-staging/mta-website-staging/files/Transit%20Projects/Statewide%20Transit%20Plan/Maryland%20Statewide%20Transit%20Plan_DRAFT_January%202022.pdf) )

- On-road transportation sector goals are the same as county-wide goals.
- The data we have about emissions in the transportation sector are based on the MWCOG regional greenhouse gas inventory. Because of the way they are allocated to the City, the COG data are very unlikely to be directly sensitive to the effects of policy change within the City of Falls Church. We would need a more granular measure of transportation sector emissions to set realistic sector-specific emissions reduction goals for the City.
- Same answer as Question #1  
Metro's Board of Directors has not set official goals or targets for GHG reduction, but Metro does have a Sustainability Vision and guiding principles ([https://codelibrary.amlegal.com/codes/wmata/latest/wmata\\_res6/resolution\\_%23\\_23\\_21](https://codelibrary.amlegal.com/codes/wmata/latest/wmata_res6/resolution_%23_23_21) ) that, among other guidelines, established targets that all purchases for new buses will be for Zero Emission Vehicles (ZEV) by 2030 and that the entire fleet consist of ZEVs by 2045. Metro's current strategy for transitioning to a zero-emissions fleet (<https://www.wmata.com/initiatives/plans/zero-emission-buses.cfm> ) seeks to implement those targets. Metro also has an Energy Action Plan ([https://www.wmata.com/initiatives/sustainability/upload/WMATA-Energy-Action-Plan-Final-4\\_18.pdf](https://www.wmata.com/initiatives/sustainability/upload/WMATA-Energy-Action-Plan-Final-4_18.pdf) ) that will reduce the project annual growth of Metro's energy costs, shift energy consumption towards more renewable resources, and help the region avoid an addition 160,000 metric tons of CO2. However, the best and most effective way transit systems can support GHG reduction goals is to provide fast, frequent, and reliable service that presents a viable – even preferred – alternative to SOVs. Metro and region can best support on-road GHG reduction goals by fully funding and implementing the Bus Transformation Project Strategy and Action Plan (<http://bustransformationproject.com/strategy-eng/>).
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Charles County is getting ready to conduct a climate action planning process, in which transportation sector specific GHG reduction goals will be considered.
- Our goal is to reduce the city's GHG emissions to net zero by 2035. We have identified goals related to various sectors. In the area of transportation, our priorities strategies and potential policy changes include:
  - a - Identify new transportation strategies and prioritize the below actions and others suggested, with a focus on de-carbonizing transportation in Takoma Park, implementing changes in transportation infrastructure, reducing use of personal vehicles, and encouraging alternative modes of transportation as well as improved walkability and bikeability, through a robust community discussion on policies and strategies and/or possible collaboration with an outside consultant
  - b - Facilitating greater use of zero-emission vehicles by measures such as:
    - i - amending the city right-of-way permit process to allow installation of curbside charging equipment;
    - ii - in all multifamily residential buildings with parking lots over a certain size, installing accessible outlets for vehicle charging by a



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certain date to be determined, and requiring installation of such outlets in new multifamily construction; and iii - adopting a policy of purchasing or leasing zero-emission vehicles for the city fleet. c - Reducing the use of single-occupancy vehicles in general, and non-zero-emission vehicles in particular, through a variety of measures including: i - seeking opportunities to pilot innovations focused on zero-emission city fleet vehicles, transit vehicles such as shuttles, and micro-mobility devices to reduce vehicle trips and improve connections to transit hubs, shopping, and public buildings such as the Community Center and Recreation Center; ii - developing outreach and incentive programs such as community challenges, ride-and-drive events for zero-emission vehicles, and transit-focused initiatives; iii - adopting parking changes that encourage use of transit and zero-emission vehicles; iv - exploring regular car-free zones or car-free days; v - increasing the number of bus shelters in the city; vi - implementing the Montgomery County Bikeways Plan within the city; and vii - adopting a Complete Streets and/or Vision Zero or similar policy. d - Collaborating, partnering and advocating with other jurisdictions and providers such as Ride On, WMATA and the State for transportation infrastructure change; improved, affordable, and accessible transit; and joint efforts to transition to electric transit, including expansions and improvements to transit routes serving Takoma Park and beyond; new reduced-fee or free options; and advocacy for Ride On to develop plans to quickly transition to all zero-emission vehicles. See resolution here: <https://documents.takomaparkmd.gov/government/city-council/resolutions/2020/resolution-2020-06.pdf>

- The TPB should explore what levels would be appropriate for the on-transportation sector based on the strategies it has examined and able to adopt. TPB's Climate Change Mitigation Study (CCMS) "found that the strategies with the assumed levels of outcomes would be insufficient to achieve the study's 2030 goal and achieving the study's 2050 goals would be challenging and require several major policy initiatives." With these findings in mind, the Commonwealth feels it would be appropriate to further examine GHG reduction levels that are achievable for the transportation sector based on strategies agreed upon by the region and should include all modes (including transit and rail). The TPB's proposed GHG goals and targets should be aspirational and not directly tied to the performance of the Visualize 2045 Plan.
- The City is currently working on preliminary development of a sustainability plan which will likely include GHG reduction goals.
- Comment 1 - I hope our city will consider adopting on-road transportation sector specific GHG reduction goals in near future. Comment 2 - The City is already updating its fleet to more fuel-efficient vehicles. Progress is often determined by financial assistance.
- PWC has created an Office of Sustainability that will be staffed in Spring 2022 and has funding allocated.
- We have not adopted any GHG reduction goals for on-road transportation.
- As a city, our responsibilities do not include operation of transit systems or maintenance or operation of state or county highways. We do not have specific GHG reduction goals.
- Our city has fuel reduction requirements in our 5 year strategic Plan along with transition planning for adoption of EV vehicles for various class vehicles in our fleet
- We have not adopted any GHG reduction goals for on-road transportation.
- Alexandria's EAP 2040 has goals to prioritize low carbon modes, reduce automobile dependency and VMT, and improve transit (actions 7.1, 7.2, 7.3).

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#### 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):

- The Maryland Commission on Climate Change (MCCC) has recommended a 50 percent reduction by 2030 over 2006 levels as an aspirational goal, although not formally adopted it.
- Yes.
- Frederick County supports the TPB proposal to adopt the 2030 and 2050 GHG reduction goals for the transportation sector. These reductions are stated as goals and leave the final strategies and methods of achieving them, in many areas, undetermined and/or up to the member jurisdictions. It should be noted that in order to meet these goals there may be certain technologies that have yet to be developed or developed to a scale that are financially viable for applicable use at this time but may be available at a date yet certain in the future. Frederick County will support sub-regional/regional near and long term efforts to achieve the stated GHG reduction goals.
- The Climate Action Plan is the County's strategic plan to cut greenhouse gas emissions; 80% reduction by 2027 and 100% by 2035.
- Better to adopt the goals we need to reach, and use them to stimulate the adoption of future new strategies as they emerge, than to adopt goals that aren't enough.
- Metro encourages TPB to set those goals, in the strongest terms possible. The best and most effective way transit systems can support GHG reduction goals is to provide fast, frequent, and reliable service that presents a viable – even preferred – alternative to SOVs. Metro and region can best support on-road GHG reduction goals by fully funding and implementing the Bus Transformation Project Strategy and Action Plan (<http://bustransformationproject.com/strategy-eng/>).
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Visualize 2045 should adopt a GHG reduction goal AND set EV adoption and per capita VMT reduction goals for light duty vehicle travel consistent with the findings of the TPB's Climate Change Mitigation Study. Charles County supports adopting goals; however, we do not have the resources, such as funding and staff, that other MWCOG member jurisdictions have. Charles County will need additional support from MWCOG, the state and the federal government to achieve these goals. Further, a challenge for Charles County is overall vehicle dependency and lack of transportation options. We are working hard to get a high-capacity transit, Southern Maryland Rapid Transit (SMRT), in Charles County, which will help reduce the number of cars on the road, as well as vehicle miles traveled. We are also making infrastructure investments in the Waldorf Activity Center and expanding rural broadband to support teleworking.
- The proposed GHG reduction goals would help Takoma Park meet our own goal of reducing city emissions to net zero by 2035. Because we are a small city without jurisdiction over many aspects related to transportation emissions and have many vehicles passing through

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the city from other parts of the region, we strongly support these goals and find them necessary to meet our own climate change mitigation goals.

- As noted above, the Commonwealth of Virginia has a goal to reach net-zero GHG emissions by 2045 across all sectors, but does not currently have a transportation-specific GHG reduction goal. If the TPB adopts transportation goals for GHG emissions reductions, it should be reported system/region-wide.
- Comment 1 - City priorities now are serving our residents with economic development opportunities and congestion relief. The City has many blue collar workers who do not have public transportation as an option. We support policies that will not harm our economy and our work class. Comment 2 - City should explore what levels would be appropriate for the on-road transportation sector based on strategies it has examined and is able to adopt. Comment 3 - TPB needs to carefully examine the levels to determine appropriateness and feasibility (chance of success), AND the impact on real people and on the individual jurisdictions
- Findings from the TPB's Climate Mitigation Study notes that the strategies evaluated are aggressive. Further evaluation needs to be done to determine appropriate levels.
- We must try to follow the Virginia Clean Economy Act
- Based on the study that was presented to the TPB, we should examine how much reduction is practical for the transportation sector compared to sectors like buildings and energy production, and make a cost-effective and balanced decision on goals for the sector under our control along with recommendations for the other sectors.
- But we are unsure on how exactly we are going to make these goals.

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## 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?

- Per Prince George's County Climate Action Plan, the following are the Priority Recommendations directly addressing GHG emissions from the transportation sector. M-4 DEVELOP A COMMUNITY-WIDE EV DEPLOYMENT STRATEGY M-5 ACCELERATE DEPLOYMENT OF EVS AND CHARGING INFRASTRUCTURE BY COUNTY AND OTHER PUBLIC AGENCIES M-6 SUPPORT TELECOMMUTE POLICIES TO REDUCE VMT AND ENHANCE COUNTY RESILIENCY M-7 INCREASE INVESTMENT IN ACTIVITY CENTERS Additionally, priority recommendation CO-5: Strengthen land use regulations to better align individual land use decisions with state County policies related to smart growth, natural resource conservation, and green infrastructure is supportive of the overall goals for Vision 2045. However, implementation of smart growth around Activity Centers should not come at the expense of urban tree canopy and natural area corridors, which are important features for the County's climate resilience.
- Consistency in methodology for determining GHG emissions reduction will be critical moving forward, and there needs to be rules and parameters for the analysis that's conducted.
- Many of Arlington's transportation policies do reflect the need to reduce GHG emissions, and broadly speaking County policy reflects this need, however most individual project decisions are not precisely analyzed by GHG potential.
- At this time the County does not have a defined policy or planning mechanism to review proposed projects or guide decision making under the lens of GHG reduction. All transportation projects of significance (capacity increasing, etc.) are included in the TIP and analyzed for air conformity at a regional level, but no defined analysis or policy exists at the local level in terms of review or decision making for proposed. Frederick County develops a 6-year Capital Improvement Plan every year. Beginning in 2022, the County employed Project Prioritization Ranking Criteria to rank capital projects. The criteria include regulatory compliance, health and safety – which includes consideration of environmental benefits that further human and community health, and reduction in operating costs/energy usage. Budget requests include tie-ins with the Livable Frederick Comprehensive Plan, which includes some Climate-related goals. We're reviewing City of Frederick criteria to see how they incorporate climate change into budget planning. We have a task with COG/ICF that helps us to evaluate the best way to incorporate climate into budget decision-making.
- Metro has a Sustainability Vision and guiding principles and an Energy Action Plan (links provided in Section A) that inform Metro's capital planning and business operations. Recent business decisions informed by those guidelines include Metro's current strategy for transitioning to a zero-emissions bus fleet (link provided in Section A), installation of solar carports on Metro property (<https://wmata.com/initiatives/plans/solar-carports-project.cfm>), the regenerative braking program for railcars, and Metro's first issuance of climate bonds to support projects identified in the Energy Action Plan (<https://wmata.com/initiatives/sustainability/Climate-Bonds.cfm>). Metro is also in the process of developing a more comprehensive Sustainability Action Plan with resiliency components. The Energy Action Plan, and eventually the Sustainability Action Plan, inform Metro's capital planning processes.
- Although Loudoun County cannot provide a more detailed response until the County's Environmental Commission completes its study, the County routinely requires that new road projects include pedestrian and bicycle paths alongside. The widening of Route 15 between Leesburg and Point of Rocks is an example of this. Without that widening, no bike path would be constructed. The Loudoun County Board of Supervisors has discussed the feasibility of

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running a commuter bus line from one of Loudoun's Silver Line access points to the Point of Rocks train station. In its FY2023 budget, the County is investing in more bus shelters and decisions as to where to locate new affordable housing take into consideration the availability of the County's local bus routes.

- Outer jurisdictions without high-capacity transit are limited to single occupancy vehicles and limited local transit services. This poses a significant challenge to promoting TOD and non-motorized travel options that generally reduce GHG emissions from the transportation sector. We are certainly supportive of this goal, but state and federal assistance to promote transit options that connect our County to the metropolitan transit system (Metro) will enable us to better achieve these goals. Our jurisdiction is currently disadvantaged in transportation (transit) equity.
- The City of Takoma Park pursues transportation projects that would help meet our GHG emissions reductions goals, with a specific emphasis on building bike, pedestrian, and bus stop infrastructure. All City Council agenda items have an environmental impact statement on them, and we utilize this to assess climate impacts of projects, policies, and initiatives. We consider GHG emissions in purchasing specifically through our goals to purchase ZEVs when possible for the City fleet. As a small community, we cannot always measure specific GHG emissions numbers related to our specific community initiatives but seek to do so with the tools we have and through regional efforts.
- The Commonwealth has implemented a number of project planning and programming decisions to reduce GHG emissions in Virginia. In terms of on-road planning and programming decisions, Virginia's SMART SCALE project prioritization for funding process evaluates projects using the following factor areas: congestion mitigation, economic development, accessibility, safety, environmental quality, and land use coordination. This includes an Air Quality and Energy Environmental Effect measure that estimates the level of benefit that a project is projected to have on air quality and GHG emissions (or alternative energy use). The objective of this measure is to recognize projects that are expected to contribute to improvements in air quality and reductions in GHG emissions. The Virginia Department of Transportation (VDOT) also evaluates projects consistent with the requirements outlined in the 2016 CEQ Final Guidance for Federal Departments and Agencies on Consideration of GHG emissions and the Effects of Climate Change in National Environmental Policy Act Reviews. Last, FHWA is currently pursuing a rulemaking that would establish a method for the measurement and reporting of GHG emissions associated with the National Highway System, for which VDOT intends to comply when released and made effective. Additionally; in 2019, Governor Northam announced the Transforming Rail in Virginia (TRV) agreement that marked the beginning of the Commonwealth's commitment to expand passenger rail in Virginia by planning and programming investments to increase rail capacity and shift travel modes from vehicles to passenger rail. The TRV agreements expand rail capacity and increase the amount of commuter and state-supported passenger rail service between the District of Columbia and Virginia. If the TPB adopts transportation goals for GHG emissions reductions, it should be reported system/region-wide.
- Comment 1 - The City does consider the reduction of GHG as evidenced by Congestion Mitigation and Air Quality grant requests & it's investment in transportation alternatives such as the VRE garage. However, not always able to consider. Comment 2 - I believe we should be considering the above as part of transportation decision making in the future; believe there are things we could be doing to reduce GHG & fit within city budget constraints Comment 3 - City is planning solar roofs for the future and changes out light bulbs; although this is another sector it still matters
- PWC is a growing County that still relies on roads, however, the County Strategic plan includes implementing MWCOG targets to reduce GHG emissions (SG2:E) and Key



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Performance Indicators of Sustainable Growth and Mobility Strategic Plan includes: increasing electric/hybrid County vehicles, increase charging stations in PWC, VMT per capita and non motorized network.

- At the municipal level, our decisions can reduce GHGs for the building sector, but energy and transportation are not under our control. We will support regional goals through TPB as long as they are balanced with the need to provide quality transportation to improve the quality of life and the economy, and as long as they are balanced against the impacts of other sectors and of emerging technologies in transportation, energy, and building sectors.
- Viable alternatives for city vehicle use are utilized for operational responsibilities.
- Action 1.1.2 and 2.1.2 in Alexandria's EAP 2040 give the City tools to determine GHG emissions from capital projects.

#### **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)**

- Transportation and environmental considerations involved in the planning and programming of projects and programs are handled by numerous county stakeholders (Prince Georges County Executive, County Council, Department of Public Works and Transportation (DPW&T), Department of the Environment (DoE), Department of Permitting Inspections and Enforcement, Maryland State Highway Administration, Maryland Transit Authority, Maryland National Capital Park and Planning Commission, Public Schools, Redevelopment Authority, Office of Fleet Maintenance, Office of Central Services, etc.) as well as free market participants, (citizens, developers, business owners, etc.).
- Local Counties and Municipalities submit their project priority letters annually.
- Absolutely. We build what we can fund, and a significant portion of our transportation funding comes from outside sources or is legislatively mandated to reflect certain spending priorities. Many of the sort of projects that would have the greatest possible effect on climate are difficult to fund through state and regional programs, while projects with negative effects on climate are comparatively easy to fund.
- Major highway investments are mostly funded by MDOT and major transit investments by MDOT and WMATA. MCDOT can control county funded projects, policies and programs.
- All of the jurisdictions party to the WMATA Compact are represented on Metro's Board of Directors, and jurisdictional staff play a significant role in developing every six-year capital improvement program and annual capital budget.
- Currently, GHG reduction assessments are not explicitly part of District transportation decision-making. Some of the roads in DC have federal oversight and would require coordination with FHWA.
- Certainly, Loudoun County works closely with VDOT, the federal government, TPB, NVTA and CTB in every transportation planning and funding decision. However, Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are



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currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.

- The City of Takoma Park's most frequented streets are under the jurisdiction of MDOT SHA, and we also have one street under the jurisdiction of MNCPPC. Our traffic signals are controlled by Montgomery County. Buses and aspects of bus infrastructure are under the jurisdiction of Montgomery County (Ride On) and WMATA (Metrobus). As a result, our transportation-related infrastructure and ability to meet our GHG emissions reduction goals for transportation are very much tied to what other jurisdictions and agencies pursue.
- The Commonwealth has multiple boards that assist with Virginia's decisions related to the various transportation modes: the Virginia Passenger Rail Authority Board (VPRA), Commonwealth Transportation Board (CTB), and the Virginia Railway Express (VRE) Operating Board. Each entity has its own responsibilities when it comes to the methods of travel and implications on the methods and equipment that emit GHG in Virginia. The CTB has autonomy in planning, project prioritization process, maintenance, and operations. However, it also relies on the local and regional entities to apply for funds from the various construction programs for on-road project implementation and for Metrorail in Northern Virginia. The VPRA has authority over passenger rail—both commuter and statewide passenger rail capacity expansion projects within railroad right-of-way in the Transforming Rail in Virginia (TRV) program of projects. The TRV program focuses on planning, design, construction, project prioritization, programming decisions, and investments, and reports directly to the VPRA Board members. The VRE focuses on the operation of commuter passenger rail in Virginia and focuses on the planning, design, construction, project prioritization and maintenance and operations of VRE equipment, storage, and stations within the Commonwealth.
- Comment 1 - Yes, as state or regional, sub-regional entities dictate and/or require the consideration for GHG reductions as a component of program requirements or funding, the City does allow for this to impact its decision-making Comment 2 - thinks budget constraints is city's biggest concern Comment 3 - possibly not, because there are too many unfunded mandates from state and feds, which reduce our ability to do other things
- PWC follows federal and state processes in transportation projects.
- PWC roads are state maintained and VDOT approval is required. Additionally, projects funded by other entities have eligibility requirements or funding priorities.
- Zoning and other issues are decided at the County level.
- Montgomery County and State

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#### 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):**

- It will depend on the private sector's ability to produce that level of demand and the availability of funding to accommodate the fleet conversion and the supporting infrastructure. The total number of registered electric vehicles (EV) in Maryland 43,708 at the end of February 2022.
- Yes
- Frederick County supports the conversion of vehicles to clean fuels at the most rapid pace feasibly possible. However, the percentages listed in the strategy above are not achievable by 2030. Limited charging infrastructure availability (commercial and residential) and the ability to construct the necessary capacity within such a short timeframe make it more likely that the County would support this strategy, just at reduced percentages, for 2030. We believe full implementation by 2050 is possible. It should be noted current federal guidelines related to transit buses would not even allow for the County to convert its entire fleet and maintain existing levels of service. Frederick County Government is commissioning COG/ICF to evaluate county fleet for EV/clean fuel conversion. We are currently limited by available models and supply in all vehicle classes, but esp. heavy-duty trucks and to some extent light duty, which are still in very early models. Buses still have issues with range. Even if all vehicles were available now, we would not need to replace all by 2030. Frederick County had the first electric bus fleet in Maryland and has several years of experience with procuring and operating electric buses. The procurement process for capital assets such as buses begins years in advance and may not reflect the most updated technology upon delivery. In addition, vehicles have a set useful life (12-14 years for large buses which means that any buses purchased today will already take us beyond 2030), and FTA has set the maximum spare ratio (maximum number of vehicles that can be purchased using federal funding) at 20%. Current battery technology does not allow for a 1:1 Diesel:electric swap. Switching entirely to battery electric is not possible at this time due to the spare ratio constraint. Both of these considerations would place undue hardship on agencies that have not already begun switching to alternative fuels.
- TPB should adopt a more rigorous strategy like the one included in the Montgomery County Climate Action Plan. The CAP has 100% of the private and public transportation will need to be powered by zero emissions technology by 2035 and the County's electric supply must be 100% carbon-free.
- The strategy should support the adoption of zero emissions vehicles in preference to those using hydrocarbon fuels.
- The DC Council is focused on electrifying our transportation sector. More study should be conducted to better understand whether efforts should be focused on shifting towards the use of clean fuels rather than electrification.
- However, be mindful that Metro and other transit agencies have already determined it will be impossible to achieve the 2030 goal of all buses on the road being clean-fuel vehicles, given bus lifecycle requirements, procurement lead times, and the need to coordinate with utilities, jurisdictions, and others to upgrade the rate structure and power supply to bus facilities.

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There are also reasonable concerns over operations and maintenance for a fully ZEV bus fleet, as the technology is not yet proven for the level of service required for each bus in terms of miles and years. Though none of the region's transit agencies are likely to meet the 2030 target, in 2021 Metro's Board of Directors adopted a Sustainability Vision and guiding principles (links provided in Section A) that, among other guidelines, established a target that all purchases for new buses will be for ZEVs by 2030 and that the entire fleet consist of ZEVs by 2045. Metro's current strategy for transitioning to a zero-emissions fleet reflects those goals (link provided in Section A).

- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Visualize 2045 should set a more realistic but ambitious light duty electric vehicle adoption target somewhere between the 50% Biden administration goal and the 100% goal. Goals for medium-heavy duty trucks and buses should likewise be set at ambitious but achievable levels. Note that the VT.2 scenario of 100% light duty EV sales by 2030 would entail surpassing even California's goal for EV adoption. Charles County can work towards setting goals for the County's fleet vehicles. We are also working to create walkable communities (TOD), but this has been difficult without high-capacity transit. Charles County will need additional support from MWCOG, the state, and the federal government to achieve these goals.
- This initiative is in line with the City of Takoma Park's goals and initiatives. We are seeking to convert City fleet vehicles to clean fuel vehicles already whenever possible and have initiatives in place to support private purchase/use of vehicles that utilize clean fuels (i.e. charging stations). Note that when working toward this goal, clearly defining what is "clean fuel" will be important.
- The Commonwealth does not have the authority for the proposed level of implementation. The question references various vehicle types as being either "new", "sold", and/or "on the road", and additional clarification is requested. In December 2021, the Virginia State Air Pollution Control Board adopted regulations for Low-Emission Vehicle (LEV) and Zero-Emission Vehicle (ZEV) standards consistent with the California Advanced Clean Cars (ACC) program that would aggressively increase the light-duty vehicle ZEV market share beginning in 2025. It is anticipated that California's ACC II program will result in 100% of new light-duty vehicle purchases essentially being EVs by 2035, and this may include some medium-duty vehicles as well. Virginia can only legally adopt federal motor vehicle emissions standards, or California's, and has no authority to adopt separate and/or more stringent emission standards. In addition, Virginia recently signed on to the multistate Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, along with 15 other states including Maryland and Washington, D.C. This MOU aims to electrify all new large trucks and buses in the state by 2050, and is a voluntary measure that is not legally binding. Since the Commonwealth is clearly limited in its ability to adopt more stringent vehicle emission standards, VDOT would recommend that TPB further evaluate clean vehicle strategies to ensure that they are achievable. The adoption of fleet penetration goals and

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targets for EVs should be aspirational and not directly tied to the performance of the Visualize 2045 Plan.

- Comment 1 - Support the goal from a policy standpoint but no plans for mandates on the local level, and any strategy put forward must have market feasible options for our working class residents. Comment 2 - TPB should adopt strategies for 2030/2050 in removing to clean fuel vehicles. TPB must realize that smaller cities like MPC will need large subsidies to achieve the goal. Comment 3 - The TPB should also be ready to assist localities in identifying and securing grant Comment 4 - There is a need for comprehensive analysis and then support the results if feasible
- Grant funding opportunities/scope must be broadened
- Conversion to clean fuels by target dates relies heavily on having the capital, infrastructure and maintenance to support.
- Absolutely.
- The current Governor and House Majority believe market forces will take care these changes.
- The city utilizes green fleet strategies for all new vehicle purchases. Heavy Duty Class vehicles are still under development for EV reliability.
- Can you define Clean Fuel?
- 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).

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

- The Department of Public Works and Transportation is developing a zero-emission bus strategy plan. At this time, the agency has acquired four battery electric buses (BEBs); anticipates the arrival of eight additional in spring 2022 as well as four hybrid SUVs; and an additional eight BEBs in 2023. These vehicles will replace aging diesel vehicles. The County is aggressively pursuing funding opportunities to purchase an additional 45 BEBs and charging infrastructure by 2028. The overall goal is to reach 70% low to no emission fleet by 2035.
- MDOT MTA's Zero Emission Fleet Transition Study provided final recommendations and next steps for MDOT MTA to transition 50% of buses to zero emissions by 2030 and 95% by 2045.
- Passenger vehicles and light trucks and vans are a no brainer. Medium size trucks depends on the market to bear that fruit. Battery buses with adequate range are still a challenge but we hope they will be practical in the future, and would like to see more planning work around the possibility of trolley bus.
- Frederick County may entertain a modified strategy with reduced percentages for the 2030 timeframe, while retaining the proposed percentages for the year 2050. We are currently evaluating portions of our own fleet for opportunity to convert to EV/clean fuels through an Alternative Fuel Vehicle task with COG/ICF. Opportunities exist now with conversion of sedans and light trucks, but this will require a premium on purchase which will have to be evaluated against long-term paybacks. There are issues with early model/lack of availability in light duty trucks. There is also a lack of heavy-duty trucks, and lack of buses that meet route requirements.
- The Montgomery County CAP has 100% of private and public transportation will need to be powered by zero emissions technology by 2035 and the County's electric supply must be 100% carbon-free.
- More study should be conducted on this strategy.
- Metro supports this strategy, but not at the proposed level of implementation given the region's providers cannot meet the 2030 target.

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- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- The City is implementing this strategy where we have jurisdiction but does not have jurisdiction over all aspects. The City actively seeks to purchase ZEVs for City-owned vehicles and has a staff committee focused on implementing this strategy. We have a policy that allows for installation of private-use EV charging stations in the City ROW for homes where there are no driveways and are working with multifamily properties to find ways to add chargers. We have EV chargers on City property and in other locations in the City that have been supported by the City. We provided technical assistance and support to a small local business to convert from a gas station to an all-electric charging station. We do not have specific authority over private vehicle and bus sales.
- The Commonwealth does not have the authority for the proposed level of implementation. The question references various vehicle types as being either "new", "sold", and/or "on the road", and additional clarification is requested. In December 2021, the Virginia State Air Pollution Control Board adopted regulations for Low-Emission Vehicle (LEV) and Zero-Emission Vehicle (ZEV) standards consistent with the California Advanced Clean Cars (ACC) program that would aggressively increase the light-duty vehicle ZEV market share beginning in 2025. It is anticipated that California's ACC II program will result in 100% of new light-duty vehicle purchases essentially being EVs by 2035, and this may include some medium-duty vehicles as well. Virginia can only legally adopt federal motor vehicle emissions standards, or California's, and has no authority to adopt separate and/or more stringent emission standards. In addition, Virginia recently signed on to the multistate Multi-State Medium- and Heavy-Duty Zero Emission Vehicle Memorandum of Understanding, along with 15 other states including Maryland and Washington, D.C. This MOU aims to electrify all new large trucks and buses in the state by 2050, and is a voluntary measure that is not legally binding. Since the Commonwealth is clearly limited in its ability to adopt more stringent vehicle emission standards, VDOT would recommend that TPB further evaluate clean vehicle strategies to ensure that they are achievable. The adoption of fleet penetration goals and targets for EVs should be aspirational and not directly tied to the performance of the Visualize 2045 Plan.
- Conversion of City Fleet
- Single comment - I support strategy but need new/added resources to achieve goals
- The Climate Change Mitigation study notes this goal is "extremely ambitious". PWC has limited ability to support clean fuel vehicles (i.e. providing infrastructure at public facilities and financial support of transit partners).
- Implementing as part of statewide plans
- The current Governor and House Majority believe market forces will take care these changes.
- But not sure how we will be able to fully comply.
- The City of Fairfax is currently replacing some (but not all) city vehicles with electric vehicles, and is installing EV charging infrastructure at strategic locations as well. There may be interest in replacing more city vehicles (such as transit buses) with electric or other clean fuel



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vehicles over time, but there are still several challenges to overcome such as equipment costs, maintenance needs, and reliability concerns.

- The City of Rockville adopted a clean fleet resolution

## 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):

- TPB should adopt the strategy in partnership with local agencies by taking the lead to coordinate a comprehensive regional plan for electric charging infrastructure to support the transition.
- There are 22 federally-designated and -approved Alternative Fuel Corridors in Maryland, and there are now 11 charging networks operating in Maryland that are responsible for 83% of Electric Vehicle Supply Equipment (EVSE). There is a need for federal guidance and clarity around EVCI within DOT rights-of-way to support accelerated expansion of EVCI.
- Yes
- It is clear that the sooner we begin electrification the better, and that substantial efforts are needed for the drastic conversion needed. With the resources coming for EV charging from multiple sources, the question for this goal is not if; it's how much, how soon, and where. COG is well positioned to provide regional leadership in this area, and we support its role in collaboration and coordination on this regional issue.
- As a region, we need to look at the environmental and fire hazard implications of relying on battery-powered vehicles, including the environmental devastation around nickel mining to manufacture batteries for vehicles. Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Visualize 2045 should identify the estimated numbers and types of charging stations needed in the region to support its EV adoption goal (for example, see the COG 2030 climate plan). It should also specify how it will meet equity requirements and ensure that multifamily residential developments are adequately served. As worded, the strategy is too vague. While we are currently partnering with SMECO to increase EV charging stations within our community, we do not have the resources, such as funding and staff, that other MWCOG member jurisdictions have. Fully implementing an EV charging network will be challenging for Charles County and will require additional support from MWCOG, the state, and the federal government.
- The Commonwealth is currently implementing this strategy through the use of VW settlement funding and other funding mechanisms. The Secretary of Transportation's office is taking the lead on EV funding from IIJA. We understand the approach will be a multi-secretariat work group to pull together a plan for the Commonwealth.
- More information needs to be researched on hydrogen fuel cells versus electric also.



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- Comment 1 - EV charging network necessary component for future increase of EV's on the road. Comment 2 - TPB should adopt strategy & monitor progress; small cities need subsidies Comment 3 - Need to address range anxiety (electrical infrastructure to handle the demand, rapid charging, increased number of charging stations, and provide emergency out-of-charge service to EV's similar to out-of-fuel service provided to conventional vehicles)
- Grant funding opportunities/scope must be broadened
- Expanding EV charging network is part of Sustainable Growth Strategic Plan. EV charging stations have been implemented at County Complex, and are included in the Potomac/Neabsco Commuter Garage. There needs to be coordination in purchase and maintenance contracts.
- From my discussions w/ the current EV infrastructure providers, their services are only being used at 10-15% capacity - we need more people buying and driving EVs, which is why I think the focus of any add'l funding should be on EV Rebates, then the infrastructure will follow. Additionally, as an EV driver, I charge 95%+ of the time at home. Therefore, if you have electricity at home, you have a charging infrastructure.
- The city has installed several public EV stations on city owned properties and plans to expand.

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

- As of March of 2022, the Department of the Environment is working with COG to create a community-wide EV plan. 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. The Department of Public Works and Transportation is developing a zero-emission bus strategy plan. At this time, the agency has acquired four battery electric buses (BEBs); anticipates the arrival of eight additional in spring 2022 as well as four hybrid SUVs; and an additional eight BEBs in 2023. These vehicles will replace aging diesel vehicles. The County is aggressively pursuing funding opportunities to purchase an additional 45 BEBs and charging infrastructure by 2028. The overall goal is to reach 70% low to no emission fleet by 2035.
- Maryland is seeking opportunities to enhance EVSE availability through the National ZEV Investment Plan and the Maryland Volkswagen Mitigation Plan under the federal Volkswagen Settlement.
- Arlington is developing a Decarbonization of Transportation (DecTrans) Plan which will provide details to address EVSE expansion.
- Frederick County is working toward implementing this strategy in the future. As an example, the County is currently developing a plan – the South Frederick Corridors Plan – for the MD 355/MD 85 corridors that focuses on infill development and redevelopment, with a particular emphasis on mixed use projects and transit oriented development in the vicinity of the Monocacy MARC station. Frederick County plans to pilot initiatives to support development of an electric vehicle charging network in the South Frederick Corridors planning area.
- Metro does not have a role in the purchase and deployment of fueling or charging stations for private vehicles outside its own fleet of shared vehicles. However, there may be future opportunities to host electric charging stations at Metro public parking facilities, in coordination with jurisdictions or private-sector partners.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be

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completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.

- See notes for question #1 above. We have electric charging stations on City property for resident use and have supported adding charging stations in other locations, including private-pay installations in the right-of-way in front of homes where residents do not have driveways. We helped, through technical assistance, a local gas station convert to an all electric charging station.
- The Commonwealth is currently implementing this strategy through the use of VW settlement funding and other funding mechanisms. The Secretary of Transportation's office is taking the lead on EV funding from IIJA. We understand the approach will be a multi-secretariat work group to pull together a plan.
- Comment 1 - City is actively pursuing EV spaces as part of Park Central development & is seeking funding for EV efforts Comment 2 - MPC lacks resources to implement
- Working on EV infrastructure programs for the state
- Slowly
- The City of Fairfax recently installed EV chargers in public locations, and has proposed additional EV chargers in future budgets.
- We have already started this effort and are working to expand access.

### 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):

- Concentrating land development around Activity Centers (Smart Growth) to reduce VMT is an excellent strategy. As part of this strategy consideration should be made of existing urban natural resource areas and tree canopy around these centers. Commitment to preserve existing natural resource areas and expand these existing natural areas are critical to climate resilience. As access to jobs and transportation are also critical, a balance of these issues should be made, given the current state of many of these Activity Centers.
- Yes
- Adding additional housing units near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- Maximizing transit-oriented development of both housing and jobs is critical to the long-term viability and sustainability of both Metro and National Capital Region. Metro encourages its regional partners to adopt whatever tools and policies are necessary to redirect as much growth as possible to existing or near-future High-Capacity Transit stations, and to set housing affordability goals as well.
- It would be worthwhile for TPB to consult with Loudoun's housing staff, especially in relation to affordable housing and the development industry. In Loudoun, according to NVBIA representatives, there is an insatiable demand for market-priced housing. There is also a perception that residential growth in Loudoun has added to traffic congestion in Fairfax County. And, certainly, there is a perception that increased housing in Frederick County, Maryland has added to road congestion in Loudoun. This cross-jurisdictional impact of mostly commuter traffic is something TPB is uniquely positioned to analyze.

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- We currently have zoning for the Waldorf Urban Redevelopment Corridor (WURC) in place. Adding housing is desired, and especially affordable housing, but this is challenging without high-capacity transit.
- As a small city that is mostly built-out, most of our work on this would need to focus on redevelopment where appropriate. Most of these opportunities will likely be located near the Takoma Transit Center and new Purple Line Stations, and along the New Hampshire Ave corridor where BRT is planned for the future. We will need extensive collaboration with neighboring jurisdictions to achieve these goals due to our small size and small budget - including Montgomery County, Prince George's County, and the District. As we see potential redevelopment, particularly around new Purple Line stations, equity and providing affordable options is a key issue that the City needs to focus on.
- VDOT, DRPT, and VPRA are supportive of Transit Oriented Development (TOD), although this question is not directly applicable to Virginia state agencies. In the Commonwealth the land use authority falls within the localities' authority.
- Comment 1 - Assuming proper infrastructure (water, sewer, roads, etc) exists to meet demands and future level of service needs, yes added housing units should be added  
Comment 2 - TPB should adopt & monitor; important to add the additional housing along transit stations & include below market rate housing along with market rate housing. Both are needed. Comment 3 - Developers generally have in mind what they wish to build, & whether or not they choose to invest Comment 4 - Should consult with jurisdictional rep on specifics, etc
- Approved PWC Small Area Plans in HCT/Regional Activity Centers (North Woodbridge and Innovation Park) have higher housing density than current COG Cooperative Forecasts.
- We support this as long as there is a commitment to significantly expanding the number of high-capacity transit stations and not constraining growth to existing stations.
- Alexandria has an ambitious forecast near our transit corridors and activity centers. In addition, redevelopment outside transit areas also accomplishes environmental goals - with more efficient buildings, removal of surface parking lots, stormwater treatment, etc. Walking and biking can and do occur outside of transit station areas. Through redevelopment, these areas can become more walkable and provide non-vehicle access to daily needs, including recreation.
- The City of Rockville has a comprehensive plan focused on housing that we are implementing. This goal should also consider the affordability of housing.

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

- Via Prince George's County's Plan 2035, Prince George's County planning documents have adopted this policy. Please see Prince George's County Climate Action Plan under Appendix A-Land Use Policy vs Practice at <https://www.princegeorgescountymd.gov/DocumentCenter/View/39344/Draft-CAP> -Appendices for further explanation.
- MDOT manages several state and federal programs for planning and infrastructure development and consistently seeks opportunities to leverage such programs in support of TOD. In close coordination with Housing and Community Development and the Smart Growth Subcabinet agencies (including Planning, Commerce and Natural Resources), MDOT has been able to help leverage broader expertise and programs to support affordable housing, and other non-transportation elements.
- Frederick County, through the development of the South Frederick Corridors Plan, is seeking to add housing units in the vicinity of the Monocacy MARC Station through infill development and redevelopment. The South Frederick Corridors Plan was called for in the Livable Frederick Master Plan, which was adopted in 2019.

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- Land use planning and policies are the responsibility of the Planning Board and County Council. Higher density land use at high-capacity transit stations and corridors is a supportive GHG reduction policy. It can lead to reductions in VMT and higher transit modal share.
  - Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
  - Charles County seeks to establish affordable housing. We also desire a Housing Trust Fund as a tool.
  - The City of Takoma Park has begun implementing some aspects of this strategy but will need to continue to work towards implementing it in tangible ways in the future. We also lack specific authority in some aspects because we do not have zoning authority. The City of Takoma Park adopted a Housing & Economic Development Strategic Plan that includes the strategy of encouraging new moderate and higher-density infill development and redevelopment that create walkable, bikeable, transit-accessible neighborhoods and providing homeownership and rental opportunities in walkable, bikeable neighborhoods. The City does not have zoning authority and has few lots that are vacant or available for redevelopment. The historic district creates a barrier to much new higher-density housing located near the Takoma Metro. Thus, while we have this goal, we have not made much progress toward it at this time. Again, considering equity impacts is important as we work to provide new housing opportunities. Link to Housing & Economic Development Strategic Plan: [https://documents.takomaparkmd.gov/initiatives/project-directory/Housing-Econ-Dev-Strategic-Plan/HCD-20190827-HED-SP-combined\\_web.pdf](https://documents.takomaparkmd.gov/initiatives/project-directory/Housing-Econ-Dev-Strategic-Plan/HCD-20190827-HED-SP-combined_web.pdf)
  - VDOT, DRPT, and VPRA are supportive of Transit Oriented Development (TOD), although this question is not directly applicable to Virginia state agencies. In the Commonwealth the land use authority falls within the localities' authority.
  - Comment 1 - Please see Park central development in MPC Activity Center & MPC VRE high-capacity transit station. City staff believes added housing is needed to ensure supply keeps up with demand Comment 2 - I support this strategy especially if includes building more below-market housing and senior housing
  - The City of Fairfax is in the process of developing and adopting Small Area Plans for each of our local Activity Centers (all located within the City of Fairfax Regional Activity Center). These plans include increased housing density in mixed-use urban centers.
  - The City of Rockville has a comprehensive plan focused on housing that we are implementing. The City recently expanded its focus on including affordable housing through revising its code. We have so adjusted zoning to support housing near metro.
- 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:**

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- 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):**

- This strategy aligns and supports Plan Prince George's 2035 and the Prince George's County Climate Action Plan Priority Recommendation CO-5 Strengthen Land Use Regulations to Better Align Individual Land Use Decisions with State County Policies Related to Smart Growth, Natural Resource Conservation, and Green Infrastructure and M-7: Increase investment in Activity Centers. Taking aggressive action to better balance the region, in particular, in terms of jobs closer to housing and through Transit Oriented Development is one of the single most important actions that TPB and COG can take to reduce GHG, increase sustainability, and resilience, while also addressing the tremendous equity issues is imperative.
- Among the core jurisdictions there is limited opportunity to increase this strategy beyond the levels at which it's already being implemented.
- Shifting growth in jobs and housing to locations near TPB-identified high-capacity transit stations and COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- Metro's ConnectGreaterWashington long-range plan clearly indicated the overwhelmingly positive impacts redistributing land use patterns (both strategies 4a and 4b) (<https://planitmetro.com/2016/03/10/acting-regionally-pays-big-dividends/>) would have on regional economic competitiveness, quality of life, jurisdictional revenue, transit ridership, and the environment. Notably, that analysis found that redistributing growth across jurisdictional boundaries (Strategy 4b) would offer all those benefits plus relieving congestion across the transportation system and turning Metro's operating subsidy into a surplus.
- A couple decades ago, members of the Montgomery County government expressed concern that Virginia's relative lack of business regulation, including environmental regulations on the commercial sector, had resulted in companies relocating from Montgomery County to Northern Virginia. Is this still true? If so, does the difference in regulatory standards explain the commuting patterns in the region? Is it still true that more residents of Maryland commute to jobs in Virginia than vice-versa? The Loudoun Board is open to the idea of putting more housing, especially affordable housing, near transit; however, some in the affordable housing development community are pushing for affordable housing away from transit, as the land tends to be cheaper away from transit hubs and activity centers. That said, Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- The goal of focusing growth in jobs and housing in locations with access to transit is very much in line with the City's goals. Additional information is needed to flesh out the details of



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this strategy and what the differences might be between "a" and "b" in this question. TPB should consult with jurisdictions, and the TPB should have a thorough discussion of these strategies soon to determine a path. A process for ensuring COG's Regional Activity Center designations are up-to-date and what the overall process is for updating needs to be considered as part of this discussion.

- This question is not applicable directly to Virginia state agencies. In the Commonwealth the land use authority falls within the localities' authority.
- Design needs to reflect job area diversification and design reverse commute options that may be needed, even during business hours not just commute times
- Comment 1 - Staff supports this strategy as a regional initiative, however, "...within jurisdictional boundaries..." should be removed as this should apply across the region  
Comment 2 - TPB should adopt strategy for the region  
Comment 3 - this should be regional, while keeping in mind that the TPB lacks the authority to mandate the compliance of any jurisdiction; this touches upon zoning law, which is specifically delegated to the localities
- PWC is implementing this strategy but is in the process of updating the County Comprehensive Plan. County identified activity centers vary substantially from TPB identified high-capacity transit areas.
- In our experience, residents and businesses choose to locate based on economic and lifestyle factors despite government efforts. Businesses choose locations that are often pricier than their employees, resulting in the need for commuting. At present, there does not appear to be a practical solution for this. In addition, housing choices are "stickier" than jobs – in other words, people change jobs more frequently than changing residences, so initial choices for jobs and housing can change for good reasons other than commuting times.
- Alexandria agrees growth should be focused around transit and activity centers. However, because of equity and affordability goals we also need the ability to have a moderate amount of redevelopment outside these areas. Given the scale of Alexandria and planned and implemented changes to the transit network, most of the City can be served by alternative (non-SOV) modes.

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

- Implementation of this strategy has been aggressively pursued through implementation of Plan Prince George's 2035 and will become more robust with implementation of the County's Climate Action Plan.
- MDOT's CTP covers all 6 transportation business units, and its "consolidated" format allows the department to be agile when responding to urgent needs that come up. As certain job centers see growth, MDOT MTA has the ability to adjust and increase service to these areas as they arise.
- Frederick County, through the development of the South Frederick Corridors Plan, is seeking to add housing units in the vicinity of the Monocacy MARC Station through infill development and redevelopment. The South Frederick Corridors planning area constitutes 20% of the county's jobs, 15% of the county's business establishments, and 15% of the county's total wages. In terms of economic significance in the County, it is second only to the City of Frederick; however, there is almost no existing residential development in the planning area. COG is also focusing on investment in transit in areas or census tracts with concentrations of low income. In Frederick County these census tracts include Brunswick and Emmitsburg. While we do not have direct planning authority within these municipal boundaries, Brunswick is adding new residential development including an affordable workforce housing project in its community core that is walkable to the MARC train station. This does fit with this objective and is worth noting.



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- Montgomery County coordinates Master Plan development with the Planning Board and County Council and supports bringing jobs and housing together at high-capacity transit corridors and stations. Land use planning and zoning are the responsibility of the Planning Board and Council.
- Metro continues to manage a record-making Joint Development program that seeks to maximize transit ridership and utilization of Metro assets, but has no authority over land use outside Metro property.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- As noted in #3 above, the City of Takoma Park does not have zoning authority and has limited opportunities locally for development or redevelopment. However, we have identified a goal of encouraging new moderate and high-density infill housing, commercial, and mixed-use development. We do not have significant numbers of large employers/jobs within the city boundaries.
- This question is not applicable directly to Virginia state agencies. In the Commonwealth the land use authority falls within the localities' authority.
- Comment 1 - It is strategic to locate new residential development and economic development in the COG activity center and HCTS. However, with that said the strategy does not apply moving forward as the City is predominantly built out. Comment 2 - would love to see more jobs and opportunities develop along high-capacity transit centers.
- We do not subscribe to this as a viable strategy.
- Needs further study on impacts and potential consequences for our particular jurisdiction
- As mentioned above, the City of Fairfax is developing plans to encourage growth in Activity Centers.
- Many of the City's land use goals focus density and housing near transit and activity centers. However, because of other City values such as equity, inclusion and affordable housing, not all of our growth should be limited to these areas.

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**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.**

- However, placing the burden of addressing the tremendous regional imbalance on one jurisdiction is irresponsible. As recent analysis by TPB is showing, this is a widening gap, therefore, a regional response is required, and MWCOC and TPB must play a role. This issue is one of the most central to addressing sustainability, and equity.
- Shifting growth in jobs and housing across the region to locations near TPB-identified high-capacity transit stations and COG's Regional Activity Centers may require amendments to local comprehensive plans and local legislation, including rezoning.
- Metro believes the range of responses should reflect the options for all the other strategies, and include the response 'The TPB should adopt this strategy for the region and monitor progress.' Metro's ConnectGreaterWashington long-range plan clearly indicated the overwhelmingly positive impacts redistributing land use patterns (both strategies 4a and 4b) (<https://planitmetro.com/2016/03/10/acting-regionally-pays-big-dividends/>) would have on regional economic competitiveness, quality of life, jurisdictional revenue, transit ridership, and the environment. Notably, that analysis found that redistributing growth across jurisdictional boundaries (Strategy 4b) would offer all those benefits plus relieving congestion across the transportation system and turning Metro's operating subsidy into a surplus.
- One problem Loudoun faces, and perhaps other outer jurisdictions also face it(?) is the ability to attract Class-A office space, when the inner jurisdictions are geographically more attractive to corporate headquarters. The decision by Amazon to locate in Arlington, rather than in Fairfax/Loudoun is one example of this. Although our jurisdictions individually work with industry leaders, as a region, we don't appear to have a mechanism to fully understand how corporations make location decisions and how those decisions impact our transportation and housing decisions.
- 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. Generally, this means working together to locate more jobs near transit stations on the west side. In addition, local governments have it within their authority to help implement this through their commitments to the adopted Regional Housing Targets, producing enough housing to meet regional demand, including enough affordable housing. However, this will be more challenging for Charles County until high-capacity transit exists.
- As noted above, the goal of focusing growth in jobs and housing in locations with access to transit is very much in line with the City's goals. Additional information is needed to flesh out the details of this strategy and what the differences might be between "a" and "b" in this question. TPB should consult with jurisdictions, and the TPB should have a thorough discussion of these strategies soon to determine a path. A process for ensuring COG's Regional Activity Center designations are up-to-date and what the overall process is for updating needs to be considered as part of this discussion.
- This question is not applicable directly to Virginia state agencies. In the Commonwealth the land use authority falls within the localities' authority.
- Comment 1 - should be a TPB goal and not solely a jurisdictional goal Comment 2 - Actions taken to balance jobs and housing locations within our jurisdiction will contribute to improving jobs and housing balance regionally. Comment 3 - Please consider that any "actions" will be shaped by zoning law, developer intent, potential state incentives and other factors

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- PWC is implementing this strategy but is in the process of updating the County Comprehensive Plan. County identified activity centers vary substantially from TPB identified high-capacity transit areas.
- We do not subscribe to this as a viable strategy.
- Needs further study on impacts and potential consequences for our particular jurisdiction

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

##### The TPB (please choose only one response):

- We support this initiative. One of the best ways to build (or rebuild) ridership is to reduce or eliminate barriers to entry. Fare-free options incentivize folks to strongly consider using public transit in place of personal vehicles.
- We would need to understand the impact to the WMATA budget and other local bus service budgets and by extension, the impact to locality subsidies to those bus services.
- Metro is keenly interested in any policies, programs, and projects that elevate transit as the region's mode of choice, particularly for equity-emphasis communities and lower-income households. In 2020 Metro's Board of Directors adopted an equity policy and Transit Equity Framework (<https://www.wmata.com/about/board/meetings/board-pdfs/upload/20200709-EXEC-3A-Transit-Equity-Framework.pdf>) that directs the agency to examine rail and bus service level and fares, and to improve the bus system through continued implementation of the Bus Transformation Project (BTP - <http://bustransformationproject.com/strategy-eng/>). Metro also continues working with jurisdictions to explore the opportunities presented by low-income fare products. However, a policy to make all bus transportation fare-free would require intensive analysis, clear explanations of tradeoffs, political will, and an unambiguous commitment from funding jurisdictions to a) fund the regional transit system without collecting passenger revenue, and b) provide enough funding flexibility to improve service when warranted. Also, if this strategy were moved into strong consideration it should apply to all transit, not just buses. Furthermore, it should be an agreement across all the region's providers, rather than being taken up on a jurisdictional basis. A fragmented approach is confusing to customers and risks increasing inequity, as only the jurisdictions that have considerable resources are likely to adopt the policy. Finally, though a fare-free system should be explored and considered, it must be noted that considerable research (<https://transitcenter.org/transit-be-free/?msclkid=6a223eb6b13311ec9a47cfc84a16dd3>) and surveys (<http://bustransformationproject.com/resources/public-survey-results/>) have shown that customers prioritize service that is fast, frequent, and reliable more than cost. So while free-fare systems and low-income fare subsidies should be considered for equity purposes, the more impactful approach to moving people from cars to transit is to improve transit service levels/frequencies and invest in bus prioritization strategies.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Reduce fares on average 50% by 2030 consistent with the MS.1 scenario, with priority for free fares for low-income riders, youth, senior citizens, and disabled riders. Fare free bus

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service should be an aspiration and requires that local and state governments prioritize funding for transit so that we can improve frequency, increase routes, and ensure affordability.

- The Virginia Department of Rail and Public Transportation (DRPT) offers a number of funding programs aimed at advancing public transit across the Commonwealth, including the Transit Ridership Incentive Program (TRIP), which funds zero-fare pilot projects. The decision to move to a zero-fare transit operations model is the decision of the local transit agency and their governing board.
- Comment 1 - Yes, if fiscally possible Comment 2 - TPB should adopt and monitor Comment 3 - I don't agree with this; let's make bus fare accessible, but also sustainable Comment 4 - Yes, but first need analysis of impact both socially (loitering) and also economically (revenue source?)
- Alternative regional and cross-agency fare structures should be proposed: daily fare caps, free transfers, pass integration, etc. The cost to implement free fares would be better spent on service improvements.
- OmniRide is already fare free on local routes in PWC. TPB should consider current data on demographics of local v. commuter bus ridership when determining fare free, consistent with equity goals. Providing transit subsidies to residents in need is an action strategy in the Mobility Strategic Plan (TM3:A)
- Some studies have indicated that transit fares are not the primary barrier to ridership for many people (compared other factors such as frequency and reliability, for example), so there should be more consideration of how this strategy may be implemented to maximize the benefits relative to the costs. Consideration also needs to be given to how lost fare revenues would be replaced (and whether that funding should be allocated to strategies with larger impacts).
- Our body has not publicly discussed and weighed in on this. I personally support expanding access to mass transit.

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

- The Department of Public Works and Transportation TheBus is already essentially fare free with all seniors, disabled, youth ages 5-18, Medicare recipients riding free. Adults must only pay \$1.
- MDOT has risk concerns with this strategy. For example, the Purple Line Public Private Partnership (PPP) is financial bound by bonding constraints requiring revenue from fares. Additionally, the fare-free strategy will impact liability risk / insurance premiums and the assumed increase in ridership volume will yield pressure on capacity constraints, safety & security issues.
- The District is working towards and researching various programs that subsidize the cost of transit for residents.
- Frederick County has had no fares since March 2020. Transit will be requesting funds to replace fares entirely to rebuild ridership post-pandemic. This would also eliminate costs in collecting and conflict points between riders and drivers.
- Ride On has been free fare since the beginning of the COVID Pandemic and will continue free fare at least until July 1, 2022. Montgomery County has free fares for kids and seniors on both Ride On and Metrobus within the county.
- We would need to understand the impact to the WMATA budget and other local bus service budgets and by extension, the impact to locality subsidies to those bus services.
- The DC Council is implementing initiatives to ensure public transportation is affordable and accessible to all residents and visitors.
- Please see the previous response/answer to Question #5.

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- The District is working towards various programs that subsidize the cost of transit for residents.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Charles County's Locally Operated Transit Service (VanGo) is currently fare free until July 2022. We are investigating future sustainability of the fare free program.
- We do not have jurisdiction over public bus transportation.
- The Virginia Department of Rail and Public Transportation (DRPT) offers a number of funding programs aimed at advancing public transit across the Commonwealth, including the Transit Ridership Incentive Program (TRIP), which funds zero-fare pilot projects. The decision to move to a zero-fare transit operations model is the decision of the local transit agency and their governing board.
- Montgomery County made buses free for youth in 2019 and ridership increased 57% among the cohort.
- Comment 1 - OmniRide is presently preparing to roll out micro transit service in late 2022 that will be fare free. However, going forward this must remain fiscally feasible or the City will not be able to support. Comment 2 - fare free bus service implemented in the OmniRide service area during the pandemic will not last; it has to be paid for somehow and it must not become an unfunded mandate on the localities. Comment 3 - I support the strategy, however some municipalities may not afford to implement this right now.
- Supportive of goal but need to identify funding source to support.
- This issue has not been discussed by the governing board of PWC.
- The City of Fairfax recently approved a 3-year Zero Fare Pilot Program for the CUE bus system.
- DASH fare free implementation began September 2021.

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

##### The TPB (please choose only one response):

- Frederick County does not oversee or manage any type of rail transportation but does have areas of that are served by rail transportation. Overall, public transit ridership remains well below pre-pandemic levels and the County generally supports methods of subsidizing or providing free fare opportunities to encourage and increase ridership. One of the best ways to build (or rebuild) ridership is to reduce or eliminate barriers to entry. Fare-free options incentivize folks to strongly consider using public transit in place of personal vehicles. While we generally support the concept and goal of the free rail service ideas, it is very different from free Transit bus service. Free rail is more expensive and could have the unintended consequence of encouraging more people to commute greater distances because the cost of commuting would be free. So while this idea may get more people off the road and shift to rail service, it seems like other outcomes are also possible. This needs further evaluation.
- Rail fares generate a significant amount of revenue for Metrorail and local subsidies would have to be significantly higher to cover the operating costs. Reduced rail fares are more



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realistic and can be available to those riders in need of financial assistance as opposed to all potential rail riders.

- We would need to understand the impact to the WMATA budget and other regional rail service budgets and by extension, the impact to locality subsidies to those rail services.
- See answer to question #5: *Metro is keenly interested in any policies, programs, and projects that elevate transit as the region's mode of choice, particularly for equity-emphasis communities and lower-income households. In 2020 Metro's Board of Directors adopted an equity policy and Transit Equity Framework (<https://www.wmata.com/about/board/meetings/board-pdfs/upload/20200709-EXEC-3A-Transit-Equity-Framework.pdf>) that directs the agency to examine rail and bus service level and fares, and to improve the bus system through continued implementation of the Bus Transformation Project (BTP - <http://bustransformationproject.com/strategy-eng/>). Metro also continues working with jurisdictions to explore the opportunities presented by low-income fare products. However, a policy to make all bus transportation fare-free would require intensive analysis, clear explanations of tradeoffs, political will, and an unambiguous commitment from funding jurisdictions to a) fund the regional transit system without collecting passenger revenue, and b) provide enough funding flexibility to improve service when warranted. Also, if this strategy were moved into strong consideration it should apply to all transit, not just buses. Furthermore, it should be an agreement across all the region's providers, rather than being taken up on a jurisdictional basis. A fragmented approach is confusing to customers and risks increasing inequity, as only the jurisdictions that have considerable resources are likely to adopt the policy. Finally, though a fare-free system should be explored and considered, it must be noted that considerable research (<https://transitcenter.org/transit-be-free/?msclkid=6a223eb6b13311ec9a47cfcb84a16dd3>) and surveys (<http://bustransformationproject.com/resources/public-survey-results/>) have shown that customers prioritize service that is fast, frequent, and reliable more than cost. So while free-fare systems and low-income fare subsidies should be considered for equity purposes, the more impactful approach to moving people from cars to transit is to improve transit service levels/frequencies and invest in bus prioritization strategies.*
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- While we are supportive of this strategy, our County does not have high-capacity rail transportation and cannot control the fare box for regional rail transportation. The impacts of free fares should be fully evaluated.
- The Commonwealth is focused on creating a sustainable rail transit service for all citizens in Virginia. The Commonwealth encourages a comprehensive study, and work closely with rail operators to determine what implications that a regional fare-free policy would entail on regional rail and transit providers.
- Comment 1 - Yes, if fiscally possible (via regional tax structure or state subsidy) Caution should be given to the structure and oversight of Metro and VRE in the event of fare free trips to ensure proper service delivery, financial responsibility, safety Comment 2 - analysis



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needed regarding where funding will come from; also a need for strict oversight & it would not be advisable to give any organization an oversight role unless they have demonstrated they are in control of their basic responsibilities like maintenance and safety Comment 3 - TPB should adopt this strategy for the region and monitor progress Comment 4 - should conduct more comprehensive examination of the implications and implementation actions of this strategy prior to TPB adoption

- VRE has policy to have min. 50% fare box recovery for operations (policy suspended during pandemic). There are potential impacts to the Transforming Rail in Virginia Plan, which includes reverse/off peak service which supports job/housing balance in PWC. This has not been discussed by the PWC Board of Supervisors.
- Alternative regional and cross-agency fare structures should be proposed: daily fare caps, free transfers, pass integration, etc. The cost to implement free fares would be better spent on service improvements.
- VRE has policy to have min. 50% fare box recovery for operations (policy suspended during pandemic). There are potential impacts to the Transforming Rail in Virginia Plan, which includes reverse/off peak service which supports job/housing balance in PWC. This has not been discussed by the PWC Board of Supervisors.
- See the comments on fare-free buses: *Some studies have indicated that transit fares are not the primary barrier to ridership for many people (compared other factors such as frequency and reliability, for example), so there should be more consideration of how this strategy may be implemented to maximize the benefits relative to the costs. Consideration also needs to be given to how lost fare revenues would be replaced (and whether that funding should be allocated to strategies with larger impacts).*
- More information on where funding to cover fare-free public rail service would come is needed.

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

- MDOT has risk concerns with this strategy. For example, the Purple Line Public Private Partnership (PPP) is financial bound by bonding constraints requiring revenue from fares. Additionally, the fare-free strategy will impact liability risk / insurance premiums and the assumed increase in ridership volume will yield pressure on capacity constraints, safety & security issues.
- The District is working towards and researching various programs that subsidize the cost of transit for residents.
- We would need to understand the impact to the WMATA budget and other regional rail service budgets and by extension, the impact to locality subsidies to those rail services.
- The DC Council is implementing initiatives to ensure public transportation is affordable and accessible to all residents and visitors.
- See answers to question #5: *Metro is keenly interested in any policies, programs, and projects that elevate transit as the region's mode of choice, particularly for equity-emphasis communities and lower-income households. In 2020 Metro's Board of Directors adopted an equity policy and Transit Equity Framework (<https://www.wmata.com/about/board/meetings/board-pdfs/upload/20200709-EXEC-3A-Transit-Equity-Framework.pdf>) that directs the agency to examine rail and bus service level and fares, and to improve the bus system through continued implementation of the Bus Transformation Project (BTP - <http://bustransformationproject.com/strategy-eng/>). Metro also continues working with jurisdictions to explore the opportunities presented by low-income fare products. However, a policy to make all bus transportation fare-free would require intensive analysis, clear explanations of tradeoffs, political will, and an unambiguous commitment from funding jurisdictions to a) fund the regional transit system without collecting passenger revenue, and*

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*b) provide enough funding flexibility to improve service when warranted. Also, if this strategy were moved into strong consideration it should apply to all transit, not just buses. Furthermore, it should be an agreement across all the region's providers, rather than being taken up on a jurisdictional basis. A fragmented approach is confusing to customers and risks increasing inequity, as only the jurisdictions that have considerable resources are likely to adopt the policy. Finally, though a fare-free system should be explored and considered, it must be noted that considerable research (<https://transitcenter.org/transit-be-free/?msclkid=6a223eb6b13311ec9a47cfc84a16dd3>) and surveys (<http://bustransformationproject.com/resources/public-survey-results/>) have shown that customers prioritize service that is fast, frequent, and reliable more than cost. So while free-fare systems and low-income fare subsidies should be considered for equity purposes, the more impactful approach to moving people from cars to transit is to improve transit service levels/frequencies and invest in bus prioritization strategies.*

- The District is working towards various programs that subsidize the cost of transit for residents.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- We do not have jurisdiction over public rail transportation.
- The Commonwealth is focused on creating a sustainable rail transit service for all citizens in Virginia. The Commonwealth encourages a comprehensive study, and work closely with rail operators to determine what implications that a regional fare-free policy would entail on regional rail and transit providers.
- Comment 1 - We lack funding to support this strategy Comment 2 - We will participate in sub-regional/regional efforts to implement this strategy Alexandria may be able to influence this thought through our legislative agenda and WMATA coordination, but we could not directly implement.

#### **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):**

- 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.
- MDOT has equity concerns with this strategy. Lower-moderate income motorists, who have to drive, would not be able to afford the higher prices while not affecting those in the higher income brackets.

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- Workplace parking for employees in Activity Centers that is twice as expensive (or more) as parking outside of Activity Centers may have the unintended consequence of encouraging development outside of Activity Centers.
- Parking pricing is a major factor in the decision to drive and the availability of free or reduced parking pricing will need to be eliminated to support reductions in VMT.
- A large body of research uncovers the enormous hidden subsidies of free parking and commuter benefits, and indicates that the leading indicator of the propensity to drive to work is the availability of free or otherwise subsidized parking. One study (<http://shoup.bol.ucla.edu/Parking%20Cash%20Out%20Report.pdf>) estimated that the supply of free parking at work increased the likelihood of driving to work by a full third. That study also referenced prior work that valued the supply of free workplace commuter parking at \$52 billion in 1989, or 1% of gross national product. That was more than four times the total government spending, at all levels, on public transportation in 1989. Another study (<https://transitcenter.org/publication/who-pays-for-parking/>) concluded that eliminating the commuter parking benefit would remove approximately 66,000 cars from the road in 25 central business districts, including Washington DC, which would avert more than 370 million vehicle-miles traveled per year. But as TPB surveys show, work commutes are only a sliver of total trips taken across the region. In order to attain GHG targets for the transportation sector, the region's strategies need to encompass all travel demand. Thus, regional policy and a strategic approach to meeting GHG targets should encompass all parking, and seek to ensure that the costs of parking exceed the costs of alternative modes.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Should adopt with a paired strategy of providing a flexible cash workplace commuter benefit (if an employer subsidy or commuter benefit is offered) that all employees can use as they need, e.g., living closer to work, transit, bicycling, micromobility, carpool, or private car/ride hail. Further, additional transit services would be necessary in Charles County to provide alternative transportation modes to driving. In addition, a Revenue Authority or similar body would be needed to regulate private development parking and to administer the reinvestment of revenues received into the area.
- The City of Takoma Park supports adopting parking changes that encourage use of transit and zero-emission vehicles. The specifics of how a strategy related to this is achieved and what the appropriate pricing numbers should be needs to be discussed thoroughly with jurisdictions. It is particularly important to consider equity implications with this strategy to ensure that residents with lower incomes who work in sectors with nontraditional work hours and/or in locations without robust transit access are not disproportionately negatively impacted. Defining which workplaces would be required to implement this strategy (i.e. employers over a certain size?) is also important as part of this discussion. A change in pricing from 2030 to 2050 and inflation considerations also need to be considered. Concurrent improvements to transit to parking changes to incentivize transit use are also important, including first/last mile options.

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- If adopted, programs could be incentivized through the Commuter Connections Program.
- Comment 1 - Not in support as this is not worker-friendly unless subsidized by employers  
Comment 2 - Not sure. Need more study and information  
Comment 3 - If people are driving electric cars, what is the point of this?  
Comment 4 - Do not support - even if this is subsidized, this type of subsidy can be taken away very easily
- PWC does not have authority over workplace parking in activity centers. The County's future commuter parking garage will be free, consistent with other commuter parking lots.
- These values are too precise and do not reflect the “market” cost of parking in suburban and exurban activity centers.
- PWC does not have authority over workplace parking in activity centers.
- If road transportation evolves as expected to zero-emission vehicles, this is not necessary for air quality reasons. Why would we consider this when roads are less costly to build and maintain than transit? This is likely to be difficult in the near term, particularly in auto-dependent suburban areas with limited transit service and abundant parking (both private and public parking). Strategic planning for parking maximums and increased transit options may be required to complement increased parking costs. 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.
- Further study should be done to understand equity implementations. We may not want to set specific price goals, but set occupancy goals and adjust prices to get desired occupancy.
- Would need to discuss as a body.

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

- Further coordination and analysis is needed to determine the price point of workplace parking.
- The state does not give us this authority. We would do it if we could.
- My jurisdiction will not work towards implementing this strategy in the future as it may have a paradoxical effect.
- Montgomery County already has parking lot districts in the major CBDs and can control parking pricing in these county facilities.
- More study should be conducted on this strategy.
- This issue is nuanced. The answer is not a one for one, as there are many ways to charge for parking, such as direct to the driver/parker, or through higher taxes on companies that provide free parking. Notably for the District, the federal government does not charge federal employees for parking.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- If adopted, programs could be incentivized through the Commuter Connections Program.

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- Comment 1 - Does not support and is not interested in implementing this strategy  
Comment 2 - Not sure Comment 3 - If people are driving electric cars, what is the point of this? Comment 4 - I do not support
- We do not support this strategy for a wide variety of reasons, including supporting local businesses (vs. internet-based). This is not currently applicable to our jurisdiction

#### 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):

- Travel times for residents of Prince George's County are among the greatest in the region. Based on recent TPB analysis, this gap is widening. This is an enormous equity and sustainability problem that requires regional action.
- Each agency collects and reports different metrics related to travel times. In most cases, the metrics reported are averages of averages of estimates of very small sampling of manually-collected passenger miles travelled. This is a difficult metric to track reliably and would require data unification prior to any strategy adoption.
- As part of this strategy, we support the creation of a BRT network including VA SR7.
- Metro is keenly interested in any policies, programs, and projects that elevate transit as the region's mode of choice, particularly for equity-emphasis communities and lower-income households. In 2020 Metro's Board of Directors adopted an equity policy and Transit Equity Framework (<https://www.wmata.com/about/board/meetings/board-pdfs/upload/20200709-EXEC-3A-Transit-Equity-Framework.pdf>) that directs the agency to examine rail and bus service level and fares, and to improve the bus system through continued implementation of the Bus Transformation Project (BTP - <http://bustransformationproject.com/strategy-eng/>). Recent work to implement that equity policy and the BTP include adopting new Metrobus Service Guidelines (<https://www.wmata.com/initiatives/plans/upload/Final-MetroBus-Service-Guidelines-2020-12.pdf>), implementing a Frequent Service Network, and establishing a Bus Priority capital program. All of that work and future efforts like the upcoming Bus Network Redesign seek to improve service levels, reduce customer travel times, and help buses move faster through traffic, and lower cost-barriers to entry. According to internal analysis, Metrobus customers spend five million hours per year on trips being delayed by traffic, and that congestion has the greatest and most consistent impact on low-income riders. Traffic delays account for 17% of systemwide running times, equating to over 12% (or \$65 million) of the annual jurisdictional subsidy to Metrobus. Reducing bus travel times requires two types of investment: 1) more frequent service and 2) bus lanes and other transit priority measures. Widespread bus priority could make buses move 5-20% faster, improve reliability, and save over 11,000 tons of CO2 annually (equivalent of 2,500 cars). Metro and the jurisdictions have started working on improving the regional bus system. Metro recently adopted a Frequent Service Network, established the Bus Priority capital program, is partnering with jurisdictions on bus priority projects, ensures all vehicles are equipped with TSP transponders, and is piloting a bus lane enforcement/violation detection system. But all that work is just a beginning. For the region to attain GHG targets AND multiple other goals (RegionForward, Visualize 2045, etc.), the jurisdictions must make an unambiguous commitment of funding and political will to support the service frequencies, quality of service, and prioritization infrastructure that will make the bus system the region's mode of choice. However, more study may be required to confirm the specific targets identified by TPB (15% by 2030, 30% by 2050) are the correct targets.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the



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environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.

- Charles County is currently working with Prince George's County to develop the Southern Maryland Rapid Transit (SMRT) project to fruition, which will enable both Counties to move a greater quantity of people through its transportation corridors, reduce congestion on roadways by providing alternative transportation modes, and boost the functionality of the regional transportation network.
- DRPT provides operating assistance to all transit agencies in the Commonwealth through a funding formula. It is the responsibility of the local transit agency and their governing board to determine how to use those funds in their service delivery plans. DRPT does, however, support reduced travel times for public transit services. VPRA is focusing on investments that will improve rail capacity and will result in increased passenger rail service, less congestion and improved travel times and rail reliability.
- Comment 1 - How would this be paid for? Support BRT alternatives Comment 2 - TPB should adopt this strategy and monitor Comment 3 - What are the specifics? How? Need more information Comment 4 - Needs more analysis
- 2020 may not be an appropriate year for baseline data. Need more information of the implementation strategies. Not if the cost is increasing travel times by other modes.
- This is a positive aspiration. The environmental benefits of this strategy should be considered relative to the costs and relative to the cost-effectiveness of other strategies.

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

- Dedicated travel lanes for buses without more car lanes as an offset for traffic will allow faster movement without traffic tie ups. Less waiting in traffic means less idling, emissions, air pollution emitted from fossil fuel buses still in commission. The Department of Public Works and Transportation is advancing planned bus rapid transit routes throughout the County and coordinating with efforts throughout the region.
- The easiest ways to do this (bus stop consolidation and fare pre-pay) are broadly controlled by WMATA. Regional best-practices and coordination would benefit local operations.
- Other metrics may be more useful.
- Montgomery County is implementing tactical bus lanes and major BRT projects.
- Metro and the jurisdictions have started working on improving the regional bus system. Metro recently adopted a Frequent Service Network, established the Bus Priority capital program, is partnering with jurisdictions on bus priority projects, ensures all vehicles are equipped with TSP transponders, and is piloting a bus lane enforcement/violation detection system. But all that work is just a beginning. For the region to attain GHG targets AND multiple other goals (RegionForward, Visualize 2045, etc.), the jurisdictions must make an unambiguous commitment of funding and political will to support the service frequencies, quality of service, and prioritization infrastructure that will make the bus system the region's mode of choice.
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- The Commonwealth would be supportive of this effort where applicable.
- We are building more BRT lanes
- Comment 1 - the less travel time for residents and commuters the better. How is it paid for? Comment 2 - Reducing travel time is a goal we should strive to achieve Comment 3 - Reducing travel time is a goal, and part of the solution is construction and improvement of roadway corridors
- Too many unknowns on implementation to support at this time.
- Too many unknowns to comment.
- As noted above, funding needs to be identified to cover the costs to increase service. Funding sources specifically allocated to transit operations are limited.
- Implementation of the Alexandria Transit Vision Plan will reduce travel times.

### 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):

- MDOT funds these efforts through TPB's TLC and TAP selections as well as other statewide grant programs like the Kim Lamphier Bikeways Network Program.
- We support a general shift in regional focus and funding from road construction, which encourages more single-occupancy vehicle usage, to the provision of infrastructure and programs for microtransit and active transportation.
- Land use patterns influence transit ridership in two ways: density and accessibility. The redistribution of growth envisioned by Strategies 4a and 4b are will help ensure transit station and stop areas host adequate numbers of people and jobs, but the region needs to ensure quick and direct access to those stations and bus stops. Metro has long been a leading regional advocate for improving and expanding walk/bike access to transit stops and stations, including disseminating research on the importance of accessibility; identifying current walksheds and opportunities to expand them (<https://planitmetro.com/tag/walksheds/?msclkid=4c60ee26ac6c11ecba5ce83981991bec> ); developing station area planning and design guidelines (<https://wmata.com/business/real-estate/upload/Station-Area-Planning-Guide-October-2017.pdf> ); identifying a set of ped/bike improvement projects that would improve access to Metro stations ([https://planitmetro.com/uploads/MISIS\\_Report\\_August\\_2016.pdf](https://planitmetro.com/uploads/MISIS_Report_August_2016.pdf) ); and partnering with TPB to create and fund the Transit Within Reach program. Metro fully supports TPB's focus on fostering transit-oriented communities and ped/bike access projects by creating linkages between RACs, HCTs, TAFAs, and funding programs like the TLC and Transit Within Reach programs. Metro encourages jurisdictions and implementing agencies to elevate bike/ped access projects in capital improvement plans.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices

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- Should adopt this strategy and ask member agencies to increase this as a funding priority. We have frequently noted the need to prioritize TOD investment packages – local street networks and bicycle/pedestrian facilities to improve non-auto access to transit. While Charles County does not currently have any high-capacity transit stops within our jurisdiction, we are committed to providing walk/bike access to the planned transit stations for the SMRT.
- Please describe “Implement”
- All in agreement TPB to adopt and monitor

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

- The County is aggressively advancing Vision Zero and is coordinating extensively with partners. When implementing on-road improvement projects and roadway resurfacing, DPW&T seeks to support bike and pedestrian safety and mobility by installing bike lanes, crosswalks, sidewalks, and other bike and pedestrian amenities where possible. The Department of Permitting, Inspections and Enforcement has the authority to require permit projects to construct sidewalks and bike lanes for frontage roads, where feasible and practical, based on master plan and road standards. This strategy supports the Prince George's County Climate Action Plan Priority Recommendation M-7: Increase investment in Activity Centers.
- The South Frederick Corridors Plan is intended to significantly improve walkability and bikeability in the vicinity of the Monocacy MARC Station, a TPB identified high-capacity transit station. Additionally, the County is developing a Complete and Green Streets Plan for public/private development that will provide design guidance on the planning, design, operation of roadways, and the overall transportation network to accommodate all users of all modes.
- Metro requires access planning and bike/ped improvements for Joint Development projects, includes bike/ped facilities on Metro property in its capital program, serves on TPB's Bike/Ped Subcommittee, and coordinates with jurisdictions on station access plans and projects.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.

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- The City is actively pursuing this goal and adding projects and programs to provide good bike/ped access to transit in the City. In some cases, our high-capacity transit centers are located in other jurisdictions (i.e. Takoma Metro station, Langley Crossroads Transit Center) and/or are along roadways under the jurisdiction of MDOT SHA.
- Depending on the improvement, the Commonwealth might not be able to maintain or operate.
- Comment 1 - The city is evaluating trail connectivity, planning and development at the local level to provide ease of access to the VRE station and downtown. Also evaluating last mile connectivity Comment 2 - we lack resources
- Wherever we can.
- The City of Fairfax does not contain any high-capacity transit stations within the jurisdictional borders, but the city is implementing projects to expand bike access to nearby stations just outside the borders (such as expanding the bikeshare network and constructing new trails in a network connecting to the transit station).

### 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):

- Frederick County supports the funding and construction of bikeways and trails to help increase walk and bike trips throughout the region. At first glance, this item appears to be more of an aspirational goal, with over 2,500 miles and 1,650 projects estimated at approximately \$5 billion to construct, that will require substantially more funding and resources to complete. Greater levels of grant funding and streamlining the application to construction process will be necessary to meet the desired goal.
- We support a general shift in regional focus and funding from road construction, which encourages more single-occupancy vehicle usage, to the provision of infrastructure for active transportation.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Should adopt this strategy and ask member agencies to increase this as a funding priority. Working with Prince George's County and the Maryland Transit Administration, the SMRT project is planned to extend a hiker/biker facility along the rapid-transit corridor to connect the Branch Avenue Metro Station (Green Line) with Waldorf/White Plains. The trail could be extended further along the CSX rail line to southern Charles County and the Harry W. Nice/Thomas "Mac" Middleton Bridge.
- The Commonwealth agrees in concept, however, funding for implementation will need to be identified or it would need to compete for construction funds
- All in agreement for TPB adopt and monitor

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- PWC is in the process of updating the Mobility Chapter of the Comprehensive Plan and will incorporate the National Capital Trail Network.
- No opinion, since we are outside the area of impact.

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

- In conjunction with M-NCPPC, the County is partnering with agencies responsible for the advance of the trail network.
- We support this strategy, but for us, most of the easy-to-build segments are already built. The remaining segments are difficult and/or expensive to build, and difficult to fund under current state and regional funding environments that prioritize highway congestion.
- Frederick County will continue to support the development of bikeways and trails that meet the criteria for inclusion in the TPB National Capital Trail Network and ones that fall outside the criteria like mountain biking trails. The development of an integrated and connected trail network is essential in creating healthy lifestyles and vibrant communities.
- Metro requires access planning and bike/ped improvements for Joint Development projects, includes bike/ped facilities on Metro property in its capital program, serves on TPB's Bike/Ped Subcommittee, and coordinates with jurisdictions on station access plans and projects. Metro participates as a stakeholder in TPB meetings regarding the National Capital Trail Network and will coordinate with jurisdictions on any projects touching or impacting Metro property.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Implementation will be based on funding availability.
- Comment 1 - As the city continues moving forward with planning related to non-motorized transportation, participation in and implementation of the National Capital Trail Network to increase bike and ped activity is important. Comment 2 - I think we can participate in sub-regional/regional efforts to implement this strategy with additional or subsidized funding. We have made some progress to improve our park trails.
- The City of Fairfax has multiple projects underway that expand the National Capital Trail Network, including the George Snyder Trail, the Judicial Trail, and the Pickett Connector Trail.

#### **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):

- TPB should conduct a more comprehensive examination of the percentage of daily work trips to convert to telework. These targets may not be able to be implemented equally throughout the region.



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- We need to define whether there's a piece of those percentages that we can carve out, do 25% and 40% only apply to the 50% of jobs that are telework-compatible?
- COVID experience shows that telework disproportionately impacts transit ridership. While a full "return to office" future seems unlikely and undesirable, TPB data must take into account the possibility that telework has negative effects on transportation emissions due to reduced transit ridership/service. It would be invalid to continue with the assumption that telework simply results in emissions disappearing.
- One of the few benefits to the COVID-19 pandemic was that it brought telework into the forefront of employment practices and highlighted its ability, in many sectors, for employees to remain productive, employers to remain profitable, and meet customer service needs. The benefits from a reduction in travel volumes brought rapid improvements to air quality in many areas. Adopting this regional telework strategy will help maintain and encourage continued investments into telework resulting in a reduction in peak hour and daily commuting trips, leading to reduced congestion and GHG emissions.
- Metro does not believe TPB should or needs to adopt this strategy. The Covid-19 pandemic has already illustrated the traffic-relief value of telework more clearly than a policy statement ever could, and in fact the high level of telework could pose a threat to the local economy if continued at this level.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Should adopt the 25% strategy as an interim approximate level and conduct a more comprehensive examination as post-pandemic levels of telework become clearer over the next few years. Charles County is currently making a significant investment in Broadband to our rural areas to both promote equity and reduce vehicle trips on roadways. These investments will help us contribute to this goal.
- The City supports activities that would reduce GHG emissions and reduce single-occupancy vehicle use. This initiative needs additional discussion as it is fleshed out, with a focus on equity and implications related to development.
- The Commuter Connections Program provides opportunity to promote this strategy.
- Comment 1 - Not in support of this strategy. Harmful economic effects results from less transit use and fewer shoppers in employment areas. Needs a better balance that supports economic activity. Comment 2 - TPB should adopt and monitor strategy Comment 3 - Do not support; although teleworking will become more popular, this level is not the appropriate balance when considering all factors
- Determine the impacts to transit and potential means of transit alterations to adapt to new travel patterns. The question would be whether the government can have an impact on this trend.
- Strategies should be identified to incentivize private employers to support this goal. Implications will need to be considered for how existing office developments may be used in the future and what may replace economic development that previously depended at least partly on commuters. Alexandria supports telework but needs more information on specific

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percent telework goals and the impact on transportation services and infrastructure in the region.

- Our body has not publicly discussed this specific go, but we have discussed the benefits of teleworking as part of our climate action plan.

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

- Per the Prince George's Climate Action Plan, this strategy will be implemented by the County in some measure by implementation of Priority Recommendation: M-6 Support telecommute policies to reduce VMT and enhance County resiliency. Prince George's County is currently implementing this strategy for county employees through the telework program for eligible employees.
- There is pending legislation that will allow MD businesses to include teleworking in their commuter tax credits they offer to their employees.
- We currently support significant telework among government employees, but does not strongly incentivize private employers in most cases.
- Frederick County adopted a telework policy for employees during the pandemic and has seen it successfully implemented in many divisions while maintaining high levels of customer service. The policy only has a direct impact on county employees; however, the County Council's Climate Emergency Mobilization Workgroup recommended the County support and promote telework (public and private) to aid in emissions reductions and that it should be a part normal operating procedures going forward. The County will work towards implementing this strategy by updating plans to increase telework options where it is feasible, continue good practices that support remote access to services, and having economic development offices work with area business to encourage and promote telework opportunities. The County recently purchased 26 acre campus at 585 Himes Ave, which currently has a 200K sf building. The County will consolidate several of its operations in this office space. A space needs assessment in development for the facility includes opportunities for telework/hotdesks. The Sustainability office has funds to evaluate employee commute and address teleworking in current fiscal year. Government has the opportunity to lead by example.
- Montgomery County as an employer has a telecommute policy for employees and Commuter Services Section of MCDOT sponsors employer telecommute seminars and technical support.
- The City does not currently have resources to support increasing community access to internet services.
- More study should be conducted on this strategy to better understand the economic impacts it would have on downtown DC. The DC Council is focused on implementing strategies to convert vacant office space to residential use and incentivize office workers to return to in-person work.
- Metro does not believe TPB should or needs to adopt this strategy. The Covid-19 pandemic has already illustrated the traffic-relief value of telework more clearly than a policy statement ever could, and in fact the high level of telework could pose a threat to the local economy if continued at this level.
- We have to evaluate this in relationship to its impact on local businesses. If we increase public transit ridership sufficiently, do we also need this percentage of people to telework? Probably not.
- The District has been coordinating with NCPD on the Federal Workplace Element of the Comprehensive Plan for the National Capital. The Element addresses a variety of issues related to federal employment in the District that are connected to telework and commuting patterns.

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- Outside of the City's own employees, we do not have authority to shift other employers to telework.
- The Commuter Connections Program provides opportunity to promote this strategy.
- The City is implementing telework for City workforce but lacks authority for private workforce.
- Comment 1 - Do not support this strategy. Harmful economic effects results from less transit use and fewer shoppers in employment areas. Needs a better balance that supports economic activity. Comment 2 - MPC should continue to study this issue and allow those who can telework the opportunity to do so Comment 3 - city lacks specific authority to implement Comment 4 - overall concerns of unintended consequences
- Formal telework policy adopted at outset of COVID.
- PWC's Strategic Plan includes action strategies for expanding telework for County employees and provide infrastructure to encourage telework options in the county for all residents (TM4:A and TM4:C)
- How?
- This strategy of teleworking was implemented during the pandemic but has now been reversed asking employees to come to the office to pre-Covid levels.

### **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):**

- MDOT is currently looking at Mileage Based User Fees (MBUF) and other solutions; however, there are considerable challenges to reconcile before adopting this strategy.
- Frederick County supports the general concept of the proposal in order to help solve the overall highway funding issues, but not in the manner that it is presented in this strategy. The strategy presents the VMT as a uniform tax on private passenger vehicles without reference to a VMT for heavy trucking, which provide exponentially more damage to the transportation infrastructure and network (one heavy truck may cause as much damage to a roadway than 5,000 to 10,000 private passenger vehicles). Additionally, the VMT as proposed charges a uniform fee whether a vehicle travels on a quiet back county road or a congested city during rush hour, despite the different costs and impacts the user imposes on the transportation system. Rural vehicle users in Frederick County will be paying for and subsidizing private passenger vehicle use in the more urban areas of the region. In the short term this is presented as a double tax on traditional fuel vehicles and a benefit to clean fuel vehicles even though they both have an equal impact on the transportation network (this may be necessary in the future to help deter and transition to clean fuel vehicles but will likely be a very sensitive issue early on). It would be recommended that this strategy include

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measures addressing heavy trucking and a method to differentiate between rural and urban transportation costs for private passenger vehicles.

- Metro’s ConnectGreaterWashington long-range planning effort including modeling the long-range impacts of four scenarios, varied packages of land use changes and transportation policies (<https://planitmetro.com/2016/07/05/would-a-cordon-charge-help-stabilize-metros-finances/#more-13139>). It found that a user charge for driving such as a VMT fee would have a large and measurable impact on mode shift to transit, increasing transit and jurisdictional revenues, and decreasing driving and emissions. However, the redistribution of growth and development across jurisdictional boundaries to high-capacity transit stations had the largest positive impact. The region has also indicated conceptual support for a better approach to congestion mitigation under Bus Transformation Project Recommendation I (eye), which calls for the region to “support regional congestion mitigation efforts that bolster bus priority and move people more efficiently” (<http://bustransformationproject.com/strategy-eng/>).
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County’s Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County’s Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- No comment
- Should adopt a general road and congestion pricing strategy that includes free/reduced transit fares and increased service along priced corridors and free/discounted driving fees for low/moderate-income commuters who drive. The CCMS showed that pricing strategies are essential – only a level of Mode Shift and Travel Behavior strategies in between the MS.1 and MS.3 scenarios (which would approximate MS.2) would be able to achieve the COG 2030 climate plan on-road emissions reductions, when paired with a realistic Vehicle Technology scenario in between VT.1 and VT.2. However, as an outer jurisdiction, Charles County has limited access to regional transit, and currently has no high-capacity transit within the County borders. Transit and multimodal alternatives are essential to having the public support to implement this strategy. Until there is equity in available transportation services, this will be challenging to implement.
- This needs further discussion to flesh out details. Equity considerations are important as a component of this, as some of the more affordable locations for residents with low incomes to live are not accessible to transit, and additional fees should be balanced to ensure there is not a disproportionate impact on low-income residents. Transit routes and frequency also need to be in place to allow for residents who work lower-pay jobs with hours outside 8-5 weekdays.
- This would likely require legislation.
- Comment 1 - Not is support. Harmful economic impacts (especially on working class)  
Comment 2 - TPB should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to TPB adoption  
Comment 3 - If we are all driving electric vehicles, what is the point of this?  
Comment 4 - Do not support. It is detrimental and will fall heavily on those who depend upon driving (service workers, teachers, first responders and others who have no other option)
- Concerns about policy, including equity impacts to PWC residents and implementation.

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- Consideration should be given to data collection and privacy concerns identified by the Virginia JLARC for the mileage based user fee, and more examination done. This strategy penalizes outside jurisdictions.
- If road transportation evolves to zero-emission vehicles, why is this necessary?
- This may be politically difficult to implement. It will also likely require coordination beyond the TPB region.
- We would need more information on where the authority to do this would come from - likely state legislation would be needed in Virginia. Implementing fees with property tax may be a possibility. Further study should be done to consider equity implications.

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

- DDOT's recommendation is to study this issue, including cost-benefits and implications for equity, economic development, and housing implications.
- see previous answer for details
- VMT tax is one element of the Climate Action Plan.
- In the absence of information and analysis of the implications and implementation actions of this strategy, we can't make a decision about whether we'd support it. We do not believe we have authority to implement this strategy in Virginia.
- The District is in the process of studying the impacts of congestion pricing.
- Deserves more study.
- OP's recommendation is to study this issue, including cost-benefits and implications for economic development, racial equity, and housing implications.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- This would likely require legislation.
- Comment 1 - City staff is opposed to this strategy due to negative impacts on the blue-collar population who live in our region  
Comment 2 - We should study the issue more as well  
Comment 3 - Please see my comment above about what is the point?  
Comment 4 - I oppose because of the impact to front line workers and all those who must drive for a living
- This is a significant policy change that would need further discussion with the community and Board of County Supervisors.
- If road transportation evolves to zero-emission vehicles, why is this necessary?
- We have not publicly discussed this. This strategy should consider equity and the socioeconomic impact.

### 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):

- Cordon pricing would be difficult to implement due to the many ways to circumvent the cordon fee and the high cost of vehicle monitoring at cordon sites. It becomes a commuter



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tax for persons travelling to/from the core of the District of Columbia. Cordon fees are used in two major European cities, London and Stockholm, but not in any cities in the U.S. "

- MDOT has equity concerns with this strategy. Lower-moderate income motorists, who have to drive, would not be able to afford the higher prices while not affecting those in the higher income brackets.
- There has been a significant regional study about this, although I do not know the exact details. DDOT would. TPB should consider the results of that study in determining the range of a potential cordon.
- Frederick County supports the strategy to adopt a "cordon fee" assuming the boundaries are distinctly identifiable to travelers (bridges) and the necessary up front investments to the transit network are made allowing users the ability to seamlessly transition from vehicles to transit. Assuming the appropriate transfer points are provided, specifically for daily commuters, this strategy will assist in reducing congestion by the elimination of vehicle trips and transferring them to transit. It is unclear how this "cordon" fee will be collected. COG should also evaluate the impact of this fee on tourism and the negative message it may send to people visiting the District of Columbia. There is some discomfort with this idea though we understand the general intent.
- Metro's ConnectGreaterWashington long-range planning effort including modeling the long-range impacts of four scenarios, varied packages of land use changes and transportation policies (<https://planitmetro.com/2016/07/05/would-a-cordon-charge-help-stabilize-metros-finances/#more-13139> ). One of the policy changes explored in those scenarios was enacting a cordon charge similar to this proposed strategy. Metro's analysis found that such a cordon charge would have a large and measurable impact on mode shift to transit, increasing transit and jurisdictional revenues, and decreasing driving and emissions. However, the redistribution of growth and development across jurisdictional boundaries to high-capacity transit stations had the largest positive impact. The region has also indicated conceptual support for a better approach to congestion mitigation under Bus Transformation Project Recommendation I (eye), which calls for the region to "support regional congestion mitigation efforts that bolster bus priority and move people more efficiently" (<http://bustransformationproject.com/strategy-eng/> ).
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- No comment
- Merits more study in the post-pandemic travel and office context and should be considered in comparison to the benefits of a regional VMT fee. The District of Columbia's Decongestion Pricing Study may provide helpful findings on ways to address equity issues and how congestion pricing can benefit all travelers, including drivers. Further, as an outer jurisdiction, Charles County has limited access to regional transit, and currently has no high-capacity transit within the County borders. Transit and multimodal alternatives are essential to having the public support to implement such a fee. Until there is equity in available transportation services, this kind of fee will be challenging to implement.

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- Discussion is needed on this strategy to flesh it out. Equity considerations are important to consider. How this would impact car-share vehicles should also be considered.
- This would likely require legislation.
- Comment 1 - Concern for our residents working in DC. Need to examine spillover effects of harming DC economy Comment 2 - TPB should study the issue more Comment 3 - Am not opposed to this one since DC can be reached by metro Comment 4 - Need to think carefully about the impact on our residents and unintended consequences of the "quick fix" of just throwing down another fee/tax
- Concern about disproportionate impact to PWC residents who have limited transit options.
- Consideration should be given to potential inequitable impacts. PWC residents commuting costs were ranked 6th in the nation based on 2019 US Census data. Fee could impact access to economic opportunities.
- 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.
- Further study should be done to consider equity implications.
- Consider equity and socioeconomic impact

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

- DDOT's recommendation is to study this issue, including cost-benefits and implications for economic development, racial equity, and housing implications.
- Frederick County lacks the specific authority to implement this strategy at a local level but will support it by participating in regional efforts to implement it. It will impact a relatively small number of commuters on a daily basis, hence the need for appropriate up front transit investment, and will likely be more of a tourism or destination fee for county residents.
- Cordon pricing or constraining cars in urban areas is a CAP recommendation.
- The District is in the process of studying the impacts of congestion pricing.
- We are currently studying this in our jurisdiction.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- This would likely require legislation.
- Comment 1 - See above comment about impact on residents Comment 2 - We will wait for more study on this issue Comment 3 - This would have unintended consequences
- Should examine whether this is the best price, or if dynamic pricing is needed.
- See above comments.
- We have not discussed this specifically to provide a response for our M&C

#### 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):

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- How do these strategies affect pedestrians & bicyclists? If we use them to speed traffic on busy streets, will that have the effect of reducing pedestrian & bicyclist mode share? That might be acceptable if it increases transit mode share, but not if it only speeds up cars.
- It is important that our regional transportation network integrate current and future technologies at a regional level that will help increase freeway speeds, decrease travel times, and reduce delays. Measures like advanced ramp metering will assist in reducing accidents and congestion helping to increase freeway capacity, and ultimately reducing fuel consumption and emissions. This strategy should be adopted for the region and aggressively implemented at higher classification and critical transportation locations first, and with successful results be implemented throughout the region.
- Metro recently established a dedicated capital program to support bus priority strategies and projects. This program delivers planning and design services, though final implementation and construction is still the responsibility of the jurisdictional road-owner. As noted in previous answers, Metrobus customers spend five million hours per year on trips being delayed by traffic, and that congestion has the greatest and most consistent impact on low-income riders. Traffic delays account for 17% of systemwide running times, equating to over 12% (or \$65 million) of the annual jurisdictional subsidy to Metrobus. Reducing bus travel times requires two types of investment: 1) more frequent service and 2) bus lanes and other transit priority measures. For the region to attain GHG targets AND multiple other goals (RegionForward, Visualize 2045, etc.), the jurisdictions must make an unambiguous commitment of funding and political will to support the service frequencies, quality of service, and prioritization infrastructure that will make the bus system the region's mode of choice.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County's Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County's Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- Charles County supports the use of these advanced technologies to create efficiencies for roadway travelers. However, selected traffic operational improvement measures should not compromise the safety of pedestrians and bicyclists.
- Criteria for "all eligible" locations will need to be identified.
- Comment 1 - Should adopt if funding is available without local impact Comment 2 - TPB should adopt and monitor progress Comment 3 - Operational improvements are always helpful providing there is a funding source
- Does this strategy conflict with other strategies that encourage increased transit use and reduce reliance on SOV? Similar to other strategies, consider the benefits of this strategy relative to the costs.

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

- Prince George's County Department of Public Works and Transportation is has already deployed a pilot-scale smart transportation infrastructure and connected vehicle technology around 5 signalized intersections in National Harbor. This deployment includes advanced ramp metering, incident management systems, active signal controls, transit bus priority, and

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emergency vehicle signal preemption. DPW&T is planning to expand this smart transportation infrastructure technology throughout other parts of the County to improve safety and vehicle mobility.

- I think I could check every option available and justify it. We are doing some of these things in some places now, working towards doing others in the future, and some are outside our purview.
- Frederick County has relatively limited influence over the regional freeway network but will participate in sub-regional/regional efforts to help implement this strategy. Additionally, as future transportation improvements are proposed the County will be able to work towards implementing this strategy, specifically in the areas of active signal controls and priority bus treatments that will use technologies to optimize and improve levels of service based on active conditions.
- “All eligible locations” should be more clearly defined. This strategy should be studied furthered to better understand the cost and benefits of implementation.
- Metro recently established a dedicated capital program to support bus priority strategies and projects. This program delivers planning and design services, though final implementation and construction is still the responsibility of the jurisdictional road-owner. Metro has a close partnership working with the District of Columbia on bus prioritization measures and is expanding similar relationships with other jurisdictions. Metro also ensures all vehicles are equipped with TSP transponders/are TSP-ready, and is piloting a bus lane enforcement/violation detection system.
- Requires further study.
- Loudoun County has an Environmental Commission whose duties include - identifying issues and proposing recommendations to protect, preserve, conserve, and enhance the environment; and to recommend new initiatives to the Board regarding policies and practices related to the environment, sustainability and the management of energy. The County has recently contracted with ICF to update the County’s Energy Strategy, which is scheduled to be completed in December of 2022. The Plan will be developed by Loudoun County’s Department of General Services (with ICF support), with feedback and input from the Environmental Commission, input from the public, and feedback and approval from the Board. Based on the fact that our existing Energy Strategy Plan is dated 2009, and we are currently conducting an extensive study, the County cannot provide direct input to this questionnaire until the completion of the update to our Energy Strategy.
- The City does not have jurisdiction over most aspects of this strategy.
- The Commonwealth agrees in concept, however, funding for implementation will need to be identified or it would need to compete for construction funds
- Comment 1 - Funding is a concern although city staff are in general support of this strategy  
Comment 2 - We should do all we can with limited resources to implement traffic operational improvements  
Comment 3 - Lacks specific authority to implement  
Comment 4 - Although I support local operational improvements, I would need to see the cost and what other city needs might be
- This strategy will be implemented when possible in PWC transportation projects.
- Alexandria is implementing transit signal priority, adaptive signals, and other smart mobility initiatives.

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#### Thank you! Do you have any other comments, questions, or concerns?

- Please contact if there are any questions. It should be noted that this survey was completed at the staff level.
- Thank you.
- These are staff-generated answers. I am submitting them now to meet the deadline. If Mr. Karantonis identifies additional comment he hopes to make, we may submit a second response, with clearly-labeled differences.
- Thank you for the opportunity to give input into these priorities. The questionnaire was completed by Frederick County Transit, Sustainability and Environment, and Planning Divisions under the leadership of County Executive Jan H. Gardner.
- We consider the use of economic incentives to shift transportation to less real-estate and carbon-intensive modes (strategies 5, 6, 7, 12 and 13 in this survey) to be a potentially useful tool to effect change, but further study is needed to determine the details of programs and projects, and their potential impacts. We support a stronger regional focus overall on reducing carbon emissions and providing alternatives to hydrocarbon fuel powered, single occupancy vehicles in the transportation sector.
- The questionnaire was comprehensive but way too long. As a result of the length, it was impossible to give each question the time it deserved. A survey with a total of four or five questions would have elicited more thoughtful responses.
- To meet our GHG reductions goals, the City is committed to moving aggressively to achieve net zero GHG emissions by 2035, as our resources and authorities allow.
- Thank you for the opportunity for comments and input into the process.
- Comment 1 - Not at this time. Comment 2 - City staff are in support of the goals of reducing GHG but are concerned about the methods for doing so as it relates to harming our economy and negatively impacting our resident's commute and blue-collar worker transportation. We support EV's and moving the grid away from fossil fuels as feasible, along with pushing for national efforts to pursue geoengineering solutions. Comment 3 - I support GHG reduction, but we need balance, so we don't make unrealistic commitments. There are those who do not want to fund road construction/improvement and that, in my opinion, is not a multi-modal approach. NO SINGLE MODE OF TRANSPORTATION WILL SOLVE CONGESTION. And congestion increases GHG. We need a multi-modal approach with a consideration for GHG reduction. This is the balanced approach.
- Must be mindful of the disparate availability of alternative modes and funding between core and outer suburbs.
- More information requested on how the questions were developed and evaluation of responses by core, inner and outer jurisdictions. Please provide copy of responses (unable to save or print).
- The survey responses are written to assume that all respondents support all concepts – judging by the lack of the option to respond with a "no".