

CLIMATE CHANGE MITIGATION PLANNING ELEMENTS

Preliminary Proposal – For Consideration

Kanti Srikanth
Staff Director, TPB

Transportation Planning Board, Work Session on Climate Change Mitigation Goals
and Strategies
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OUTLINE

- Climate Change Mitigation (CCM) – Planning Elements
- TPB Members input:
 - Adopting GHG reduction goals specifically for on-road transportation
 - Adopting a set of multi-modal, multi-pathway GHG reduction strategies for the on-road sector



CCM Planning Elements

- Greenhouse Gas (GHG) reduction goals specifically for on-road transportation sector
 - Short term (2030)
 - Long term (2050)
- GHG Reduction strategies – Multi-modal, Multi-pathway
 - Land-use, Highway, Transit, Non-motorized
 - Clean Fuel, Reduced VMT, Improved Operational Efficiency



GHG Reduction Goals: On-road Sector

1. 50 percent below on-road sector GHG emissions in 2005 by 2030
 2. 80 percent below on-road sector GHG emissions in 2005 by 2030
- 31 responses:
65% Adopt / 16% Explore appropriate level / 19% Other
 - Comments associated with Other response note CCMS finding that 2030 goal is not attainable OR implies support to assess what actions are viable to inform appropriate level of GHG reduction goals.
 - Climate Change Mitigation Study (CCMS) tested ten scenarios and found that the 2030 50% goal would be extremely challenging to attain. The scenario with the most aggressive assumptions (COMBO.4) attained only 38% reduction.



GHG Reduction Strategies: Adopt

No.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
1	C1. Convert vehicles to clean fuels. In 2030, 100% of new light duty vehicles sold; 50 percent of new medium/heavy duty trucks, and 100% of all buses on the road will be clean fuel vehicles. In 2050, 100% of new light duty vehicles sold, <u>100%</u> of new medium/heavy duty trucks sold, and 100% of all buses on the road will be clean fuel vehicles.	45%	42%	13%
2	C2. Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.	81%	13%	6%
3	C3. 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.	57%	33%	10%
4	C8. 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.	58%	39%	3%
5	C9. Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations. (Survey Question C9)	90%	0%	10%
6	Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day.	87%	0%	13%
7	C14. 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.	77%	17%	6%



GHG Reduction Strategies: Explore Further

Ref.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
1	C4a. 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. See Note	29%	65%	6%
2	C 5. Make all public bus transportation in the region fare-free by 2030.	23%	73%	3%
3	C6. Make all public rail transportation in the region fare-free by 2030.	7%	73%	20%
4	C7. 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)	27%	43%	30%
5	C11. 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.	38%	45%	17%
6	C12. 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	10%	67%	23%
7	C13. 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.	3%	63%	34%

Note: On a related question (Part C, 4b.) about the jurisdiction/ agency position on “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.”

- 27% responded that they lacked the specific authority to take any actions;
- 47% responded that the actions taken to balance jobs and housing within their jurisdiction would contribute to balance jobs and housing regionally; and
- 27% chose Other.



Kanti Srikanth

Director, TPB

(202) 962-3257

Ksrikanth@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board