



TRANSPORTATION PLANNING BOARD

Wednesday, April 20, 2022
12:00 - 2:00 P.M.

IN PERSON/HYBRID FOR MEMBERS

SPECIAL WORK SESSION

- **10:15 - 11:45 A.M.** Climate Change Mitigation Goals and Strategies: Results from and Discussion of the TPB Survey

AGENDA

- 12:00 P.M.** **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Pamela Sebesky, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, April 19, 2022 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE MARCH 16, 2022 MEETING MINUTES**
Pamela Sebesky, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Matt Arcieri, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Ashley Hutson, CAC Chair
Canek Aguirre, AFA Chair
- 12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.** **6. CHAIR'S REMARKS**
Pamela Sebesky, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwkog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

ACTION ITEMS

12:50 P.M. 7. APPROVAL OF FY 2023 TLC TECHNICAL ASSISTANCE RECIPIENTS

*Julia Koster, National Capital Planning Commission
John Swanson, TPB Transportation Planner*

The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2023 TLC round of technical assistance between December 17, 2021 and February 22, 2022. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2023.

Action: Approve TLC technical assistance recipients under the FY 2023 TLC Program.

INFORMATION ITEM

1:00 P.M. 8. 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP

*Stacy Cook, Sergio Ritacco, TPB Transportation Planners
Eric Randall, Jane Posey, TPB Transportation Engineers*

Staff will provide an overview of the draft plan, TIP and Air Quality Conformity Analysis of the draft Plan and TIP. These materials were made available for a 30-day public comment period starting April 1, 2022. The presentation will include a review of the draft plan and TIP, regional context, financial plan, draft findings of the Air Quality Conformity analysis, and regional transportation system performance analysis.

1:50 P.M. 9. CLIMATE CHANGE MITIGATION GOALS AND STRATEGIES: SURVEY RESULTS

Kanti Srikanth, TPB Staff Director

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.

2:00 P.M. 10. ADJOURN

The next meeting is scheduled for May 18, 2022.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the April 2022 TPB Meeting
DATE: April 20, 2022

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the March 2022 TPB meeting and noon on Tuesday, April 19, 2022, the TPB received eleven comments. All comments were submitted via email and four included attached letters.

The comments are summarized below. All full comments are attached to this memo.

Note: Comments received as part of the Visualize 2045 public comment period (April 1 to May 1, 2022) were not summarized for this memo. The public comment period comments and responses will be provided for your review at the May 18 TPB meeting.

PUBLIC COMMENT

Paula Posas, Maryland Sierra Club – Letter – April 19, 2022

Posas sent a letter reinforcing comments submitted by the Coalition for Smarter Growth.

Zander Pellegrino, Chesapeake Climate Action Network – Email – April 19, 2022

Pellegrino sent an email stating that communities in northern Virginia want strong climate action.

Andrea McGimsey, Faith Alliance for Climate Solutions – Email – April 19, 2022

McGimsey sent an email stating that climate change is “one of the most urgent moral issues of our time.” They urge the board to consider the outcome on greenhouse gas emissions for every decision they make.

Chris Slatt, Sustainable Mobility for Arlington County – Letter – April 19, 2022

Slatt sent comments that urge the board to adopt climate strategies with concrete goals, measures, and specific targets.

Bill Pugh, Comment for April 20 Board Meeting & climate workshop – Letter – April 19, 2022

Pugh sent a letter requesting that comments be read in full to board members. Comment includes things for board members to consider related to climate strategies.

Travis Pietila, Southern Environmental Law Center – Letter – April 19, 2022

Pietila sent a letter commenting on proposed greenhouse gas reduction goals and strategies for Visualize 2045. The letter says, the “TPB must not delay making strong commitments until the next long-range plan.”

Julie Rosenberg, Faith Alliance for Climate Solutions – Email – April 18, 2022

Rosenberg sent an email encouraging the TPB to “commit to aggressive targets and a meaningful implementation plan.” The email includes a list of recommended strategies.

Carol Wolinsky – Email – April 16, 2022

Wolinsky sent an email urging the TPB to “add specific, numeric targets for electric vehicle adoption and education in per capita vehicle miles driven to the Visualize 2045 plan, and include the entire slate of necessary strategies from the TPB’s own climate study.”

Charlie Grymes – Email – April 14, 2022

Grymes sent an email stating that “the threat of climate change, worldwide is clear. The need for action now, by MWCOC jurisdictions, is clear.” The letter urges COG to plan for future jobs and housing to be in walkable communities, increase transit capacity, and more.

Arlene Montemarano – Email – March 27, 2022

Montemarano forwarded an email urging the public to write to Congress and ask the Federal government to prevent the addition of toll lanes and widening of I-270 in Maryland.

Stewart Schwartz, Coalition for Smarter Growth – Email & Letter – March 18, 2022

Schwartz sent an email that referencing findings from the TPB Climate Change Mitigation Study. He said that the region can meet its goals “if the region’s leaders are committed to addressing [climate change’s] largest source of climate pollution, transportation.” The email compiles background information. The email also includes an attached email that provides recommendations for each of the TPB’s proposed climate strategies listed in its survey.

TPB Comment

From: Paula Posas <paula.posas@mdsierra.org>
Sent: Tuesday, April 19, 2022 12:00 PM
To: TPBcomment
Subject: Comments from Maryland Sierra Club on Visualize 2045, Climate Issues
Attachments: MDSierraClub-TPBcomments-19April2022.pdf

Categories: Yellow category

Dear Members of the TPB,

Please find attached the following comments from Maryland Sierra Club in advance of your April 20 meeting.

Thank you and kind regards,

Paula

--



Paula Posas
Deputy Director
Maryland Sierra Club
PO Box 278
Riverdale, MD 20738
paula.posas@mdsierra.org
(301) 432-0652
sierraclub.org/maryland

Giving people opportunities to explore, enjoy, and protect the planet
Working toward zero waste, renewable energy, and cleaner transportation
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April 19, 2022

National Capital Region Transportation Planning Board
777 North Capitol St NE
Washington, DC 20002

RE: Need for stronger climate provisions and specific numeric targets for electric vehicles and vehicle miles traveled in the Visualize 2045 plan

Dear Members of the Transportation Planning Board,

The Sierra Club Maryland Chapter writes to reinforce the comments of Coalition for Smarter Growth, which provided detailed comments in a separate communication.

The essential message we want to stress is that *Visualize 2045* needs to identify not just an overall greenhouse gas reduction target for transportation but also identify specific numeric targets for electric vehicles and vehicle miles traveled.

The TPB's climate study provides very clear findings on what is needed and achievable. Yet the current draft *Visualize 2045* plan's climate section is vague and sets no specific measures. The current draft of *Visualize 2045* also fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.

We appreciate the leadership of TPB members who are making this a priority and urge the TPB to adopt strategies that reflect what is necessary to keep our region and world safe from disastrous climate change.

Sincerely,

Josh Tulkin, Director
Sierra Club Maryland Chapter

TPB Comment

From: Zander Pellegrino <zander@chesapeakeclimate.org>
Sent: Tuesday, April 19, 2022 11:52 AM
To: TPBcomment
Subject: Comments for April 20 TPB Climate Workshop and Board Meeting
Categories: Yellow category

Hello TPB Board members and staff,

Please consider the comment below as you adopt climate strategies:

- In my time as an organizer in Northern VA, I've had so many conversations with our community members who are deeply concerned about climate change and eager to make choices to reduce carbon emissions. I speak with young families in Springfield who are trying their hardest to avoid using gas cars. They ride their bikes with their kids in the back, use their local parks and take public transit when they can. But they need support from you to make better choices for our climate. There is only so much they can do without key commitments from this board.

Our communities want strong climate action and they need to see metrics from our leadership to know that we are committed. As you adopt climate strategies, please include specific metrics for reducing our regional carbon emissions from transportation. We echo comments from other regional climate and planning groups who are calling for increased funding for carbon reduction, reduced funding for roadways and measures to reduce VMT.

Thank you to the TPB members who are making climate a priority.

--

Northern Virginia Organizer
Chesapeake Climate Action Network
He / Him

TPB Comment

From: Andrea McGimsey <andrea@faithforclimate.org>
Sent: Tuesday, April 19, 2022 11:45 AM
To: TPBcomment
Subject: TPB climate workshop and board meeting

Categories: Yellow category

TPB Board members,
The science is clear: <https://www.ipcc.ch/report/ar6/wg2/>

Climate change is clearly one of the most urgent, moral issues of our time, with the worst impacts threatening the most vulnerable among us.

We have no more time to waste. We must reduce greenhouse gas emissions as quickly as possible. According to the EPA, transportation is the #1 problem sector in our country. Our region must lead on the solutions.

Accordingly, please consider the outcome on greenhouse gas emissions in every decision you make.

If a decision will increase emissions, vote no. If a decision will not make the changes we need to reach our region's greenhouse gas goals quickly enough, or if the outcomes are not clear, send the staff back for a redo and tell them to make the proposal stronger -- and to do it quickly. 2030 is right around the corner, and we are already seeing devastating impacts from the changing climate.

Vote yes on quickly cleaning up our transportation sector by hastening the transition to electric vehicles (light, medium and heavy duty,) increasing the quality and convenience of transit, and prioritizing safe bicycle and pedestrian infrastructure, especially to reach major transit nodes such as the new Silver Line stations in Loudoun and Fairfax Counties.

Remember that the car not driven is the cleanest car of all. Give us the choice to safely and conveniently take other modes of transportation throughout the region.

Thank you for your service to our communities.

Andrea McGimsey

Executive Director, Faith Alliance for Climate Solutions

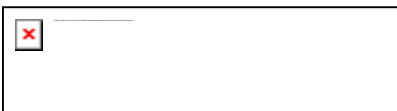
Local climate solutions powered by faith communities

703-477-4722

andrea@faithforclimate.org

faithforclimate.org

Follow Us: @FaithForClimate ([Twitter](#), [Facebook](#), [Instagram](#))



TPB Comment

From: Chris Slatt <hello@susmo.org>
Sent: Tuesday, April 19, 2022 11:40 AM
To: TPBcomment
Subject: Comments for April 20 TPB meeting & climate workshop
Attachments: SusMo Comments TPB 2022-04-19.pdf

Categories: Yellow category

TPB Board Members & TPB Staff,

Please see the attached comments for your April 20th climate workshop and meeting.

Thank you,

Chris Slatt
President, Sustainable Mobility for Arlington County

SUSTAINABLE MOBILITY



FOR ARLINGTON COUNTY

April 19, 2022

To: TPB Board Members

From: Chris Slatt, President, Sustainable Mobility for Arlington County

(TPB staff: please read our comment in full to board members. Thanks.)

It is critically important that TPB adopt climate strategies with concrete goals, concrete measures and specific numeric targets for electric vehicles and vehicle miles traveled.

An astounding amount of the CO₂ generated locally is transportation-related and we need a broad spectrum of strategies to bring that down to avert disastrous climate change – safe and convenient routes for walking & biking, land-use that allows people to live, work and play in the same area, transit that is fast, frequent and reliable and a rapid conversion to electric vehicles to satisfy the remaining trips that cannot be accommodated by those other modes & strategies.

Thank you for your time and particularly to those TPB members who are making this a priority. We thank you and our kids, especially, thank you.

TPB Comment

From: Bill Pugh <bill@smartergrowth.net>
Sent: Tuesday, April 19, 2022 11:13 AM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Comment for April 20 Board meeting & climate workshop
Attachments: CSG comments to TPB Board 041922.pdf

Categories: Yellow category

TPB Board members and staff,

Please see attached comments for your April 20 climate workshop and board meeting.

Thank you,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net
(202) 821-3226

MEMORANDUM

To: TPB Board members
From: Bill Pugh and Stewart Schwartz, Coalition for Smarter Growth
Date: April 19, 2022
Re: Comments for TPB April 20 Climate Workshop and Board Meeting

(TPB staff: please read our comment in full to board members. Thanks.)

As you adopt climate strategies, please note:

- The current draft of Visualize 2045 fails to make any progress from the 2018 plan in reducing greenhouse gas emissions and car dependence.
- The draft plan's climate section is vague and sets no specific measures.
- However, TPB's climate study provides very clear findings on what is needed and achievable.
- Visualize 2045 needs to identify not just an overall greenhouse gas reduction target for transportation but also specific numeric targets for electric vehicles and vehicle miles traveled.
- TPB's climate study and national research indicate we need 20-25% of passenger vehicles on the road to be EVs by 2030, and per capita VMT for passenger vehicles reduced 15-20% by 2030.
- Likewise, the strategies that you adopt should reflect what is necessary to keep our region and world safe from disastrous climate change.
- We appreciate the leadership of TPB members who are making this a priority.

Thank you.

TPB Comment

From: Travis Pietila <tpietila@selcva.org>
Sent: Tuesday, April 19, 2022 9:55 AM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity
Attachments: SELC Comments on Visualize 2045 GHG Reduction Goals and Strategies 4-19-22.PDF

Categories: Yellow category

Good morning,

Please find attached written comments from the Southern Environmental Law Center on the proposed greenhouse gas reduction goals and strategies for Visualize 2045 for the Transportation Planning Board's meeting tomorrow afternoon.

Thank you for your consideration,

Travis Pietila

Travis Pietila
Senior Attorney
tpietila@selcva.org

Southern Environmental Law Center
201 West Main Street, Suite 14
Charlottesville, VA 22902
Office (434) 977-4090

April 19, 2022

National Capital Region Transportation Planning Board
tpbcomment@mwkog.org

Re: Comments on Greenhouse Gas Reduction Goals and Strategies for Visualize 2045

Dear Transportation Planning Board Members:

The Southern Environmental Law Center offers the following comments on the proposed GHG reduction goals and strategies for Visualize 2045.

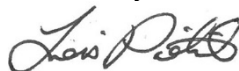
Transportation is the region's largest source of GHG pollution, and it is clear that substantial emissions reductions are needed to meet the region's goal of cutting emissions to 50% below 2005 levels by 2030. We therefore urge TPB to adopt strong GHG reduction goals and targets in Visualize 2045 that reflect the multifaceted approach needed to achieve the necessary reductions across this sector, including:

- Reducing overall GHG emissions from on-road transportation by at least 33-43% by 2030, as reflected in the "combined scenarios" of TPB's climate mitigation study and found necessary to meet 2030 Climate and Energy Action Plan reduction levels;
- Electric vehicle adoption targets that significantly surpass the Biden administration's goal of 50% of new vehicle sales by 2030, and establishing an EV charging network sufficient to support the targets;
- Reducing per capita vehicle miles traveled by at least 15-20% by 2030, as reflected in the MS.2 and MS.3 scenarios in the mitigation study;
- Land use measures to direct a greater amount *and share* of new development to locations with high-capacity transit stations and other walkable and transit-oriented areas; and
- Commitments to pursue other strategies from the mitigation study's "Mode Shift and Travel Behavior" scenarios, including reducing transit travel times, increasing free- and reduced-fare transit programs, and establishing pricing mechanisms for parking and traffic congestion—and ensuring that equity implications are carefully considered and addressed in developing these initiatives.

As the climate mitigation study shows, EV adoption or VMT reduction efforts alone will not be sufficient to meet the region's climate goals. All of these efforts must be pursued together, and at a much faster pace than they have been pursued to date. TPB must not delay making strong commitments until the next long-range plan; these targets may already be well out of reach by then.

Thank you for your consideration.

Sincerely,



Travis Pietila
Senior Attorney

TPB Comment

From: Julie Rosenberg <rosenberg.julies@gmail.com>
Sent: Monday, April 18, 2022 2:10 PM
To: TPBcomment
Cc: tkarantonis@arlingtonva.us; dmalouff@arlingtonva.us
Subject: TPB on April 20 must adopt strong climate targets and policies for Visualize 2045

Categories: Yellow category

We need you to lead on climate action as we simply don't have time to waste!

You know the importance of reducing GHGs via the transportation sector, including the infrastructure to support electrified vehicles and car-less options, so you must commit to **aggressive targets and a meaningful implementation plan**. At your TPB board workshops you need to **add specific, numeric 2030 targets for EV adoption and per capita VMT reduction** to the plan, and include the whole slate of necessary strategies from TPB's climate study. Necessary climate strategies that TPB must commit to pursue are: **walkable transit-oriented land use, pricing parking and road congestion, making commuter benefits equitable for those who walk and depend on transit or biking compared to driving, investing in electric vehicle infrastructure and transit buses, and shifting funding to transit, walking and biking investments and away from highway capacity expansion.**

Regards,
Julie Rosenberg
Faith Alliance for Climate Solutions Board Member
FACS Arlington Hub Interim Leader



TPB Comment

From: Carol Wolinsky <chwol@verizon.net>
Sent: Saturday, April 16, 2022 8:25 PM
To: TPBcomment; tkaratonis@arlingtonva.us
Cc: dmalouff@arlingtonva.us
Subject: On April 20 TPB must adopt strong climate targets and policies for Visualize 2045

Categories: Yellow category

I am writing as a concerned resident of Arlington resident living in the Ballston area.

On April 20, TPB board members need to add specific, numeric targets for electric vehicle adoption and reduction in per capita vehicle miles driven to the Visualize 2045 plan, and include the entire slate of necessary strategies from TPB's own climate study

- The plan needs to set specific targets for electric vehicle (EV) adoption and reducing per capita vehicle miles traveled (VMT) to inform decisionmakers and hold them accountable. A single overall goal for reducing greenhouse gas emissions from transportation - while desirable - is too vague to provide meaningful guidance or a way of measuring performance.
- TPB's climate study showed that the region needs to achieve EV adoption by 2030 in the range of 20-25% of vehicles on the road and also reduce per capita VMT by 15-20%. These specific targets should be stated expressly in the Visualize 2045 plan. Without this specific guidance, there is no accountability for our local jurisdictions and state departments of transportation.
- TPB board members must adopt the full slate of climate action strategies that TPB's climate study says are needed, including strong mode shift and travel behavior strategies. To ensure a safe level of greenhouse gas emissions, TPB can't pick and choose based on its board members' personal opinions and political whims.
- Visualize 2045 needs to set policy commitments to ambitiously pursue these vital climate actions, as identified in TPB's climate study, starting next year:
 - Walkable, transit-oriented land use and reducing auto-dependent sprawl
 - Shifting funding to transit, biking, walking, safer complete streets, and affordable housing near transit
 - Pricing parking and major roads, and making commuter benefits equal for those who walk, bike and use transit
 - Investing in electric vehicle infrastructure and programs, ensuring equitable access, including charging stations in multifamily housing
- These necessary mode shift and travel behavior climate strategies would also make the region's transportation network more equitable, livable, and sustainable by reducing auto-dependence, improving access to jobs and services, and reducing congestion. Relying solely on electric cars and wider highways won't achieve these other important regional goals.

Sincerely,
Carol Wolinsky

TPB Comment

From: Charlie Grymes <cgrymes@gmail.com>
Sent: Thursday, April 14, 2022 5:08 PM
To: TPBcomment
Subject: Item 1 Virtual Comment Opportunity

Categories: Yellow category

The threat of climate change, worldwide, is clear.
The need for action now, by MWCOG jurisdictions, is clear.
The 2030 target for measuring success of actions by MWCOG jurisdictions is clear.

You have the ***opportunity*** now to shape our transportation infrastructure to help meet the 2030 target.
You have the ***responsibility*** now to shape our transportation infrastructure to help meet the 2030 target.

Yes, meeting the 2030 target is hard because the population in MWCOG jurisdictions is growing.
Yes, meeting the 2030 target in outer jurisdictions is harder because they are more auto-centric.

But...

We do not need MWCOG members to manufacture excuses for MWCOG jurisdictions to plan to miss the 2030 target.
We do not need business-as-usual road expansions in long-range plans like Visualize 2045 and NVTA's TransAction.
In particular, we do not need to plan to build more commuter roads - like the Route 28 Bypass - designed to induce more traffic and increase tailpipe emissions.

Now is the time to plan differently, because the old approach will not get us to the 2030 target.
Now is the time to quantify the full costs of proposed new lanemiles, including costs to purchase credits in 2030 to offset increased greenhouse gas emissions from new lanemiles.

Now is the time to plan for future houses to be located together with future jobs in future walkable communities.
Now is the time to plan for increasing capacity of transit services and bike/pedestrian travel, especially for short trips on e-bikes.
Now is the time to transform Visualize 2045 so it will be consistent with the 2030 target.

- Charlie Grymes

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Sunday, March 27, 2022 11:59 AM
Subject: Federal Agencies Can Stop the Toll Lanes! Tell Our Members of Congress to Make It Happen!

Categories: Yellow category

Hogan and his cohorts are unrelenting. Mountains of evidence over three years that his plan will make everything worse for us mean nothing to them.

Intervention from a higher level of government is needed now, but it always takes a strong public voice to back up our elected officials for them to act against the monied powers. Please take the time to write, as directed below, to insist, to stand in solidarity against the private corporate toll road expansion plan.

The world has enough billionaires. Do we really need more? What about us?

=====

[view this email in our browser](#)



Federal Agencies Can Stop the Toll Lanes! Tell Our Members of Congress to Make It Happen!

ACTION ALERT: Write to your members of Congress today. Tell them to give one clear message to the Federal Agencies that will decide the fate of the toll lane project: NO TOLL LANES ON I-270/I-495!

Click [here](#) to send your message directly to Senators Van Hollen and Cardin and Representative Raskin or Trone.

Read below for “why now”, the bigger picture, and quick message ideas. Then see new reasons to oppose the toll lanes, including MDOT’s recent letter to the City of Rockville, Virginia Gov. Youngkin’s toll-lane taunting of Marylanders, and hilarious new takes on the toll-lane project’s most notorious fails.



“Uncongested managed lanes adjacent to congested general purpose lanes.” From [Federal Highway Administration report](#), Sec. 1.0

The right time to reach out to Congress...is now!

The toll-lane project can't be finalized until its Environmental Impact Statement (EIS) is approved by the Federal Highway Administration. MDOT and Transurban are rushing to get the incomplete, inaccurate EIS greenlighted this fall so they can sign final contracts while Gov. Hogan is still in office.

With the project increasingly on the U.S. government's radar, it's time to send thousands of constituent messages to our members of Congress, urging them to reject MDOT's project.

The big-picture reason for pivoting to Congress

I-270 and I-495 belong to the public. They connect us to the people and place that make up our lives. MDOT and their contractor Transurban want to privatize our highways and control how we and our children and grandchildren will connect for the next 60 years.

Together, we can stop this takeover and make sure transportation projects support the public good. You've sent waves of powerful messages before, including **an astounding 5,000 comments** to MDOT about the toll lane project's wholly deficient environmental impact statements.

We need to mobilize again, this time to energize our members of Congress. We need them to amplify our messages and carry them to Federal Agencies that can stop the toll lanes.

Plenty of choices about what to say

Click [here](#) to tell your members of Congress why you oppose the toll lanes. You can use or edit the prepopulated text. Or you can give your own thoughts in your own words. Speak from your heart. Share your anger and fears. Any approach you take will work.

You can write to our Senators and Representatives about:

- Sky-high rush hour tolls up to \$50 each way.
- Increased congestion due to new and worsening bottlenecks.
- Decreased number of free lanes.
- Destruction of the \$132,000,000 improvements that have eliminated most congestion on lower I-270.
- Five years of construction misery.
- Decreased safety due to lack of inside shoulders; crowding of trucks in fewer free lanes; dangerous merge points.
- Social, economic, and environmental injustice.
- Enormous environmental damage at a time of climate emergency.
- Significant loss of tree cover, including in our parks.
- Huge financial risk to taxpayers; failure of MDOT to conduct/share cost analyses.
- Entire Beltway back on the table as a future phase of the toll-lane plan.
- Fatally flawed traffic modeling.
- MDOT's refusal to conduct adequate air/water analyses or stipulate mitigations.

- Refusal to share key legal documentation, including the Capital Beltwa Accord between VA and MD, and contractor agreements.

For more information on toll-lane topics, see “Note on References” below.

The City of Rockville’s [powerful letter](#) to MDOT

The Rockville Mayor and Council just sent a masterful response to MDOT’s [request](#) for the City to agree that “the impacts of the [toll lane project] on Rockmead Park, Woottons Mill Park, and Rockville Senior Center and Park, which are owned and managed by the City of Rockville, are minor...”

The City did not agree. Instead, the Mayor and Council said, among their many other strong, smart statements, “...the City of Rockville would experience by far the largest proportion of the Proposed 1-495/1-270 Project-related property impacts of any community...” and “We will not repeat our prior comments here. But we incorporate them in larger context of, at a minimum, ensuring impacts the City of Rockville are fully recognized, analyzed, and mitigated.”

Thank you, Mayor Newton and Council Members Ashton, Feinberg, Myles, and Pierzchala.

Virginia Gov. shovels dirt and tells the truth about MDOT’s Toll Lanes

The toll-lane happy talk between the Governors of MD and VA may be over. A last week’s [groundbreaking for more Northern VA toll lanes](#) -- lanes to be built in part and inexplicably by Maryland -- Gov. Youngkin shoveled actual dirt with the U.S. head of toll giant Transurban and addressed the following toll-lane remarks to Gov. Hogan (who wasn’t there):

“Yes, we’re going to take jobs from Maryland into Virginia. Yes, we’re going to compete to grow faster than Maryland. And yes, Gov. Hogan, we need you to finish your side of this project.”

Unfortunately, our governor is rushing to do just that.

“OOPS! Lanes”: A funny version that’s a lot truer than MDOT’

Here’s a whole new approach to pointing out fatal flaws in the toll lane project. With MDOT now calling toll-lanes “OP Lanes,” the Maryland Transit Opportunities Coalition, our valued partner, created [“OOPS! Lanes](#),” a hilarious and most instructive website. Check out these samples:



Note on references for toll-lane issues

The most authoritative compilation of analyses and citations about the toll-lan project is the [Sierra Club's official comments](#) on the project's Supplemental Draft Environmental Impact Statement. The document was written by national known legal and technical experts with input from local advocates and signed by our coalition of 50+ advocacy groups and the City of Rockville. The comments provide not only the basis for future legal action, but fuel to spur our grassroots efforts. For detailed discussions and supporting evidence, click on specific issues in the [document's table of contents](#) (pp. vi-ix).

To support grassroots efforts

Although [DontWiden270.org](https://www.dontwiden270.org) does not accept donations, we strongly support the work of our valued partners like Citizens Against Beltway Expansion (CABE). If you'd like to help with the costs of outreach materials about the toll lanes, please consider a donation to CABE. Go to <https://www.cabe495.com/>. **THANK YOU!**



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You are receiving this email because you signed up through a petition, on our website, [dontwiden270.org](https://www.dontwiden270.org), or through our Facebook page, [facebook.com/dontwiden270](https://www.facebook.com/dontwiden270).

Our mailing address is:
Don't Widen 270
P.O. Box 10461
Rockville, Maryland 20849

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Arlene Montemarano, 240-360-8691, Lawndale Drive

Want to know how bad the Draft Environmental Impact Statement for Hogan's retro plan for highway expansion is? This bad: https://f0d3dd92-98e8-4a26-bc62-0ccf9ff9f227.filesusr.com/ugd/9cb12f_a61f99d4b2e14509a71e6fb4de7540be.pdf

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TPB Comment

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Friday, March 18, 2022 10:50 AM
To: TPBcomment
Cc: Bill Pugh
Subject: Your leadership on climate - recommendations for TPB climate goals & questionnaire
Attachments: 2022.03.15 CSG Recommendations re TPB Climate Change Mitigation Goals and Strategies Questionnaire.pdf

Categories: Yellow category

Dear TPB Chair Sebesky and TPB members,

The Climate Change Mitigation Goals and Strategies Questionnaire that you received from TPB staff will provide critical input to TPB's policies for the next couple years. One key finding of the TPB Climate Change Mitigation Study is that the region must work quickly not only to adopt electric vehicles but also to shift more trips to transit, biking and walking, and reduce the need to drive through land use and housing policy. The other key finding of TPB's study is that **this is doable and can be accomplished if the region's leaders are committed to addressing its largest source of climate pollution, transportation.**

CSG has compiled the attached background information and our recommendations for each of TPB's proposed climate strategies listed in its survey. Our overall approach is that:

- **Visualize 2045 needs to set targets for EVs and VMT** - In addition to setting an overall greenhouse gas reduction goal for on-road transportation, Visualize 2045 also needs to set numerical targets for EV adoption and VMT reduction based on TPB's climate study and national studies. There is little accountability for TPB member agencies without these clear goals:
 - Achieve and surpass the Biden administration goal for 50% of vehicle sales to be zero emission vehicles by 2030, and
 - Reduce per capita Vehicle Miles Traveled of passenger cars by 15-20% by 2030 compared to pre-pandemic levels.
- **Holistic approach is essential** - The successful TPB climate scenarios with realistic levels of electric vehicle adoption included all of these types of Mode Shift policies - we cannot achieve our targets without this holistic approach:
 - Land use - prioritizing transit-oriented development, addressing the regional east-west jobs/housing imbalance, and achieving our housing targets with a focus on housing in high-capacity transit station locations
 - Pricing for parking and road congestion
 - Prioritizing transit, walking, biking, and complete street safety investments
 - Transportation Demand Management - providing flexibility and equity in employee commuter benefits and facilitating telework opportunities
- **2030 is key** - the 2030 GHG reduction target of 50% below 2005 levels is essential for keeping our planet in the safety zone. We can't solely work toward the 2050 GHG reduction target due to the cumulative impacts of GHG emissions.

We can achieve a livable future with your leadership.

Stewart

Stewart Schwartz | Executive Director
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Coalition for Smarter Growth Recommendations for Local Governments and Transportation Agencies Regarding the TPB Climate Change Mitigation Goals and Strategies Questionnaire March 2022

TPB staff distributed this survey to member agencies with an April 1 completion deadline. CSG has selected the key questions and provides background context and our recommendations. In addition to the information below, we also wrote this [summary article on the takeaways from the TPB Climate Change Mitigation Study](#) (CCMS) published in Greater Greater Washington in December.

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

[Note: this document skips other questions regarding existing member agency policies and programs on climate change]

TPB Question 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?

- **CSG Recommendation: “Other, comment: Visualize 2045 should adopt a GHG reduction goal *and* also 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.**
 - Based on the realistic scenarios, light duty EV adoption needs to be somewhere between 50 and 100% of sales by 2030 and light duty VMT needs to be reduced by 15 to 20% by 2030. Visualize 2045 needs to set targets for these to inform member agencies on where they need to concentrate their climate efforts and at what level.
 - The overall on-road transportation GHG reduction goal should be no less than 45 percent below 2005 by 2030, which is what [Rocky Mountain Institute found](#) is needed and achievable nationwide for the on-road transportation sector.
 - Metropolitan Washington will need to achieve relatively deeper reductions in transportation emissions to help compensate for the rural areas of Maryland and Virginia that cannot reduce their on-road emissions as quickly.

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

From TPB memo:

The TPB seeks input on the various GHG reduction strategies that were examined in the CCMS that it could adopt as planning priorities. Listed below are the various fleet conversion, vehicle travel, and traffic operations strategies that were analyzed and have the potential to reduce on-road transportation GHG emissions.

Please select the response(s) that best represent your jurisdiction's/agency's input on the strategy and provide comments as needed.

[The numbered strategies in italics below are listed and worded as in the TPB memo]

1. *By 2030 100 percent of new light duty vehicles sold will be clean fuel vehicles, 50 percent of new medium/heavy duty trucks, and 100 percent of all buses on the road will be clean fuel vehicles.*
 - **CSG Recommendation for the response “Other, comment:”** Visualize 2045 should set a more realistic but still ambitious light duty electric vehicle adoption target somewhere between the 50% Biden administration goal and a 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.
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.*
 - **CSG Recommendation for the response “Other, comment:”** 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, this strategy is too vague.
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.*
 - **CSG Recommendation:** Should adopt this strategy. These numbers are based on the adopted COG Regional Housing Targets, which are also included as a necessary strategy in the COG 2030 Climate and Energy Action Plan.

4. *The jobs and housing redistribution strategy*

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.*

- **CSG Recommendation:** Should adopt this strategy. This strategy is consistent with the adopted Regional Housing Targets and Region Forward goals to locate more housing and jobs above forecasts in transit-served activity centers.

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.*

- **CSG Recommendation for the response “Other, comment:”** 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 east side of the region and more affordable housing 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.

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

- **CSG Recommendation for the response “Other, comment:”** 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 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.

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

- **CSG Recommendation:** TPB should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption

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)

- **CSG Recommendation for the response “Other, comment:”** 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.
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.*
- **CSG Recommendation:** Should adopt this strategy and monitor progress. Note: this can be achieved through bus network redesigns and providing bus priority measures along important corridors (e.g, transit signal priority, queue jump lanes, dedicated lanes, off-board fare collection, all-door boarding, etc.)
9. *Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations.*
- **CSG Recommendation for the response “Other, comment:”** 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.
10. *Complete the TPB’s National Capital Trail Network to increase walk and bike trips throughout the day.*
- **CSG Recommendation for the response “Other, comment:”** Should adopt this strategy and ask member agencies to increase this as a funding priority. [Note that this is already one of TPB’s adopted Aspirational Initiatives.]
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.)*
- **CSG Recommendation for the response “Other, comment:”** 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.

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.*

- **CSG Recommendation for the response “Other, 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.

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.*

- **CSG Recommendation for the response “Other, 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.

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.*

- **CSG Recommendation:** Should adopt this strategy and monitor progress. However, selected traffic operational improvement measures should not compromise the safety of pedestrians and bicyclists.

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 16, 2022

HYBRID (IN-PERSON/VIRTUAL) MEETING

ATTENDANCE

MEMBERS AND ALTERNATES IN-PERSON

Pamela Sebesky, Chair – City of Manassas
Patrick Wojahn – College Park
Kelly Russell – City of Frederick
Brian Lee – City of Laurel
Kacy Kostiuik – Takoma Park
Canek Aguirre – Alexandria
Takis Karantonis – Arlington County
Dan Meyer – City of Fairfax
James Walkinshaw – Fairfax County Legislative
Ann B. Wheeler – Prince William County
John Lynch – VDOT
Amir Shapiir – VDOT
Allison Davis – WMATA

MEMBERS AND ALTERNATES ONLINE

Christina Henderson – DC Council
Heather Edelman – DC Council
Kristin Calkins – DC Office of Planning
Mark Rawlings – DDOT
Lezlie Rupert – DDOT
Mati Bazurto – Bowie
Reuben Collins – Charles County
Jan Gardner – Frederick County
Mark Mishler – Frederick County
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Rodney Roberts – Greenbelt
Gary Erenrich – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Victor Weissberg – Prince George’s County
Executive
Deni Taveras – Prince George’s County
Legislative
R. Earl Lewis, Jr. – MDOT
Kari Snyder – MDOT
Dan Malouff – Arlington County
Walter Acorn – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Robert Brown – Loudoun County
Kristen Umstatt – Loudoun County
Jeannette Rishell – Manassas Park
Victor Angry – Prince William County
David Marsden – Virginia Senate
Julia Koster – NCPC

MWCOG STAFF

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Leo Pineda
Stacy Cook
Sergio Ritacco
Bryan Hayes
Andrew Austin
Dusan Vuksan
Deborah Etheridge
Kim Sutton
Jon Schermann
Eric Randall
Rachel Beyerle
Michael Ferrell

OTHERS ONLINE

Matt Arcieri – City of Manassas, Technical
Committee Chair
Ashley Hutson – Community Advisory Committee
Chair

Audio and video of the meeting, and materials referenced in the minutes can be found here:
mwcog.org/events/2022/3/16/transportation-planning-board

1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY

Chair Sebesky called the meeting to order. She said that this meeting was the first in-person TPB meeting in two years. She described the process for asking questions. She said that members present in the room would be recognized first and that online participants would have a chance to speak after.

Ms. Erickson read the name of the participants in the room and participating remotely. Attendance for the meeting can be found on the first page of the minutes.

Ms. Erickson said that three comments were submitted. The first comment, from Mr. Schwartz honored local elected officials in Ukraine and urged the region to end oil dependency and to address climate change. The second comment, from Ms. Montemarano, linked to an article titled, “Corporations Benefit from Transit, So Why Aren’t They Paying for it? The final comment, from Mr. Filipowski listed suggestions for improving the region’s land-use and transportation system. The full comments can be found attached to the memo for this item.

2. APPROVAL OF THE FEBRUARY 16, 2022 MEETING MINUTES

Mr. Karantonis made a motion to approve the February meeting minutes.

Ms. Kostiuk seconded the motion.

The minutes were approved.

3. TECHNICAL COMMITTEE REPORT

Mr. Arcieri said that the Technical Committee met on March 4. At the meeting the committee was briefed on items also on the board agenda. He said the committee was excited to see the online tool that accompanied the Draft 2022 Update to the Bicycle and Pedestrian Plan for the National Capital Region. He said the committee continued its discussion on the climate change element of the long-range transportation plan.

More detail can be found in the report for this item.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ms. Hutson said that the CAC met on March 10. At the meeting the committee was briefed on the COG Cooperative Forecast and plans for promoting the completion of Visualize 2045 and promoting awareness about the public comment period and open houses.

Ms. Hutson said that the committee also divided into small groups and discussed member comfort with returning to in-person meetings. The committee also discussed the benefits of meeting with TPB officers.

More detail on the CAC meeting can be found in the report for this item.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth acknowledged the return to in-person meetings, thanked the COG IT staff for their assistance especially over the past two years of remote work and virtual meetings, and said that staff are working on figuring out the best use of technology to make hybrid in-person and online meetings a success.

Mr. Srikanth said the Steering Committee met on March 4. At the meeting the committee approved two amendments. One was for a TIP amendment for a project in Maryland. Details can be found on pages 4 to 12 of the report. The second amendment was for WMATA to update funding amounts for several projects and details can be found on pages 13 to 33 of the report. He said that the 2021 Infrastructure Investment Jobs Act increased funding available for many existing federal programs from the US departments of transportation, including the RAISE grants. He said the TPB was providing letters of support for RAISE grant requests from across the region. Details are on page 35 to 38 of the report. He said that Commuter Connections had recently kicked off a live audio podcast on social media, to encourage people to return to ridesharing and transit, as part of its campaign, called Commute with Confidence. He thanked Chair Sebesky for taking part in the most recent podcast. He reminded the board that the climate change mitigation survey is due on April 1. He added that staff will host a four-part webinar series on transportation resiliency planning. He announced that the 30-day public comment period for Visualize 2045 starts on April 1. He also announced the dates and times for two Visualize 2045 Virtual Open Houses.

Ms. Kostiuk asked if the TPB has plans to apply for or encourage members to apply for new federal transportation funding.

Mr. Srikanth said that the TPB does support its members applying for grants with letters of support. With regard to new federal grants, he said that USDOT has been gradually releasing guidelines for the new programs. These are still rolling out. He said staff anticipate getting detailed regulations and program guidance soon and would be glad to explore interests for a regional grant application.

A board member asked how the TPB prioritizes RAISE grant applications from jurisdictions in the region.

Mr. Srikanth said that the approach has been to review TPB adopted goals and planning priorities and that if the proposed project advances those goals and priorities, then the TPB will endorse the project.

Mr. Roberts asked if he could get printed copies of the draft Visualize 2045 when released for public review and comments.

Mr. Srikanth said that staff can send draft copies of the plan document to board members at the start of the public comment period.

6. CHAIR'S REMARKS

Chair Sebesky encouraged board members to work with their colleagues and staff to complete the climate change mitigation survey distributed by TPB staff. She said that the board wants to add greenhouse gas reduction strategies to the long-range transportation plan and that jurisdiction input is important to selecting those strategies. She said that before the April TPB meeting there will be a work session focused on reviewing survey results and beginning to craft a set of strategies for inclusion in the plan.

Chair Sebesky said that COG published the Metropolitan Washington Planning Framework. She said the framework recognizes the interdependency of transportation, housing, land use, climate, planning work, and the importance of equity. She said the framework is informed by the TPB's work.

ACTION ITEMS

7. AN AMENDMENT TO THE FY 2022 UPWP, FY 2022 CARRYOVER FUNDING TO FY 2023, AND APPROVAL OF THE FY 2023 UNIFIED PLANNING WORK PROGRAM

Ms. Erickson said that the board was being asked to approve two resolutions. The first would amend the current UPWP to remove funding and carries that funding into the 2023 UPWP. The second would approve the 2023 version of the work program. She said that the carryover information had not changed in the last month. She said the final budget is \$19.495 million. She said the only changes are on Tables 1, 2, and 3 so that the tasks are reconciled with revenues available. She said that once the board approves the UPWP it will be submitted to USDOT for approval. After that, the state DOTs need to authorize funding. The work program starts on July 1.

Mr. Wojahn made a motion to adopt Resolution R10-2022 to amend the FY 2022 UPWP and carry the FY 2022 funding over to FY 2023.

Mr. Lee seconded the motion.

Mr. Glass asked if TPB staff have the capacity to look at future projects through a climate lens in accordance with the board resolution on climate.

Mr. Srikanth said that the resolution adopted by the TPB called upon the board to update the plan again in two years. He said that the work plan includes funding for this interim plan.

Mr. Snyder asked if the work program adequately maintains TPB safety initiatives.

Mr. Srikanth said that the proposed budget continues to set aside \$250,000 to provide technical assistance projects to TPB members for safety projects. He said that the funding for planning level activities continues.

Chair Sebesky called a vote on the first motion. The board unanimously approved Resolution R10-2022.

Mr. Lee made a motion to adopt Resolution R11-2022 to approve the FY 2023 UPWP.

Mr. Aguirre seconded the motion.

Chair Sebesky called a vote on the second motion. The board unanimously approved Resolution R11-2022.

8. APPROVAL OF THE FY 2023 COMMUTER CONNECTIONS WORK PROGRAM

Mr. Ramfos reminded the board that they were briefed on the FY 2023 Commuter Connections Work Program at the February board meeting. He said that some minor corrections were made throughout the document. Details on these changes can be found in the materials for this item.

Mr. Karantonis made a motion to adopt Resolution R12-2022 to approve the FY 2023 CCWP.

Ms. Wheeler seconded the motion.

Chair Sebesky called a vote. The board unanimously approved Resolution R12-2022.

9. PERFORMANCE-BASED PLANNING AND PROGRAMMING – 2022 TRANSIT ASSET MANAGEMENT TARGETS

Mr. Randall said that the TPB was briefed about the federal requirement to set performance targets for transit assets in the metropolitan Washington region at its February meeting. The board was presented with draft targets for the four TAM performance measures. He explained that the regional targets were developed using individual targets adopted by transit agencies across the region, and the targets have been reviewed by the TPB Technical Committee and the TPB Regional Public Transportation subcommittee. He stated that no comments were received on the draft targets prior to the TPB's February briefing.

Mr. Wojahn made a motion to adopt Resolution R13-2022 to approve transit asset management targets.

Ms. Wheeler seconded the motion.

Chair Sebesky called a vote. The board unanimously approved Resolution R13-2022.

INFORMATION ITEMS

10. DRAFT 2022 UPDATE OF THE BICYCLE AND PEDESTRIAN PLAN FOR THE NATIONAL CAPITAL REGION

Mr. Srikanth said that as context, the Visualize 2045 long-range transportation plan, in addition to road and bridge assets, includes bicycle and pedestrian planning activities, transit, regional freight movement, and safety projects. The plan document brings all of these elements together and that under this item the regional bicycle and pedestrian plan was being presented to the board.

Mr. Meese referred to the handout materials to provide an overview of the draft 2022 plan which will supersede the 2015 plan approved by the TPB. Changes since that time include development of the National Capital Trail Network (NCTN), new facilities, and micromobility. The plan will include an interactive dashboard of the network. Sections of the plan include planning context, bicycling, and walking activity in the region, bicycle safety, facility types, best practices, and the 2045 network. An appendix lists approximately 1,650 projects measuring about 2,500 miles with 1,880 miles classified as low-stress facilities.

Mr. Meese said that the draft plan is presented for review. TPB staff will address comments and return to the board for plan approval at its May 18 meeting.

Mr. Karantonis asked about the emergence of e-bikes and implications for infrastructure, such as trail width and the type of trails provided. He requested feedback on how the TPB will account for the e-bike trend. Mr. Karantonis also asked about planning for and building around pedestrian facilities and pedestrian-oriented development.

Mr. Meese said that the operating characteristics of e-bikes are different than regular bicycles, including speed, the way facilities are built, whether pedestrians and bicyclists are together on the same facility, and facility rules. He said that promoting pedestrian infrastructure can be a challenge because of the small scale and localized conditions of pedestrian facilities. The bicycle and pedestrian plan describes best practices for pedestrian improvements. TPB remains concerned about mid-suburbs where there are more zero-car households yet good pedestrian and bicycle infrastructure was not built, so those areas are playing catch up, and that is pointed to in the plan.

Mr. Farrell said that e-bikes are looked at with respect to the trail system, and National Capital Trail Network, and a standard 20 mile per hour design speed. An e-bike typically has a cut-out feature where the cyclist no longer gets electric assist at speeds more than 20 miles per hour. Twenty miles per hour was selected because there are fit cyclists who can maintain 20-mile per hour speeds, so that's a speed that is similar for many bicyclists as for e-bikes.

Mr. Karantonis said that he encourages TPB to look at whether the e-assist means that the technology will attract more cyclists, so this means that the technical specifications for network capacity should be scalable to the increase in demand. He commented that other issues include storage and having supporting infrastructure to meet demand.

Mr. Srikanth said that TPB staff have chosen from the 2,800 plus miles of planned bike facilities, 1,400 miles of trail and branded it as the National Capital Trail Network where a minimum of eight-foot trail width is the criterion for inclusion in the network. The NCTN was conceived for connecting employment centers, commercial activity centers, regional activity centers, and transit stations. Additional engineering and pavement management techniques will be needed as the usage of trails increases.

Mr. Lee asked whether the TPB staff looked at other human-assisted mobiles from a safety perspective as a lot of jurisdictions are having issues with scooters and skateboards. He also asked whether jurisdictions will be able to add updates to the interactive map and dashboard.

Mr. Meese said that the plan covers micromobility devices, there is an ongoing planning program to look at micromobility, and the TPB Bicycle and Pedestrian Subcommittee has invited staff from member jurisdictions to talk about opportunities around the challenges related to micromobility use, regulation, and parking. TPB staff will take comments on technical corrections for the interactive dashboard, and there will likely be an annual cycle to receive updates from jurisdictions.

Mr. Farrell said that authorized users can edit projects with a staff review and edit approval process. The dashboard has a built-in mapping function to add a new bike trail or facility. The tentative plan is to have projects updated at the same time on an annual basis.

Mr. Wojahn said that one reason the NCTN was developed was to help prioritize connectivity, equity, and how trails can be used as a tool for connecting to jobs and also making sure that people who live in areas that have traditionally been under-resourced for active transportation do have access. He asked if the plan addresses where infrastructure is needed and has there been thought to prioritizing facilities beyond the NCTN in order to use trails as a tool for equitable access for safe walking bicycling.

Mr. Srikanth said that one of the GIS capabilities is to overlay where planned bicycle and pedestrian projects are within each jurisdiction and Equity Emphasis Areas. Other information available includes population and number of jobs within a half-mile of the trails. Land use activities around a project and opportunities for co-investment, partnering, or proffers is information available at the local jurisdiction level. He said that if TPB members have a process through which they have identified what their priorities are, that is information that can be added to the GIS database. Mr. Srikanth stated that if the TPB has an interest in applying for new competitive grant funding, then TPB staff could look at top priority projects from different jurisdictions and stitch them together as an application that would improve accessibility and connectivity.

Mr. Wojahn asked if the TPB can be a resource for jurisdictions for determining which projects or investments have the greatest impact for providing equitable access to trails, connecting low-income communities, communities of color, and identifying safe places to walk and bike.

Mr. Srikanth said that the TPB staff can work with member jurisdictions to see what methodologies or best practices may be applied to quantify equity benefits of a particular project.

Ms. Davis asked how the bicycle and pedestrian plan relates to Transit Access Focus Areas (TAFAs) and the Transportation Land-Use Connections (TLC) programs, and whether thought has been given to if a project has to be in the plan to receive TLC funding. Ms. Davis also asked how equity was thought of at the start of the plan and how was it is considered when formulating the package of products in the plan.

Mr. Srikanth replied that the plan is a compilation of locally planned projects and trusts that localities have integrated equity considerations in developing these local plans. From there, the TPB overlaid regional priorities such as Equity Emphasis Areas and High Capacity Transit Areas when looking at the local plans as a regional network. The TLC, Transportation Alternatives Set-Aside Program, and TAFAs

use the connecting or serving an Equity Emphasis Area as an application criterion with bonus points if a project is part of the NCTN.

Mr. Meese said that in addition to a plan document, TPB has a planning process, subcommittee, and training opportunities to go along with the grant programs.

Ms. Taveras asked about the integration of individual jurisdiction plans and projects with the work that TPB has been doing, noting several Maryland bike and pedestrian projects underway in Langley Park, Avondale, connections to the Rhode Island Trolley Trail, and others.

Mr. Meese responded that the plan includes a summary and references to member agency and local jurisdiction plans. Participating members submitted planned projects through the database. He offered to work with the jurisdiction if any of the projects are missing.

Ms. Kostiuk commented that it would be useful if some of the work that has been done on the walksheds around transit and high-capacity transit centers could be incorporated into the plan or if some type of walkability score could be included. She asked about younger bicyclists and whether there is an aspect about young cyclists that could be incorporated into the plan as some planning processes emphasize adult versus child users. A concern is that on-street facilities are a lot less feasible for children, and sometimes they use sidewalks which can pose a safety concern for pedestrians and the children.

Mr. Farrell stated that with respect to TAFAs, TPB staff know whether the low-stress network serves a TAFE walkshed. The NCTN and the low-stress network, which consists of three types of facilities -- shared-use paths, protected bicycle lanes, and bicycle boulevards -- are three types intended to be usable by people of all ages and abilities.

Mr. Snyder commented that there appears to be a desire among TPB members for more analysis and interest in determining what we should be doing that we are not currently doing regarding bicycle and pedestrian funding and safety.

Mr. Roberts commented in recent years he has noticed Maryland roadways with 50 mile per hour speed limits that are posted with bike path or "Bicycle may use full lane" signs. He asked what qualifies as a bike route or bike lane from a safety perspective.

Mr. Meese responded that in Maryland and other states, the motor vehicle law will state what is allowed or signed for bicycle use. The bicycle and pedestrian plan prioritizes protected bicycle facilities. In some rural areas, facilities may exist to serve as connections for more experienced cyclists.

11. COOPERATIVE FORECASTING STATUS UPDATE

Mr. Srikanth said that the Visualize 2045 long-range transportation plan update depends on population, employment, and household projections and understanding the level of growth the region anticipates and is planning for the next 25 years and where that growth is projected to happen. Local land-use planning determines where housing and jobs will be located and what mix of land use and density will be permitted and informs TPB's travel demand modeling. Federal regulations require TPB to use approved land-use plans from the region's local jurisdictions. COG's Department of Community Planning and Services coordinates locally approved plan information as an annual coordinated work activity, and Mr. Desjardin's brief includes highlights of the next Cooperative Forecast update.

Mr. Desjardin referred to the handout materials and presented background on the forecasting program and process, which is used for transportation modeling as well growth projections for capital improvement planning. The Round 9.2 forecasts are being used in the Visualize 2045 air quality conformity analysis. Work is underway for the Round 10.0 update which will look at impacts of COVID-19, commercial (office and retail) space utilization, and demographic information such as household size, and timing and location of future housing in the region.

Mr. Walkinshaw said that the commercial to residential transition conversation is important to examine. He stated that remote workers are not captured in traditional modeling and planning, yet it is a growing category of employee, and if there is a way to capture the dynamic of economic development impact in terms of how many remote workers are in the region, where they are moving, why are they moving or why not, that information would be of benefit.

Mr. Desjardin said that yes, the information can be difficult to quantify, and it is an economic development challenge.

Mr. Walkinshaw said that projections of household growth and population growth are tied to projections for job growth, and the job growth numbers are predicated on corporations filling up the commercial office space and workers having to live in the region, and whether that is going to be the case means that traditional mechanisms and formulas to do this kind of planning is going to be in flux over the next five to ten years.

Mr. Karantonis asked a question about transiency of the region's population, differences in employee retention rates and how that information is captured in forecasting.

Mr. Desjardin said that some of the information relates to the economic competitiveness of an individual employer. He said that currently, the labor market is competitive, and the incentives and opportunities offered to workers may affect worker tenures.

OTHER ITEMS

12. ADJOURN

No other business was brought before the board. The meeting adjourned at 2:00 p.m.

Meeting Highlights TPB Technical Committee – April 1, 2022

The Technical Committee met on Friday, April 1, 2022. Meeting materials can be found here: mwcog.org/events/2022/4/1/tpb-technical-committee

The following items were reviewed for inclusion on the TPB's April agenda.

TPB AGENDA ITEM 7 – APPROVAL OF REGIONAL BIKE TO WORK DAY 2022 PROCLAMATION

The committee was briefed on efforts to increase public awareness of the viability of bicycle commuting in the Washington region at regional Bike to Work Day events that will be held at 96 locations across the region on Friday, May 20.

TPB AGENDA ITEM 8 – APPROVAL OF FY 2023 TLC TECHNICAL ASSISTANCE RECIPIENTS

The committee was briefed on FY 2023 Transportation Land-Use Connections Program applications selected a recommended for approval at the April TPB meeting.

TPB AGENDA ITEM 9 – 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP

The committee was briefed on the draft plan, TIP, and Air Quality Conformity analysis of the draft plan and TIP. These materials are available for a 30-day public comment period starting on April 1, 2022. The presentation included a review of the draft plan and TIP, regional context, financial plan, draft finding of the Air Quality Conformity analysis, and regional transportation system performance analysis.

The following items were presented for information and discussion:

BICYCLE AND PEDESTRIAN PLAN UPDATES

The committee was briefed on planned activities following up on the March 16 TPB presentation and discussion of the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region. The board will be briefed on the draft plan at the May meeting.

RTS IN-DEPTH ANALYSIS

The committee was briefed on the in-depth research performed on the Regional Travel Survey (RTS). The brief included analysis of geographic, temporal, and sociodemographic dimensions of travel in the Washington region.

OTHER BUSINESS

- Joint TPB/CEEPC/MWAQC comment letter on heavy duty vehicle standards
- Resiliency 4-part webinar series
- Street Smart Kickoff Event
- Maryland Tap Solicitation
- Maryland Highway Safety Summit and Virginia Highway safety summit
- Staff update

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

April 14, 2022

Ashley Hutson, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Thursday, April 14 for an online-only meeting. The meeting was divided into two parts.

Materials for the meeting can be found here:

mwcog.org/events/2022/4/14/tpb-community-advisory-committee

TIP FORUM

During the first half of the meeting, committee members attended the Transportation Improvement Plan (TIP) Forum for Fiscal Year 2023-2026. This public meeting featured presentations from the TPB, DDOT, MDOT, VDOT, and WMATA covering each agency's funding programs.

VISUALIZE 2045 – FUNDING, AIR QUALITY, AND PERFORMANCE

TPB staff briefed the committee on drafts of the 2022 update to Visualize 2045 and the Air Quality Conformity determination. The presentation also included highlights on funding and forecast performance. Staff answered committee questions on topics ranging from the predictability of federal funding and setting aside a percentage of highway funding on transit and safety projects.

ATTENDEES

Members	
Ashley Hutson	Lorena Rios
Audrey Nwaze	Michael Artson
Daniel Papiernik	Nancy Abeles
Jeff Jamawat	Ra Amin
Jeff Parnes	Solomon Haile
Katherine Kortum	
Guests	
Bill Orleans	Jeffrey Rueckgauer
Staff	
Bryan Hayes	Lyn Erickson
Jane Posey	Rachel Beyerle
John Swanson	Sergio Ritacco
Leo Pineda	Stacy Cook

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

April 8, 2022

Canek Aguirre, Chair

The Access for All Advisory Committee (AFA) met virtually on April 8 and the highlights from the meeting are provided below. A list of participants is on the last page. The AFA advises the TPB on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

VISUALIZE 2045

TPB staff provided an overview of the draft plan and TIP, including regional context, financial plan, draft findings of the Air Quality Conformity analysis, and the regional transportation system performance analysis. Discussion following the presentation included:

- The impact of projected congestion on quality of life for populations dependent on transit or paratransit
- analysis on trips not job-related
- the extent of information on trips by bike or walking

Staff will send out a follow up email to the entire membership, inviting additional comments. AFA comments will be consolidated into a memo and included in public comments due May 1, 2022.

2022 UPDATE OF THE COORDINATED HUMAN SERVICE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION – UNMET NEED

Staff provided a brief overview of the components and expectations for the update of the Coordinated Human Service Transportation Plan, and introduced themes as a framework for discussion of the first component; unmet needs:

- Availability – geographically, days and times of service, number of options for different needs, technologically disadvantaged, etc.
- Awareness – what exists overall and for specific needs, centralized, easy to find (no wrong door), who knows it and is sharing it, formats of information, etc.
- Accessibility - wheelchair accessibility, dependability, the unbanked, traditionally underserved populations, language, those without smart phones/computers, bus stop access/sidewalks, first mile/last mile, etc.
- Affordability – cost, availability of subsidy, funding opportunity, alternatives to Metro Access, etc.
- Other – anything not included in the other categories, for example: trained drivers and staff, cleanliness, safety, etc.

Attendees were randomly assigned to breakout rooms where TPB staff facilitated a discussion on unmet need within the themes. The sessions were recorded, and a summary will be sent to the entire membership for review, further comment and additions.

It is anticipated that the updated Coordinated Plan will be presented to the TPB in November and approval of the plan sought in December.

OTHER BUSINESS

- Chair Aguirre requested attendees complete the 2022 AFA Membership Confirmation and Title VI questionnaire
- Chair Aguirre shared information about a study MITRE is doing on how e-scooters can improve access to jobs for people with low income and is looking for partners to help reach out to individuals for the project.
- Chair Aguirre provided a reminder of remaining 2022 meeting dates:
 - July 1
 - September 2
 - December 16

ATTENDANCE

District of Columbia	Virginia	TPB Staff
Heather Foote, Age Friendly DC Transportation Committee	Andrew Wexler, Arlington County	Jane Posey
Richard Ezike, The Urban Institute	Brittany Voll, DRPT	John Swanson
Tyren Stover, DC DFHV	Cynthia Alarico, Fairfax County Neighborhood & Community Services	Kanti Srikanth
	Emily Braley, NV Rides	Lynn Winchell-Mendy
Maryland	Jennifer Schriebman, The Arc of Northern Virginia	Rachel Beyerle
Bill Orleans, member of the public	Karen Smith, Arc of Prince William/INSIGHT, Inc.	Sergio Ritacco
Bong Delrosario, Maryland Department of Disabilities	MaryJo Hensler, Fairfax County Neighborhood & Community Services	Stacy Cook
Chafica Miles, Koach/Coach		
Francie Gilman, individual	Regional	Chair
Gloria Swieringa, Prince George's County Commission on Individuals with Disabilities	Angela White, National MS Society of Greater DC	Canek Aguirre, City of Alexandria Councilmember
Rob Malone, Arc of Prince William County	Glenn Millis, WMATA	
Sara Fought, JCA Connect-A-Ride		
Shawn Brennan, Montgomery County Aging & Disability Services		



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: April 14, 2022

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: April 14, 2022

At its meeting on April 1, TPB Chair Sebesky signed a proclamation approving Friday, May 20 as “Bike To Work Day 2022.”

The Steering Committee also reviewed and approved for signing, a joint letter from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate, Energy, and Environment Policy Committee (CEEPC) to provide comments on a proposal by the U.S. Environmental Protection Agency (EPA) to control air pollution from new motor vehicles; particularly heavy-duty engine and vehicle standards.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments

- Approved Regional Bike To Work Day 2022 Proclamation
- Approved and signed joint letter from TPB, MWAQC, and CEEPC to the EPA.

TPB Steering Committee Attendance – April 1, 2022
(only voting members listed)

TPB Chair/VA rep.: Pamela Sebesky
TPB Vice-Chair/MD rep.: Reuben Collins
DC Rep.: Christina Henderson
DDOT: Mark Rawlings
MDOT: Kari Snyder
VDOT: Maria Sinner
Amir Shahpar
Technical Committee Chair: Matthew Arcieri



Proclamation

WHEREAS, the National Capital Region Transportation Planning Board through its Commuter Connections program promotes bicycling and organizes Bike to Work Day together with the Washington Area Bicyclist Association; and

WHEREAS, bicycle commuting is an effective means to support the region's air quality goals, improve mobility, and conserve energy; and

WHEREAS, bicycle commuting benefits both employees and employers through better health and fitness, reduced commuting and parking costs; and

WHEREAS, increasing numbers of employers have embraced bicycling and provide secure parking and shower facilities to help encourage bicycle commuting; and

WHEREAS, Capital Bikeshare's regional system has 600+ stations across seven jurisdictions; and

WHEREAS, 96 Bike to Work Day pit stops will be located within 22 COG jurisdictions in the region; and

WHEREAS, the week of May 16th is National Bike to Work Week, which promotes bicycling as a viable means of transportation to and from work;

NOW, THEREFORE, BE IT RESOLVED THAT THE
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Proclaims Friday, May 20, 2022 as Bike to Work Day throughout the Washington, DC metropolitan region; and
2. Encourages TPB member jurisdictions to adopt similar proclamations in support of the event; and
3. Reminds all members of the importance of bicycle safety as advocated by the Street Smart campaign.

Chair, National Capital Region Transportation Planning Board

Approved by the TPB Steering Committee at its meeting on April 1, 2022.



April 17, 2022

Administrator Michael Regan
U.S. Environmental Protection Agency
Docket ID No EPA-HQ-OAR-2019-0055
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Subject: Comment on Proposed Rule Regarding Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards; Docket ID No EPA-HQ-OAR-2019-0055

Dear Administrator Regan:

Thank you for providing an opportunity to comment on the proposed rule: Control of Air Pollution from New Motor Vehicles- Heavy-Duty Engine and Vehicle Standards.¹ On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the National Capital Region Transportation Planning Board (TPB), and the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), we are writing to offer our support for the proposed rule to change the heavy-duty emission control program -- including the standards, test procedures, regulatory useful life, emission-related warranty, and other requirements -- to further reduce the air quality impacts of heavy-duty engines across a range of operating conditions and over a longer period of the operational life of heavy-duty engines. We also support the proposed targeted updates to the existing Heavy-Duty Greenhouse Gas (GHG) Emissions Phase 2 program that will further GHG reductions in the model year (MY) 2027 timeframe.

MWAQC is certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans demonstrating attainment of federal ozone and other criteria pollutant standards for the Washington, DC-MD-VA non-attainment area. The TPB is the federally designated metropolitan planning organization (MPO) for metropolitan Washington and is the region's forum for cooperative transportation decision making, including issues related to air quality. COG's CEEPC serves as a principal policy forum on climate change and is tasked with the development of a regional climate change strategy to meet the regional GHG reduction goals adopted by the COG Board of Directors.

We agree that the proposed rule has the potential to achieve significant Nitrogen Oxide (NOx) emissions reductions and will likely result in substantial public health and welfare benefits. The region is currently designated as being in non-attainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. NOx is a precursor pollutant of ground-level ozone. As such, reductions in NOx emissions will help the region to attain the federal NAAQS for ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter measuring 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts.

As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*,² underserved communities

¹ U.S. Environmental Protection Agency, "Proposed Rule and Related Materials for Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards," Other Policies and Guidance, Regulations for Emissions from Vehicles and Engines, March 15, 2022, <https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-and-related-materials-control-air-1>.

² "Metropolitan Washington 2030 Climate and Energy Action Plan" (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwco.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

have been disproportionately affected by harmful environmental exposures, such as ambient air pollution and climate-change-related health impacts. Therefore, more stringent controls on air pollution from heavy-duty vehicles and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution. Finally, GHG emissions from the transportation sector are one of the major contributors of GHGs in the metropolitan Washington region. Tightening of the “Phase 2” GHG emissions standards for several heavy-duty categories would facilitate progress towards our long-term climate goals, which include a 50 percent greenhouse gas emission reduction below 2005 levels by 2030 and an 80 percent reduction below 2005 levels by 2050. It would also accelerate the adoption of zero emission vehicles in the region’s heavy-duty fleet, which is one of COG’s legislative priorities.

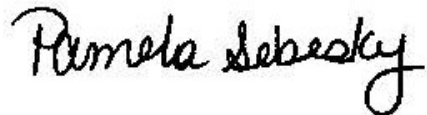
The National Capital region has implemented several emissions control measures in all emissions sectors, including transportation, over the years to improve its air quality and comply with NAAQS for a variety of criteria pollutants. The region also relies heavily on federal emissions control programs for a significant amount of its emissions reductions. While significant progress has been made in the Washington region to reduce emissions of criteria pollutants and GHG emissions, addressing sources of low-level NOx, including from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. The role of the federal government’s leadership in delivering effective regulatory limits on emissions from motor vehicles is a critical component of our ability to meet our adopted and mandated environmental objectives. As such, MWAQC, TPB, and CEEPC believe the continued updates to emission standards to reduce pollutants are appropriate and necessary.

Thank you again for the opportunity to provide comments on the EPA’s proposed heavy-duty engine and vehicle standards.

Sincerely,



The Honorable Takis Karantonis
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



The Honorable Pamela Sebesky
Chair, National Capital Region Transportation Planning Board (TPB)



The Honorable Koran Saines
Chair, Climate Energy and Environment Policy Committee (CEEPC)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: April 14, 2022

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

March 16, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Arlington County, Virginia for the Arlington National Cemetery (ANC) Wall Trail Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Arlington County, Virginia for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Arlington National Cemetery (ANC) Wall Trail Project.

The ANC Wall Trail will construct a ten-foot wide pedestrian and bicycle trail on the west side of Virginia Route 110, outside the boundary wall of Arlington National Cemetery, connecting Memorial Avenue with Columbia Pike. The project will complete a missing link of the National Capital Regional Trail Network and provide a "crosstown" bicycle and pedestrian connection between all three of Arlington's major radial development corridors: Rosslyn-Ballston, Richmond Highway (US 1), and Columbia Pike. The ANC Wall Trail will also provide a safe, direct connection between Arlington and the District of Columbia via the Memorial Bridge and to the Arlington Cemetery Metrorail transit station.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The ANC Wall Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Arlington County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela J. Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Dennis Leach, Director of Transportation, Arlington County Department of Environmental Services



National Capital Region
Transportation Planning Board

March 24, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Maryland National Capital Parks and Planning Commission for the Creating Equitable Connections on the Capital Trails Network Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland National Capital Parks and Planning Commission (M-NCPPC) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Creating Equitable Connections on the Capital Trails Network Project.

This proposed package of nonmotorized transportation trail network improvements will include 3.5 miles of new construction, 11 miles of trail rehabilitation, and safety improvements at six intersections and at-grade crossings. There will be three new trail connections to Metrorail stations and three future Purple Line light rail stations; in total, the project will facilitate connections to nine rail stations. The projects will close gaps, rehabilitate and upgrade sub-standard facilities, increase carrying capacity, enhance safety, improve access for people with physical disabilities, and expand access to the National Capital Trail Network for underserved communities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The trail projects would complete gaps in the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by MNCPPC. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Asuntha Chiang-Smith, Executive Director, Maryland National Capital Parks and Planning Commission



National Capital Region
Transportation Planning Board

March 23, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by the District of Columbia for the Claybrick Road Bus Garage Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant to fund the planning and design of a new DC Circulator Bus Garage at Claybrick Road.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The Claybrick Road DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The development of this project will enable the replacement of the 44 remaining DC Circulator diesel buses, reducing diesel fumes in several neighborhoods, including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

March 23, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by the District of Columbia for the South Capitol Street Trail

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the South Capitol Street Trail.

The South Capitol Street Trail will extend the Anacostia Riverwalk Trail with a 3.8-mile multi-use path through a portion of southeastern Washington, D.C. currently lacking safe pedestrian and bicycling access. The long-distance trail will complete an important missing link and connect several population centers with each other and with activity centers and employment centers, encouraging commuter use and reducing greenhouse gas emissions. The South Capitol Street Trail will also preserve green space for the public benefit and include sustainable development principles to promote storm water management, such as permeable surfaces and tree planting.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The South Capitol Street Trail is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

March 23, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by the District of Columbia for the South Capitol Street Bus Garage Plan

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia Department of Transportation (DDOT) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the South Capitol Street DC Circulator Bus Garage Plan.

The DC Circulator bus program is a crucial component of the District's transportation system and provides a vital service to residents, businesses, commuters, and visitors to the nation's capital. DC Circulator has an opportunity to be a leader in clean energy transit in the country and address environmental justice issues stemming from the emissions of diesel buses. The South Capitol Street DC Circulator Bus Garage is a leading-edge project in advancing the electrification of transit buses with necessary support infrastructure. The funding of this project will allow the District of Columbia to store and charge 46 electric buses, reducing diesel fumes in several neighborhoods, including areas of persistent poverty. The garage will include on-site solar electricity generation to ensure that the transition to electric buses relies on clean energy solutions. This project advances the Clean Energy Omnibus Act of 2019, the Sustainable DC 2.0 Plan, and the moveDC long-range plan.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in public transportation and electric vehicles to provide a broad range of clean public transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the District of Columbia. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

March 23, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Fairfax County, Virginia for the Frontier Drive Extension Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Fairfax County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Frontier Drive Extension Project.

The Frontier Drive Extension Project will extend Frontier Drive from its southern terminus at Franconia-Springfield Parkway to Loisdale Road to relieve traffic congestion and improve access and safety to local malls and federal work sites. The RAISE grant will provide funding for construction of the new road along with sidewalks, pedestrian crossings, and on-road bike lanes to ensure that design elements address safe pedestrian crossings. Braided ramps at key intersections will improve both nonmotorized and auto user safety. The project also serves a Metrorail subway terminus station and adjoining commuter rail station and will improve feeder transit bus access and fund transit user amenities. The project serves the local activity center and is near to an identified Equity Emphasis Area for which it will improve mobility and accessibility for traditionally underserved populations.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

The TPB requests your favorable consideration of this request by Fairfax County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the project and grant funding.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Tom Biesiadny, Director, Fairfax County Department of Transportation



National Capital Region
Transportation Planning Board

April 6, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application by Prince George's County, Maryland for the "Proud to Charge" Electric Bus Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the "Proud to Charge" Electric Bus Project.

The "Proud to Charge" project will enable the purchase 30 new zero or low emission buses to replace diesel and fund the implementation of a regenerative energy storage, upgrading of electrical systems, and build partnerships to create and implement training programs that will develop workforce skills to support the execution of the County bus electrification initiative. The "Proud to Charge" project will enhance access to transit, connect residents to good paying jobs, improve sustainable energy programs, reduce air pollution, resulting health disparities in low-income communities, and prepare county residents to enter the high-tech workforce in transportation.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Investment in the county's bus system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice. The grant funds will advance the safe and reliable transition from diesel to zero emission vehicles.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation



National Capital Region
Transportation Planning Board

April 6, 2022

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: RAISE Program Grant Application for Virginia Passenger Rail Authority's Long Bridge Pedestrian Bridge Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Virginia Passenger Rail Authority (VPRA) for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program grant for the Long Bridge Pedestrian Bridge Project.

The Long Bridge project will expand the existing two-track rail connection across the Potomac River between Virginia and the District of Columbia by building a second two-track parallel rail bridge, which will enable significantly expanded intercity and passenger rail service as well as improve freight rail movement. As part of the committed mitigations for impacts to parklands, VPRA and the National Park Service have agreed that a pedestrian-bicycle crossing will be added as part of the new bridge crossing. The requested RAISE grant funding will be used to fund a portion of the pedestrian-bicycle bridge, which will provide direct access to several centers of employment and residential communities and is expected to attract over 1,300 daily pedestrian and bicycle commuters, reducing auto-dependency with concomitant environmental and quality of life benefits.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The Long Bridge Pedestrian Bridge is part of the TPB's adopted National Capital Trail Network, completion of which is one of the seven Aspirational Initiatives of Visualize 2045. The TPB has long supported investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by the Virginia Passenger Rail Authority. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Pamela Sebesky".

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: DJ Stadtler, Executive Director, Virginia Passenger Rail Authority



National Capital Region
Transportation Planning Board

April 6, 2022

The Honorable Anthony Brown
United States House of Representatives
1323 Longworth House Office Building
Washington, D.C. 20515

Re: Funding for Prince George's County, Maryland for a Transit Facility Feasibility Study

Dear Congressman Brown:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince George's County for dedicated funding to conduct a Transit Facility Feasibility Study

Prince George's County's current bus facility at Forestville, Maryland was built in the 1970s and even with periodic upgrades can no longer meet the needs of the County's TheBus fleet and plans for transit expansion. Dedicated funding for a facility feasibility study will assess the viability of relocating the administrative/maintenance facility, identify a main transfer plaza with customer service and sales, and consider the feasibility of adding transfer locations to include potential park and rides throughout the county to meet the goals and objectives of the County and provide better public transportation service to meet the needs of its residents. The feasibility study will advance the County's Transit Vision Plan and include an in-depth study of the electrification of the public transportation system

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Investment in improving the county's bus system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice.

I anticipate that upon successful dedication of the funding, the region's transportation improvement program (TIP) will be amended to include the federal funding for this project.

Sincerely,

Pamela J. Sebesky
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: April 14, 2022

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Solicitation for Applications for the Transportation Alternatives Set-Aside Program in Maryland
DATE: April 14, 2022

The next application period in Maryland for the Transportation Alternatives Set-Aside (TA Set-Aside) Program will be April 15 - May 16, 2022.

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding on July 20, 2022 for TA Set-Aside projects in Maryland.

Applications in Maryland must be submitted through the Maryland Department of Transportation (MDOT), which is also responsible for selecting projects using a statewide TA Set-Aside allocation. See www.mdot.maryland.gov for more information.

The District of Columbia will conduct its solicitation for TA Set-Aside in the fall of 2022. Virginia, which conducts its solicitation every two years, will open its application period in the spring of 2023.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network; Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact John Swanson jswanson@mwcog.org or 202-962-3295. For information about the Maryland application process, contact Christy Bernal at CBernal@sha.state.md.us.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner, and
Leo Pineda, TPB Transportation Planner
SUBJECT: TPB Transportation Resiliency Webinars
DATE: April 14, 2022

BACKGROUND

In 2022, the TPB conducted a Transportation Resiliency Study that produced a memorandum and white paper, now available online on the [Visualize 2045](#) and [COG websites](#). One of the recommendations of the study was to continue building the capacity of technical staff in this planning area. To this end, the TPB is conducting a 4-part webinar series on transportation resiliency.

Transportation Resiliency Webinar Series

On April 8, the National Capital Region Transportation Planning Board (TPB) kicked off a new Transportation Resiliency Webinar Series. The first webinar was very well attended, see details on each event below.

Transportation agencies, metropolitan planning organizations (MPOs), and local governments across the country are assessing ways to ensure that transportation infrastructure is resilient in the face of future disasters and preparing for the effects of climate change. One aspect of that preparation is capacity building and information sharing.

Through its planning priorities, the TPB supports resiliency research, development of data and mapping tools, professional capacity building, and local and regional collaboration to develop an integrated approach to resilience planning. The webinar series will bolster capacity by providing an introductory webinar on how resilience is approached in the region, along with three in-depth webinars focusing on planning for and technical application of climate integration into vulnerability assessments, resilience planning, and project development and design.

Resiliency is
“the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions.”
[Federal Highway Administration](#)

A resiliency webinar will be held once a month this April, May, June, and July. Planners, engineers, transportation, environmental services, community development, and policy professionals are invited to participate in one or more of the sessions.

Webinar Topics and Schedule

The four webinars will build on one another, covering how climate is changing in the region, how climate change affects the transportation system, and the funding opportunities available for transportation resilience. As listed, all webinars will be held on Fridays at 2:00 – 3:30 P.M.

April 8

2:00 – 3:30 P.M.

Webinar 1: Transportation Resilience in the Region: What Next?

Provides an overview of transportation resilience to set the stage for the rest of the series

Learning objectives:

- Define key terms
- Understand COG and TPB resilience and equity work to date and available resources
- Understand climate impacts in the region
- Understand how traditionally marginalized populations may be particularly vulnerable to climate impacts
- Understand federal resilience requirements and funding opportunities

May 13

2:00 – 3:30 P.M.

Webinar 2: Get Started: Climate Vulnerability Assessments

Increases understanding of approaches to conducting a vulnerability assessment and why these assessments are valuable to decision makers

Learning objectives:

- Understand the benefits and common challenges of a vulnerability assessment
- Understand different approaches to conducting a vulnerability assessment
- Understand your role in conducting or supporting a vulnerability assessment

June 10*

2:00 – 3:30 P.M.

Webinar 3: Break Down Barriers: Integrating Climate Resilience into Planning & Programming

Illustrates the value of and process for integrating resilience into planning and programming

Learning objectives:

- Identify opportunities for integrating resilience into planning and programming
- Increase familiarity with new Federal Highway Administration (FHWA) resources
- Gain knowledge and lessons learned from peer organizations

July 15*

2:00 – 3:30 P.M.

Webinar 4. Break Down Barriers: Integrating Climate Resilience into Project Development & Design

Illustrates the value of and process for integrating resilience into project development and design

Learning objectives:

- Identify opportunities for integrating resilience into project development and design
- Increase familiarity with FHWA [Synthesis of Approaches for Addressing Resilience in Project Development](#)
- Gain knowledge and lessons learned from peer organizations

*Due to speaker availability, the order of the June and July webinars is subject to change.

TPB Climate and Resiliency Resources

In preparation for the webinar series, learn more about TPB resiliency and climate change studies by visiting COG's [Transportation Resilience page](#).

Recent COG and TPB reports:

[2030 Climate and Energy Action Plan](#) (2020)

[TPB Climate Mitigation Study of 2021](#)

[TPB Resiliency Study](#) (2021)

For more information on the webinar series:

Contact: **Stacy Cook or Leonardo Pineda**

Email: scook@mwkog.org, lpineda@mwkog.org

Racial Equity Learning Series

In 2020, the Metropolitan Washington Council of Governments (COG) Board of Directors affirmed racial equity as a fundamental COG value. As part of our commitment to advancing equity and weaving anti-racist values into our programs and planning efforts, COG is working with the Government Alliance on Race and Equity (GARE) to provide a series of free, educational workshops exclusively for elected officials in metropolitan Washington.

Join us for an opportunity to learn, strategize, and take action with peers to address racial inequities, a major challenge that requires an intentional, comprehensive focus.

The series will:

- Engage participants in a shared racial equity analysis by examining policies and practices from a racial equity perspective and providing definitions of key terminology;
- Consider ways to support your jurisdiction's commitment to advancing racial equity;
- Discuss how to move from theory to action, foster accountability for using racial equity tools, and build public will and cross-sector support for advancing racial equity.

Workshop Dates

- May 20, 2022, 9:30 A.M.*
- June 17, 2022, 10:00 A.M.
- July 22, 2022, 10:00 A.M.
- September 16, 2022, 10:00 A.M.

*This intro session is a prerequisite for elected officials participating in the entire series.

Workshops will alternate between in-person and online. Staff will provide more information as meeting dates get closer.

To register for the series, visit mwcog.org/equityworkshop or contact Pat Warren at pawarren@mwcog.org.



April 11, 2022

Subject: May 4, 2022 Joint Spring Transportation Meeting

Dear Local Official:

The Commonwealth Transportation Board (CTB) will conduct a public meeting in our area to give the community the opportunity to provide comments on transportation projects and programs to be included in the Fiscal Year 2023-2028 Six-Year Improvement Program (FY2023-2028 SYIP). These projects and programs, which include highway, rail, and public transportation initiatives, represent important improvements to address safety, congestion and preservation of Virginia's transportation network. This CTB meeting as required by §33.2-214.3 code of Virginia, will serve as the joint public meeting for the following six agencies: the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (VDRPT), the Northern Virginia Transportation Authority (NVTA), the Northern Virginia Transportation Commission (NVTC), the Virginia Railway Express (VRE), and the newly established Virginia Passenger Rail Authority (VPRA). Each organization will have information available for review and comment related to their respective projects, evaluation, and selection criteria for funding.

The public meeting for the community in our region will be held on Wednesday, May 4, 2022 at the VDOT Northern Virginia (NOVA) District Office, located at 4975 Alliance Drive, Fairfax. **The open house will be begin at 5:30 p.m., followed by a listening session at 7:00 p.m.** Formal public comments on projects proposed to be included in the draft SYIP will be accepted at the meeting. Projects that are recommended for funding come from the following programs: State of Good Repair (SGR), Innovation and Technology Transportation (ITT), Transportation Alternatives Set-Aside (TA), Revenue Sharing (RS), and Bridge Formula. Comments will also be accepted for projects valued at more than \$25 million.

I encourage you to attend the public meeting in our region, or one of the other meetings listed. If you cannot attend the meeting and have comments please mail or e-mail your comments to:

For Roads and Highway Comments

Kim Pryor, Director
VDOT Infrastructure Investment Division
1401 E. Broad Street,
Richmond, VA 23219
Six-YearProgram@vdot.virginia.gov

Transit and Rail Comments

DRPT Public Information Office
600 E. Main Street, Suite 2102
Richmond VA, 23219
DRPTPR@drpt.virginia.gov

Comments on the Draft SYIP and candidate projects will be accepted until May 23, 2022. For more information, please visit <http://www.ctb.virginia.gov/planning/springmeetings2022/default.asp>.

I truly appreciate your attendance at this session. If you have any questions prior to the meeting, please contact Maria Sinner at the VDOT NOVA District Office, 703-259-2342 or Maria.Sinner@VDOT.Virginia.gov

Sincerely,

John D. Lynch, P.E.
 District Engineer
 Northern Virginia District, VDOT

2022 Spring Public Meeting Dates and Locations

Public meetings begin at 4:00 p.m. in each of the locations except as noted below:

<p>Monday, April 25, 2022 Fredericksburg – James Monroe High School 2300 Washington Avenue Fredericksburg, Virginia 22401</p>	<p>Tuesday, April 26, 2022 Culpeper - Culpeper District Auditorium 1601 Orange Road Culpeper, VA. 22701</p>	<p>Thursday, April 28 2022 Richmond - Richmond District Auditorium, 2430 Pine Forest Drive, Colonial Heights, VA 23834</p>
<p>Monday, May 2, 2022 Hampton Roads - Hampton Roads District Auditorium, 7511 Burbage Drive, Suffolk 23435</p>	<p>Tuesday, May 3, 2022 Lynchburg – Virginian Hotel, 712 Church Street, Lynchburg, VA 24504</p>	<p>Wednesday, May 4, 2022 Northern Virginia - Northern Virginia District Office Potomac Conference Room 4975 Alliance Drive Fairfax, VA 22030</p> <p>*meeting begins at 5:30 p.m.</p>
<p>Monday, May 9, 2022 Staunton - Blue Ridge Community College, Plecker Center, 1 College Lane, Weyers Cave, VA 24486</p>	<p>Wednesday, May 11, 2022 Bristol - Southwest Virginia Higher Education Center One Partnership Circle Abingdon, VA 24210</p>	<p>Thursday, May 12, 2022 Salem - Holiday Inn Valley View 3315 Ordway Drive NW Roanoke, VA 24017</p>

2022 VIRGINIA HIGHWAY SAFETY SUMMIT MAY 3-5



2022: STAYING DRIVEN ON THE ROAD TO ZERO

The **2022 Virginia Highway Safety Summit** will feature sessions over three days that focus on current highway safety issues to continue our efforts to decrease the number of crashes, injuries, and fatalities on our roadways. Speakers from the national, state, and local level will present on a variety of topics from our highway safety focus areas.

We invite stakeholders from law enforcement, state agencies, non-profits, higher education, and other highway safety advocates to attend.

Registration is free and we invite you to join us!

[REGISTER HERE](#)

Tentative Schedule

Please note that the schedule is a work in progress and will be updated as sessions are confirmed.

Tuesday, May 3, 2022 | Pre-Summit Training Day

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 a.m. – Noon	Training Tracks <ul style="list-style-type: none">• EMS/Public Safety Training• Law Enforcement Training
10:00 a.m. – Noon	Impaired Driving Stakeholder Committee Meeting
Noon – 1:00 p.m.	Lunch
1:00 – 3:00 p.m.	Occupant Protection Stakeholder Committee Meeting
1:00 – 5:00 p.m.	Training Tracks <ul style="list-style-type: none">• Traffic Safety Engineering Training

- Law Enforcement Training
- Motorcycle Safety Training

Wednesday, May 4, 2022 | Virginia Highway Safety Summit

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 – 9:00 a.m.	Opening Session with Zero Fatality Recognition
9:00 – 9:30 a.m.	Keynote Presentation
9:30 – 10:15 a.m.	General Session
10:30 – 11:15 a.m.	Legislative Update Panel
Noon – 1:45 p.m.	Lunch with Panel Discussion
2:00 – 2:45 p.m.	Breakout Session Tracks <ul style="list-style-type: none"> • Infrastructure and Engineering/Public Safety • 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving • Fatality, Crash, and Injury Prevention • After the Crash
3:00 – 3:45 p.m.	Breakout Session Tracks <ul style="list-style-type: none"> • Infrastructure and Engineering/Public Safety • 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving • Fatality, Crash, and Injury Prevention • After the Crash
4:00 – 5:00 p.m.	General Session
5:00 – 6:00 p.m.	Exhibitor Time

Thursday, May 5, 2022 | Virginia Highway Safety Summit

7:00 – 8:00 a.m.	Registration and Breakfast
8:00 – 9:00 a.m.	General Session
9:15 – 10:00 a.m.	Breakout Session Tracks <ul style="list-style-type: none"> • Infrastructure and Engineering/Public Safety • 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving • Fatality, Crash, and Injury Prevention • After the Crash
10:15 – 11:00 a.m.	Breakout Session Tracks <ul style="list-style-type: none"> • Infrastructure and Engineering/Public Safety • 4 D’s: Drunk, Drugged, Distracted, and Drowsy Driving • Fatality, Crash, and Injury Prevention • After the Crash
11:15 a.m. – Noon	Closing General Session

We hope you’ll join us.

[REGISTER HERE](#)

ITEM 7 – Action

April 20, 2022

Approval of FY 2023 TLC Technical Assistance Recipients

Action: Approve TLC technical assistance recipients under the FY 2023 TLC Program.

Background: The TPB's Transportation Land-Use Connections (TLC) Program has provided support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level since 2006. Staff solicited applications for the FY 2023 TLC round of technical assistance between December 17, 2021 and February 22, 2022. The board will be briefed and asked to approve the applications that are being recommended for funding in FY 2023.



MEMORANDUM

TO: TPB Technical Committee
FROM: John Swanson, Transportation Planner
SUBJECT: FY 2023 Transportation Land-Use Connections Technical Assistance Funding Recommendations
DATE: April 14, 2022

This memo provides information on the recommendations of the Selection Panel for the FY 2023 round of technical assistance under the Transportation Land-Use Connections (TLC) Program. At the panel's meetings on March 25 and March 29, the group identified 11 projects to recommend for funding in FY 2023. The TPB is scheduled to vote on the panel's recommendations on April 20.

FUNDING RECOMMENDATIONS FOR FY 2023

A total of \$630,000 will be provided for the TLC Program in FY 2023 through funding in the Unified Planning Work Program (UPWP). The TLC Selection Panel recommends 11 projects for funding.

As noted below, the recommended slate of projects is highly consistent with key TPB objectives:

- All 11 projects are in or near Activity Centers
- 8 projects are in or near Equity Emphasis Areas
- 7 projects are in or near high-capacity transit station areas, and 4 of these are in or near Transit Access Focus Areas (TAFAs)
- 8 projects support the National Capital Trail Network (NCTN). 3 projects are directly part of the NCTN while the other five will support connections to the NCTN.

Projects recommended for funding:

Safe Routes to School Walk Audits Phase 2

Alexandria, \$60,000

This project will fund walk audits for five Alexandria schools, which will result in Safe Routes to School (SRTS) recommendations. Walk audits are a planning exercise in which stakeholders convene to identify existing conditions, observe travel patterns, and assess mobility, access, or safety issues in a given area. Walk audits culminate in a report which includes site observations and detailed recommendations for future infrastructure and programmatic improvements. In this specific case, walk audits would be used to ultimately identify recommendations for safety enhancements that make it easier and safer for kids to walk and bike to school. This TLC project includes an elementary school, two middle schools, and two high schools.

Independence Avenue Corridor Study

District of Columbia, \$60,000

Local and federal agencies are collaborating to implement improvements in the Independence Avenue corridor south of the National Mall. This study will examine connectivity, multi-modal use

(walking, biking, transit, and curbside uses), safety, and the quality of the pedestrian experience traversing north-south between the Mall and the SW waterfront and neighborhoods, and east-west along Independence Avenue. This analysis will assess pre-pandemic pedestrian and traffic data, collect current multi-modal traffic counts, and prepare diagrams and analysis to document the level-of-service, primary flow, and demand for all transportation modes. This information will inform the potential to reallocate the uses among travel lanes to improve multi-modal mobility of both the street and sidewalks and improve streetscape quality and pedestrian experience.

Delivery Microhub Feasibility Study

District of Columbia, \$55,000

This feasibility study will strategically locate staging areas or microhubs to facilitate sustainable delivery modes, including bicycle, cargo bicycle, and foot deliveries. The study will identify best practices and up to three use cases, and identify criteria needed in delivery microhubs to support sustainable delivery. The project will also identify the characteristics needed within delivery zones or neighborhoods to support those sustainable delivery use cases and finish with a conceptual implementation plan pairing use cases with specific District neighborhoods, while identifying stakeholders, magnitude of cost estimates, and next steps.

New Design Road Bikeway Study

Frederick County, \$35,000

This bikeway selection study will focus on a segment of New Design Road that is an essential link in Frederick County's ambitious plans to build a bikeway connecting the City of Frederick to the C&O Canal National Park. The study area, which is less than one mile, is currently very intimidating for cyclists. It includes the county right-of-way along New Design Road, and three Maryland State Highway bridges over and under Interstate 70 and 270. The project will identify preliminary cost estimates as well as preliminary or schematic drawings. The New Design Road bike path is a segment of the National Capital Trail Network. The project will build upon past support from the TLC Program, as well as Transportation Alternatives Set-Aside funding.

Olde Towne to Washington Grove Bicycle Connection

Gaithersburg, \$60,000

Currently there is no safe, low-stress bicycle link between the City of Gaithersburg MARC Station and the Shady Grove Metro Station. Montgomery County has planned for a bicycle route along Crabbs Branch Way, linking Shady Grove Metro Station to the Town of Washington Grove at Brown Street. This TLC project will study extending the bicycle infrastructure route to Olde Towne Gaithersburg. The project will complete a conditions and feasibility study to increase bike access to residents in adjacent neighborhoods, as well as to the transit stations.

Active Transportation Plan

Manassas Park, \$60,000

The City of Manassas Park will undergo an active transportation study to establish a plan for establishing the bicycle and pedestrian infrastructure within its municipal boundary. The study will assess existing conditions in the realm of bicycle and pedestrian infrastructure and identify areas of opportunity for strengthening the network. The study will establish a series of recommendations and provide implementation strategies for the short, mid, and long-term.

Montgomery County Streetlight Standards

Montgomery County, \$50,000

This project will upgrade Montgomery County's existing Streetlight Standards to advance the County's Vision Zero initiative and Complete Streets Design Guidelines principles. The County needs these upgrades to effectively convert existing lighting infrastructure to create safer, properly illuminated walking and cycling areas in line with a Safe Streets context. The project will provide updated streetlight standards for both corridor and intersection illumination, helping increase reaction time and reduce crash probability and severity. These standards will be tailored to different land use patterns, recognizing that the needs are different in urban settings compared to suburban or exurban areas of the County.

Commuter Garage Active Transportation and Micromobility First/Last Mile Connections

Prince William County, \$60,000

Stonebridge is one of the fastest growing commercial centers in Woodbridge Virginia. In 2023, the development will gain a 1,400-space commuter garage and lot intended to support an OmniRide bus and ridesharing to Washington. In anticipation of that new facility, Prince William County is requesting assistance to create a planning study that will find gaps in walkability around the commuter lot and propose solutions with cost estimates. The effect will be broader than just the lot as the study area includes many points of interest that are geographically close but separated from pedestrians by major arterial roads. These include Potomac Mills, a Community College campus, a high school, and a library.

Fleet & Monroe Streets Complete Streets Feasibility Study

Rockville City, \$60,000

This study will assess the feasibility of constructing Complete Streets facilities along Fleet and Monroe Streets, approximately one half-mile of roadway in the City of Rockville's Town Center neighborhood. The project will weigh the values of three alternatives to improve these streets, which currently do not have bike facilities and have limited sidewalks. The alternatives to be examined include bike lanes, bus lanes, wider buffered sidewalks, and traffic calming infrastructure. Recommended improvements would increase access to Metro, MARC, and Amtrak stations, as well as a high school.

Takoma Park Metropolitan Branch Trail Upgrade

Takoma Park, \$60,00

The City of Takoma Park is responsible for the care and maintenance of a 0.45 mile stretch of the Metropolitan Branch Trail that runs between the Washington, DC, border and Silver Spring. The existing path is in disrepair; it lacks pedestrian-scale lighting to allow for safe passage in the dark; and it lacks safe pedestrian crossings to the municipal park and Montgomery College facilities across the street. This stretch of the MBT serves as the only major link between the growing networks of bikeways in both the District and Southern Montgomery County, and a full upgrade of the trail is essential to make it comfortable, safe, accessible, and ADA-compliant.

New Ave Bikeway – District Connector Section D

Takoma Park, \$70,000

Building on past support from the TLC Program, this project is part of a larger effort to transform New Hampshire Avenue into a multi-modal corridor. The project will complete the design work for a bikeway that will extend from the Langley Park Transit Center to existing bike lanes on Kansas Avenue in the District of Columbia. TLC will fund 30% design for one of two possible alignments for bike infrastructure that will run through low-traffic neighborhood roads to create a continuous bikeway facility.

APPLICATION PROCESS

On December 17, 2021, the TPB issued a call for projects for the FY 2023 round of TLC technical assistance. The deadline for application submissions was February 22, 2022. Applicants were invited to submit optional abstracts which provided applicants an interim opportunity for TPB staff to review project concepts and to provide feedback on how to develop stronger TLC applications.

As in past years, technical assistance was again offered in amounts between \$30,000 and \$60,000 for planning projects, and up to \$80,000 for 30% design projects. The Call for Projects and the application placed a focus on TPB priorities, including the aspirational initiatives included in Visualize 2045.

The TPB received 20 applications for FY 2023. Total requested funding for the entire application package was \$1,645,000.

For this application cycle, \$630,000 is available, which is drawn from four funding sources:

- \$260,000 from the TPB's FY 2023 UPWP core regional planning funds. Applications from all TPB jurisdictions are eligible for these funds;
- \$260,000 from the Maryland UPWP Technical Assistance account for projects in Maryland;
- \$80,000 from the Virginia UPWP Technical Assistance account for projects in Virginia;
- \$30,000 from the D.C. UPWP Technical Assistance account for projects in the District of Columbia.

SELECTION PROCESS

The selection panel included the following members:

- Julia Koster, Panel Chair, National Capital Planning Commission
- Doug Noble, Institute of Transportation Engineers (ITE)
- Deborah Bilek, Urban Land Institute Washington Chapter
- Claire Randall, Transportation Research Board
- Nicole McCall, COG/TPB staff
- Janie Nham, COG/TPB staff
- John Swanson, COG/TPB staff

The selection panel met twice – on March 25 and March 29 – to review the project applications and develop a list of recommended projects for the FY 2023 round of TLC technical assistance. The selection panel used established regional evaluation criteria and their own extensive industry knowledge to assess the proposed projects. The selection panel members individually reviewed and scored each application in advance based on their assessments of the projects as well as regional criteria. The panel members then used their scores to divide the applications in rankings of high/medium/low. The rankings served as a starting point for the panel's collective discussion.

Based upon discussion of the regional and local merits of the applications, the selection panel developed a list of 11 projects to recommend to the TPB for approval. The panel believes this package of projects will be locally and regionally beneficial. In developing the list, the panel strove to equitably allocate funding shares of different sizes among the District of Columbia, Maryland, and

Virginia, while also attempting to create a slate of projects that addresses regional priorities across a diversity of topics affecting core, inner, and outer jurisdictions.

In some cases, the panel chose to award funding at lower levels than the applications requested. These changes were made in accordance with information on scalability provided in the applications. In other cases, the panel provided guidance regarding the scopes for specific projects.

PROPOSED PROJECT COMPLETION TIMELINE

On April 20, 2022, the TPB will be asked to approve the proposed slate of 11 projects for funding under the FY 2023 TLC technical assistance program. Upon approval of the projects, TPB staff will begin to coordinate with the jurisdictions that have been awarded technical assistance to commence the consultant selection process from the pre-qualified list of TLC consultants. All projects will begin soon after consultant task orders are signed. The projects will be scheduled for completion by June 30, 2023.

For further information regarding the TLC program, contact John Swanson (jswanson@mwkog.org; 202-962-3295) or Joe Limber (jlimber@mwkog.org) of the TPB staff.

TLC Program
 FY 2023 Applications and Recommendations

State	Jurisdiction	Project Title	Requested Funding	Recommended for Funding
VA	Alexandria	Safe routes to School Crossing Improvements	80,000	
VA	Alexandria	Safe Routes to School Walk Audits Phase 2	60,000	60,000
MD	Charles Co	An "Aging in Place" Housing Strategy for Bryans Road	35,000	
DC	District of Columbia	Independence Avenue Corridor Study (3rd to 15th St, SW)	60,000	60,000
DC	District of Columbia	Delivery Microhub Feasibility Study	60,000	55,000
VA	Fairfax	Main Street Multimodal Improvement Concept Plan	60,000	
MD	Frederick Co	New Design Road Bikeway Study	35,000	35,000
MD	Gaithersburg	Olde Towne to Washington Grove Bicycles Connection	60,000	60,000
VA	Loudoun Co	Improvements - Ashburn Metro Station	60,000	
VA	Manassas Park	Active Transportation Study	60,000	60,000
VA	Manassas Park	Manassas Park Transportation Master Plan	60,000	
MD	Montgomery Co	Montgomery Co Streetlight Standards	60,000	50,000
VA	Prince William Co	North Woodbridge Town Center-Transit Pedestrian Bridge	60,000	
VA	Prince William Co	Potomac Heritage National Scenic Trail Waterfront Connection In North Woodbridge	60,000	
VA	Prince William Co	High School Pedestrian Safety Improvements Planning Study	60,000	
VA	Prince William Co	Commuter Garage Active Transportation and Micromobility First/Last	60,000	60,000
MD	Rockville	Fleet & Monroe Streets Complete Streets Feasibility Study	60,000	60,000
MD	Takoma Park	Takoma Park Metropolitan Branch Trail Upgrade	80,000	60,000
MD	Takoma Park	Takoma Park Bicycle Action Plan	60,000	
MD	Takoma Park	New Ave Bikeway - District Connector (Section D)	80,000	70,000
			1,210,000	630,000



TRANSPORTATION/LAND USE CONNECTIONS

FY 2023 TECHNICAL ASSISTANCE

John Swanson, Transportation Planner

Transportation Planning Board
April 20, 2022



National Capital Region
Transportation Planning Board

Agenda Item #7

Background on the TLC Program

- Began in 2007
 - 156 projects funded for more than \$6.5 million between 2007-2022
- Promotes TPB goals and priorities
 - Multimodal transportation options
 - Land-use enhancements in activity centers and around high-capacity transit stations
 - Access for low-income and minority communities
 - Access to transit
 - Key regional trails



Program Components

- Planning and design projects
- Small (\$30,000-\$80,000)
- Short-term (8-9 months)
- Cover a range of activities, including ped/bike planning, corridor and small area planning, and development of analytical tools



Funding for Technical Assistance in FY23

- Total funding for FY 2023: \$630,000
 - *Core Regional Funds*: \$260,000 – All projects are eligible
 - *Maryland Technical Assistance*: \$260,000 – Maryland projects are eligible
 - *Virginia Technical Assistance*: \$80,000 – Virginia projects are eligible
 - *District of Columbia Technical Assistance*: \$30,000 – D.C. projects are eligible



Solicitation

- Application solicitation between December 17, 2021 – February 22, 2022
 - Optional Abstracts were due January 10, 2022
- 20 applications were received for \$1,210,000 in funding requests
 - 2 applications from the District of Columbia, 8 from Maryland, and 10 from Virginia

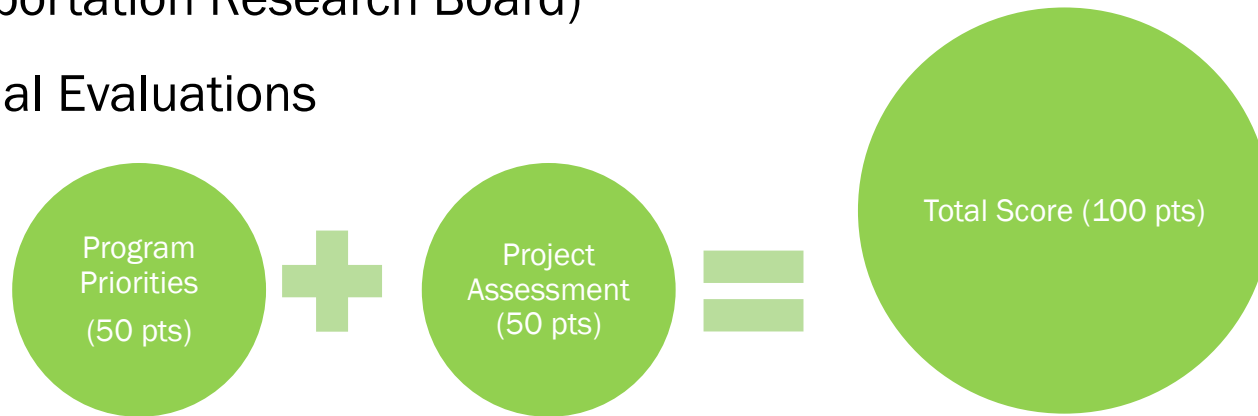


Selection

- Selection Panel

Internal and External (National Capital Planning Commission, Institute for Transportation Engineers, Urban Land Institute, Transportation Research Board)

- Individual Evaluations



- Discussion – Consensus recommendations, seeking balance among projects (geographic, equity, past funding history, etc.)



Overview of Recommendations

- Total funding: \$630,000
- 11 applications recommended for funding
 - 11 in Activity Centers
 - 8 in/near Equity Emphasis Areas
 - 7 in/near high-capacity transit stations
 - 4 in/near Transit Access Focus Areas
 - 8 support the National Capital Trail Network
 - 3 projects are directly part of the NCTN;
 - 5 projects would support connections to the NCTN



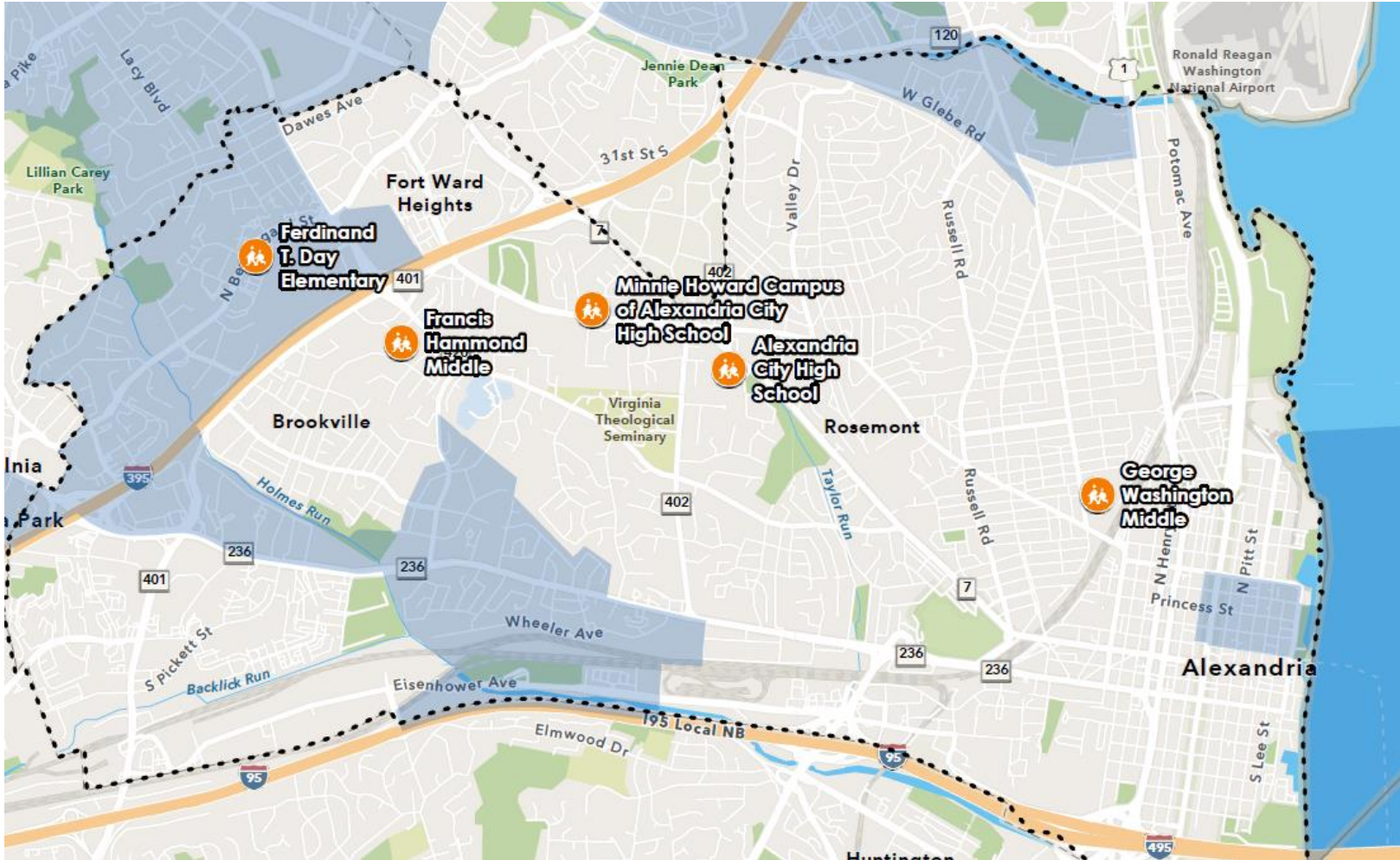
Draft Funding Recommendations

Jurisdiction Name	Project	Panel Recommendation
Alexandria	Safe Routes to School Walk Audits Phase 2	60,000
Prince William County	Commuter Garage Active Transportation First/Last Mile	60,000
Manassas Park	Active Transportation Plan	60,000
Frederick County	New Design Road Bikeway Study	35,000
Rockville	Fleet & Monroe Streets Complete Streets Feasibility Study	60,000
Takoma Park	Takoma Park Metropolitan Branch Trail Upgrade	60,000
Takoma Park	New Ave Bikeway – District Connector	70,000
Gaithersburg	Olde Towne to Washington Grove Bicycles Connection	60,000
Montgomery County	Montgomery County Streetlight Standards	50,000
District of Columbia	Independence Avenue Corridor Study	60,000
District of Columbia	Delivery Microhub Feasibility Study	55,000

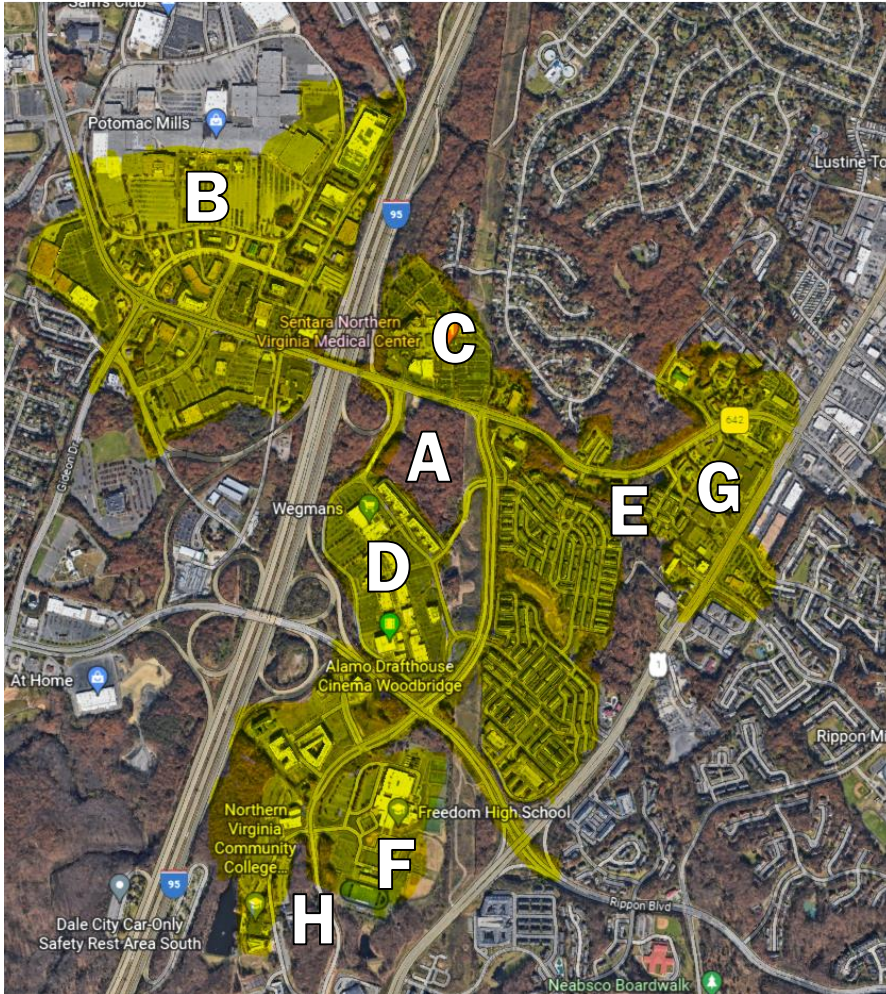


Safe Routes to School Walk Audits Phase 2

City of Alexandria \$60,000



Commuter Garage Active Transportation and Micromobility First/Last Mile Prince William County \$60,000

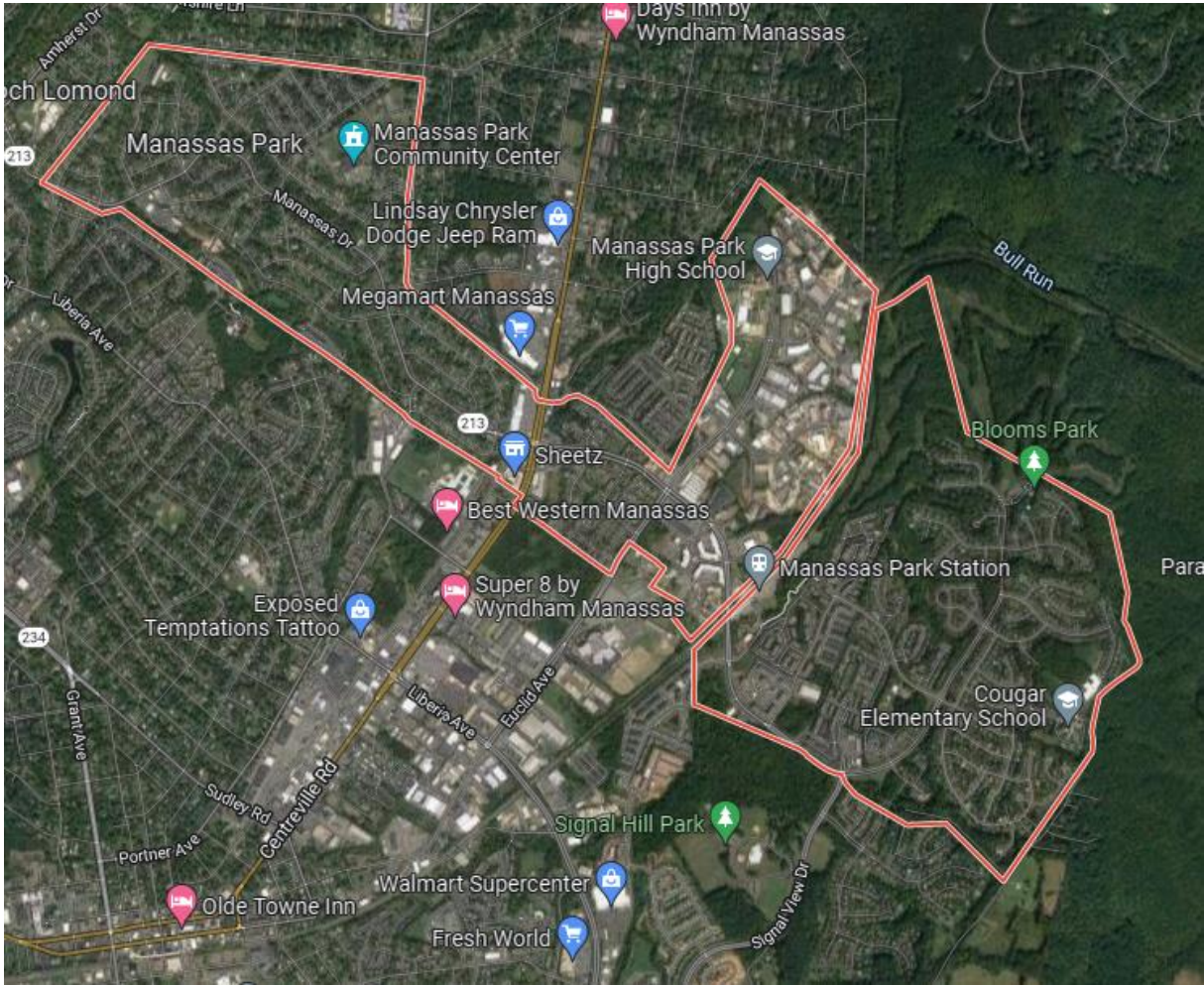


- A: Commuter Garage
- B: Potomac Mills
- C: Hospital
- D: Potomac Town Center
- E: Library
- F: Freedom High School
- G: Market at Optiz Crossing
- H: Northern Virginia Community College



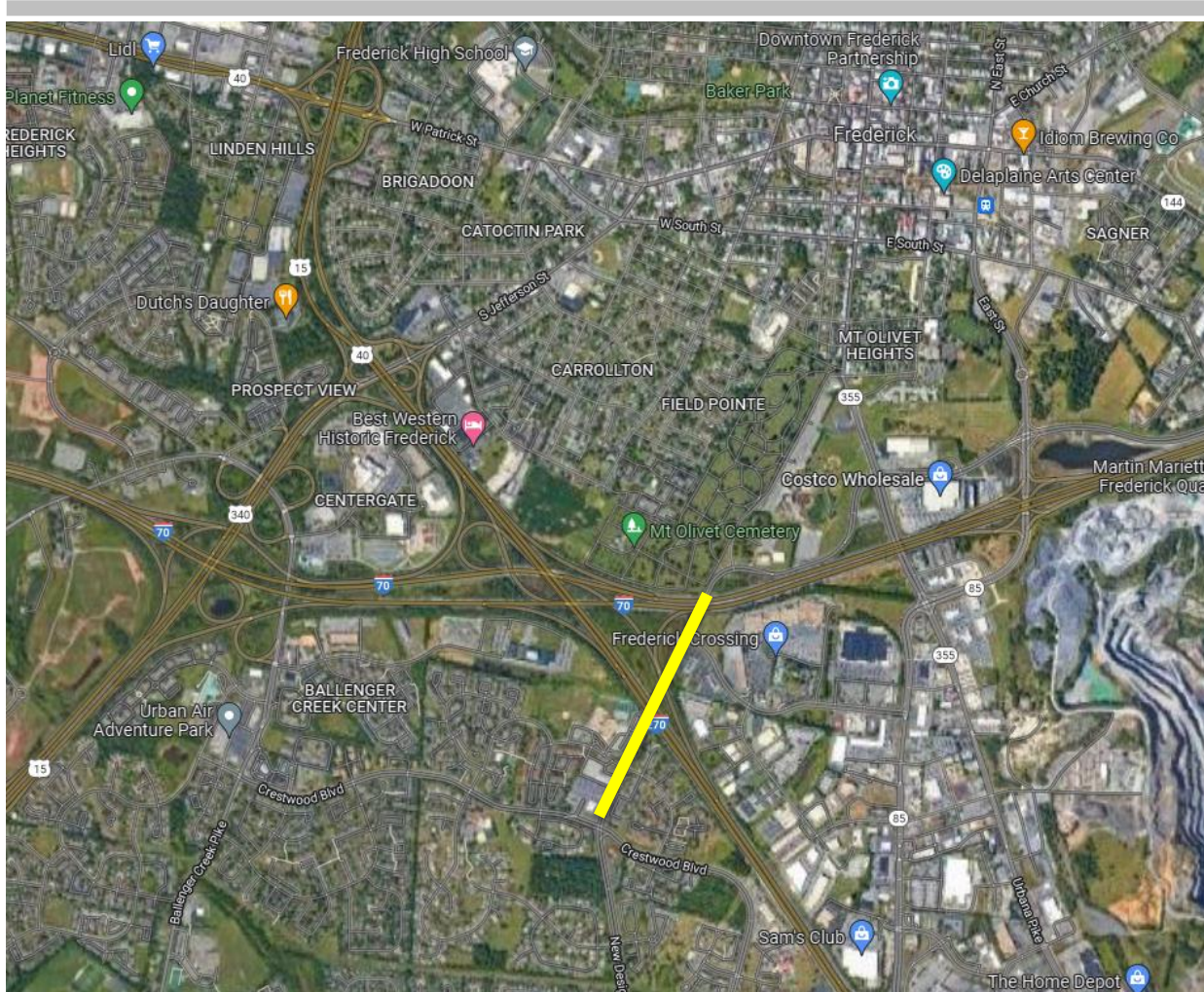
Active Transportation Plan

Manassas Park \$60,000



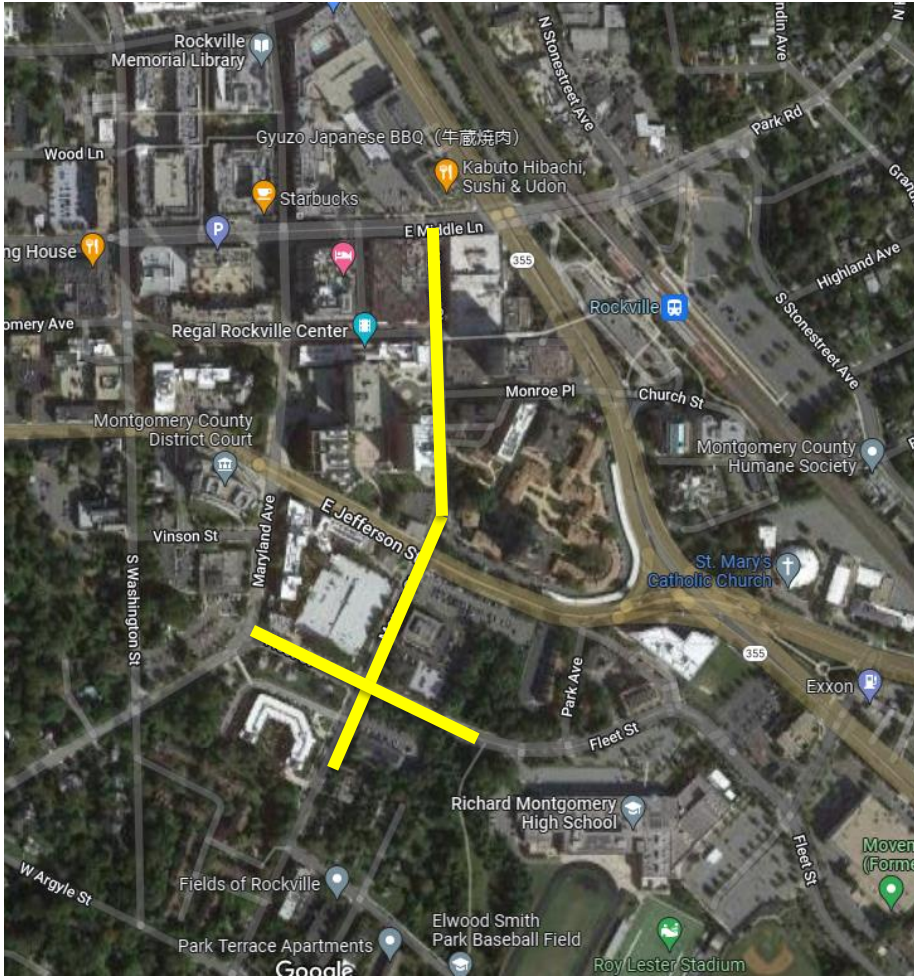
New Design Road Bikeway Study

Frederick County \$35,000



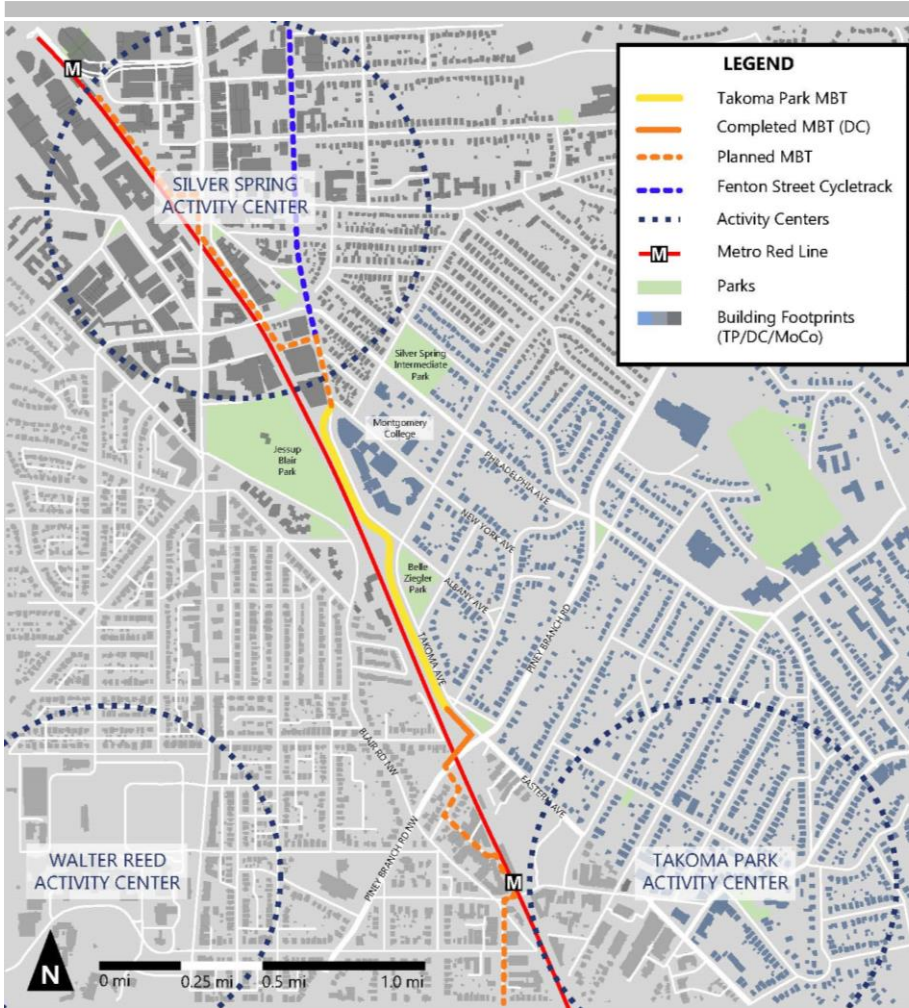
Fleet and Monroe Streets Complete Streets Feasibility Study

City of Rockville \$60,000



Takoma Park Metropolitan Branch Trail Upgrade

City of Takoma Park \$60,000



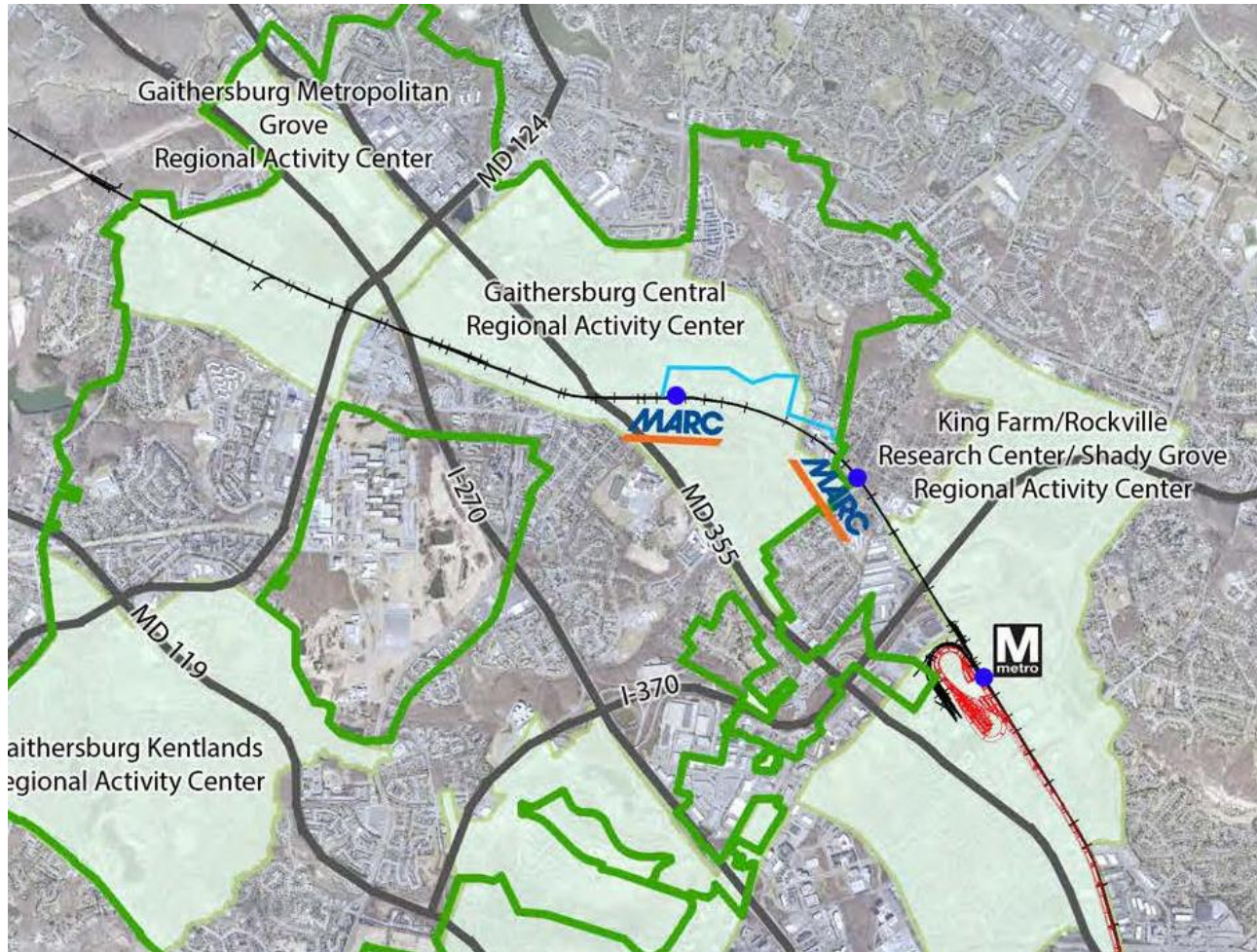
New Ave Bikeway District Connector (Section D)

City of Takoma Park \$70,000



Olde Towne to Washington Grove Bicycles Connection

City of Gaithersburg \$60,000

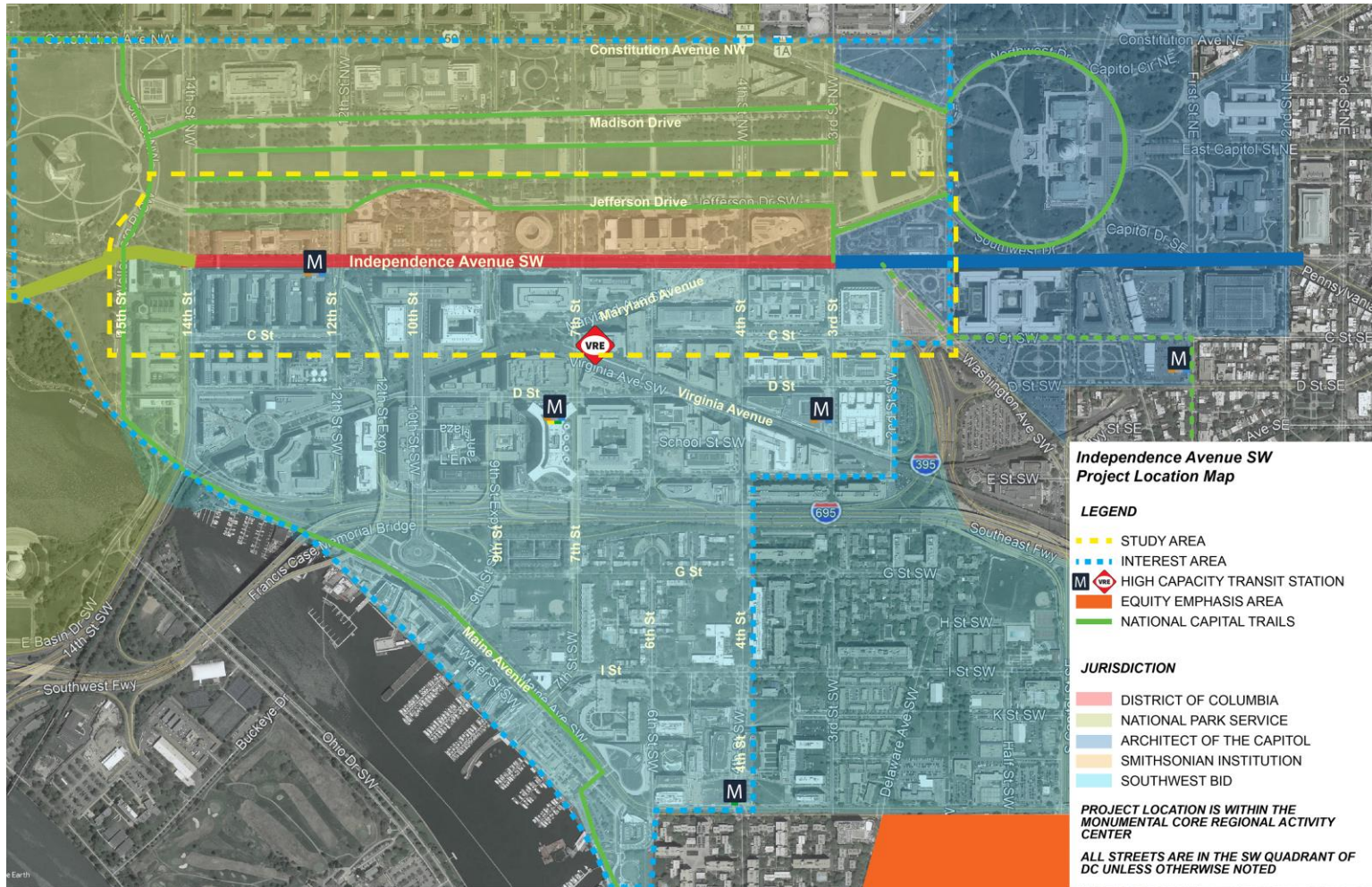


Montgomery County Streetlight Standards

Montgomery Count \$50,000



Independence Avenue Corridor Study (3rd to 15th St, SW) District of Columbia \$60,000



Delivery Microhub Feasibility Study

District of Columbia \$55,000



Next Steps

- Present project recommendations to TPB for approval at April 20th meeting
- Begin consultant selection process in May



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Metropolitan Washington Council of Governments

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National Capital Region
Transportation Planning Board

ITEM 8 – Information

April 20, 2022

2022 Update to Visualize 2045, FY 2023-2026 TIP, and
Air Quality Conformity Analysis of the Plan and TIP

Background:

Staff will provide an overview of the draft plan, TIP and Air Quality Conformity Analysis of the draft Plan and TIP. These materials were made available for a 30-day public comment period starting April 1, 2022. The presentation will include a review of the draft plan and TIP, regional context, financial plan, draft findings of the Air Quality Conformity analysis, and regional transportation system performance analysis.



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Comment Period Now Open on draft documents: 2022 Update to Visualize 2045; FY 2023-2026 TIP, and Air Quality Conformity Analysis of the Plan and TIP
DATE: April 14, 2022

This memorandum provides a brief status update on the development of the Visualize 2045 long-range transportation plan 2022 update. For more information on Visualize 2045, please visit the plan's new website [Visualize2045.org](https://visualize2045.org).

BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the Air Quality Conformity analysis of the TPB's long-range transportation plan, Visualize 2045 (2022 update), and the FY 2023-2026 Transportation Improvement Program (TIP). The TPB staff provided a public comment and interagency review period for the technical inputs in the spring of 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that the TPB staff used to conduct the required federal Air Quality Conformity analysis, approximately a nine-month task.

The staff have completed the analysis and draft findings for the Air Quality Conformity analysis are available for public comment (April 1-May 1, 2022). The draft 2022 update to Visualize 2045, the region's draft long-range transportation plan, and the TIP are also available for comment during this same period.

PUBLIC COMMENT IS NOW OPEN:

The TPB staff have released the following draft documents for public comment from April 1-May 1, 2022:

- 2022 Update to Visualize 2045, TPB's long-range transportation plan
- FY 2023-2026 Transportation Improvement Program
- Air Quality Conformity Analysis of the plan and TIP: Summary (this is Appendix C of the plan)

Find these online at: <https://visualize2045.org/plan-update/draft-plan/>

HELP TPB GET THE WORD OUT

To help the members of the TPB and their associated agencies and jurisdictions share information about the plan, the TPB staff have prepared an Ambassador Kit webpage on which one can find talking points, sample newsletter content, social media posts, and a news release that can be tailored by local

governments and organizations. The TPB has also updated the infographics and animated videos that help to communicate about the plan and the TPB's Aspirational Initiatives.

To learn about Visualize 2045, public events, and the comment period, visit:
<https://visualize2045.org/get-involved/>

To share about all things Visualize 2045, visit the Ambassador Kit page:
<https://visualize2045.org/get-involved/ambassador-program/>

The staff have shared the same Ambassador Kit page with:

- Local jurisdiction and agency PIOs
- The TPB Technical Committee
- TPB's Advisory and Subcommittees

A news release was issued April 1 with additional communications in the following days.

PUBLIC ENGAGEMENT – SHARING INFORMATION ABOUT THE PLAN AND TIP

In April 2022, the TPB staff have hosted two virtual open houses and a Transportation Improvement Program (TIP) forum to provide information to interested parties about the draft plan, TIP, and Air Quality Conformity analysis determination.

NEXT STEPS

- After the public comment period is completed on May 1, the TPB staff will summarize the comments as a courtesy to the board.
- At its May meeting, TPB staff will present the comment summary to the board and make all comments received on the plan, TIP, and Air Quality Conformity analysis available for board review. The board will have a month to consider comments before the plan is recommended for approval at its June meeting.
- Also, following the April TPB work session to discuss potential climate goals and mitigation strategies, and subsequent to any action in May by the board, the TPB staff will update as needed, and finalize the plan.
- At the TPB's June meeting, the staff will recommend that the board approve the plan, TIP, and Air Quality Conformity analysis of the plan and TIP, along with the Self-Certification document.

PLAN AND TIP UPDATE SCHEDULE

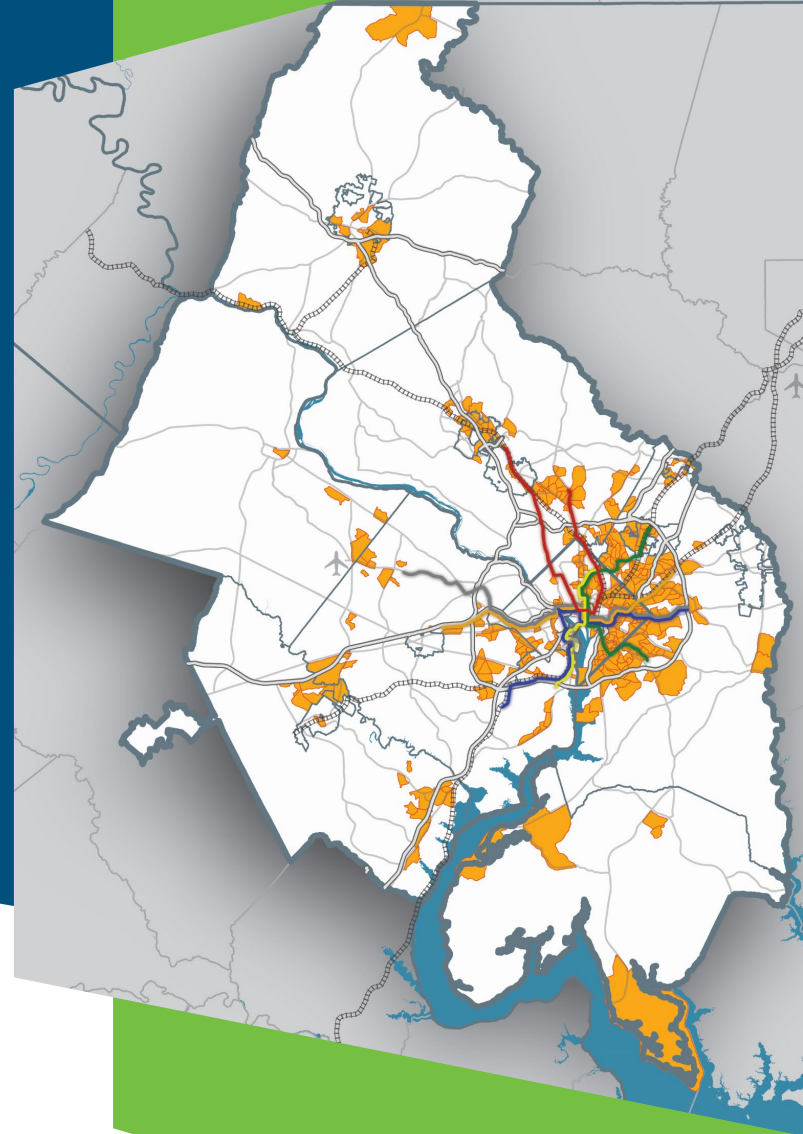
The development of the 2022 update to Visualize 2045 and the FY 2023-2026 TIP remain on schedule.

2020	12/16/20	The TPB will be asked to approve the Technical Input Solicitation document to initiate the Call for Projects.
	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
2021	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
	4/2/21- 5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
2022	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.

2022 Update to Visualize 2045, FY 2023-2026 TIP and the Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

April 20, 2022



visualize
2045

A long-range
transportation plan
for the National
Capital Region

Presentation Overview



1. Overview of the Visualize 2045 update and FY 2023-2026 TIP



2. Financial Plan



3. Air Quality Conformity



4. Performance Analysis - Regional Transportation System



5. Get the Word Out: Visualize 2045

Top 3 Things to Know about the Visualize 2045 Update

1. It meets all federal requirements, including*:

- ✓ Technical Inputs
- ✓ Fiscal Constraint
- ✓ Air Quality Conformity
- ✓ Implementation of TPB's Public Participation Plan
- ✓ Title VI
- ✓ Performance-Based Planning Requirements

2. It projects \$223.3 Billion expended for 2023-2045

- 81% must be devoted to operations and maintenance
- Modal Breakdown:
 - WMATA: 45%
 - Other public transportation: 22%
 - Highways: 32%
 - Stand-alone bike/ped: 0.4%

3. It forecasts progress on goals but also challenges

- Access to transit will increase
- More people, businesses and visitors will have increased travel options
- Growth will increase demand, increasing delay and congestion

*EJ Analysis will be conducted on the approved plan

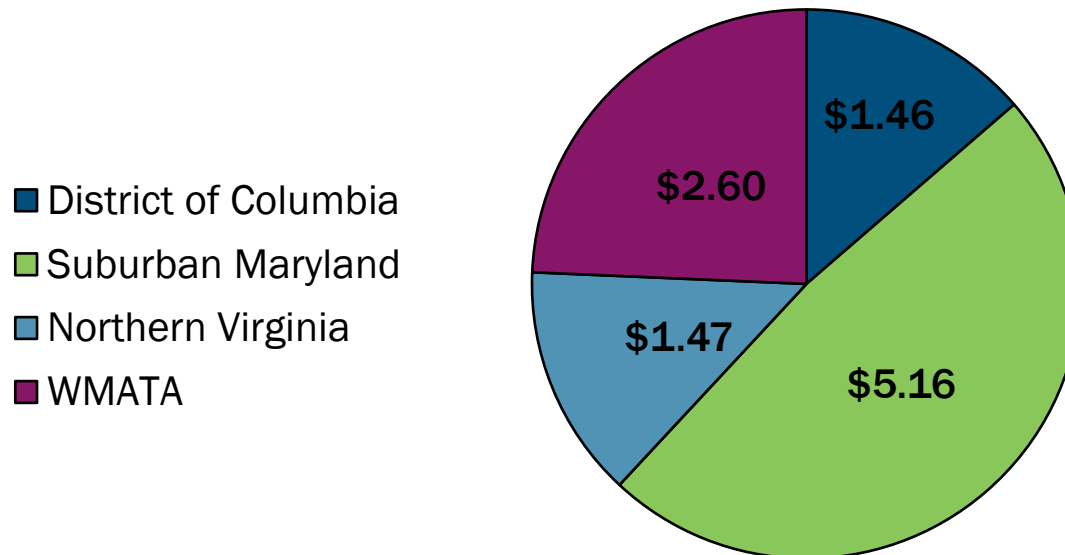
1. Visualize 2045 and the TIP

Draft FY 2023-2026 Transportation Improvement Program (TIP) Summary

The TIP is the first four years of the plan + other federally funded projects.

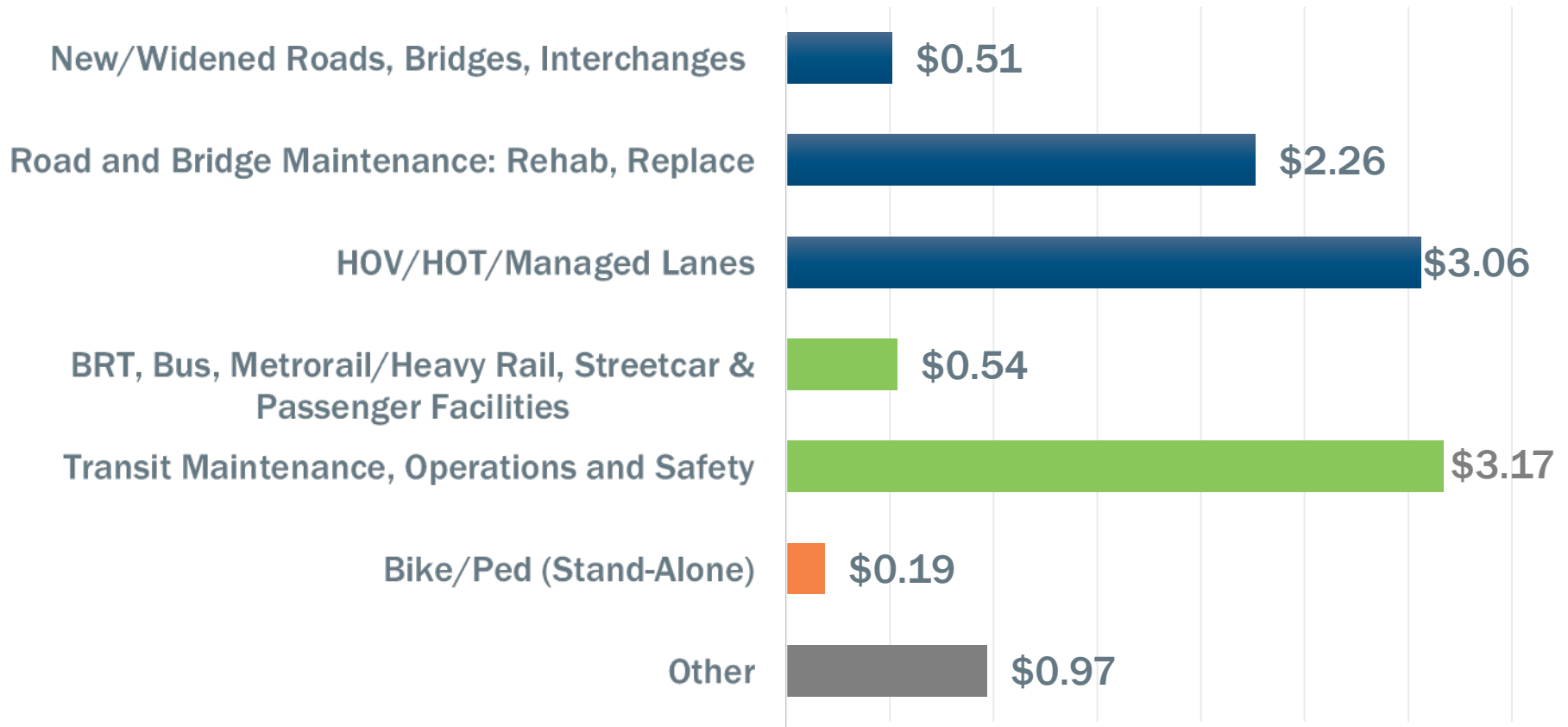
It features more than 300 funding records for projects, programs, and project groupings throughout the region.

Funding Programmed by Jurisdiction (\$10.7 Billion)



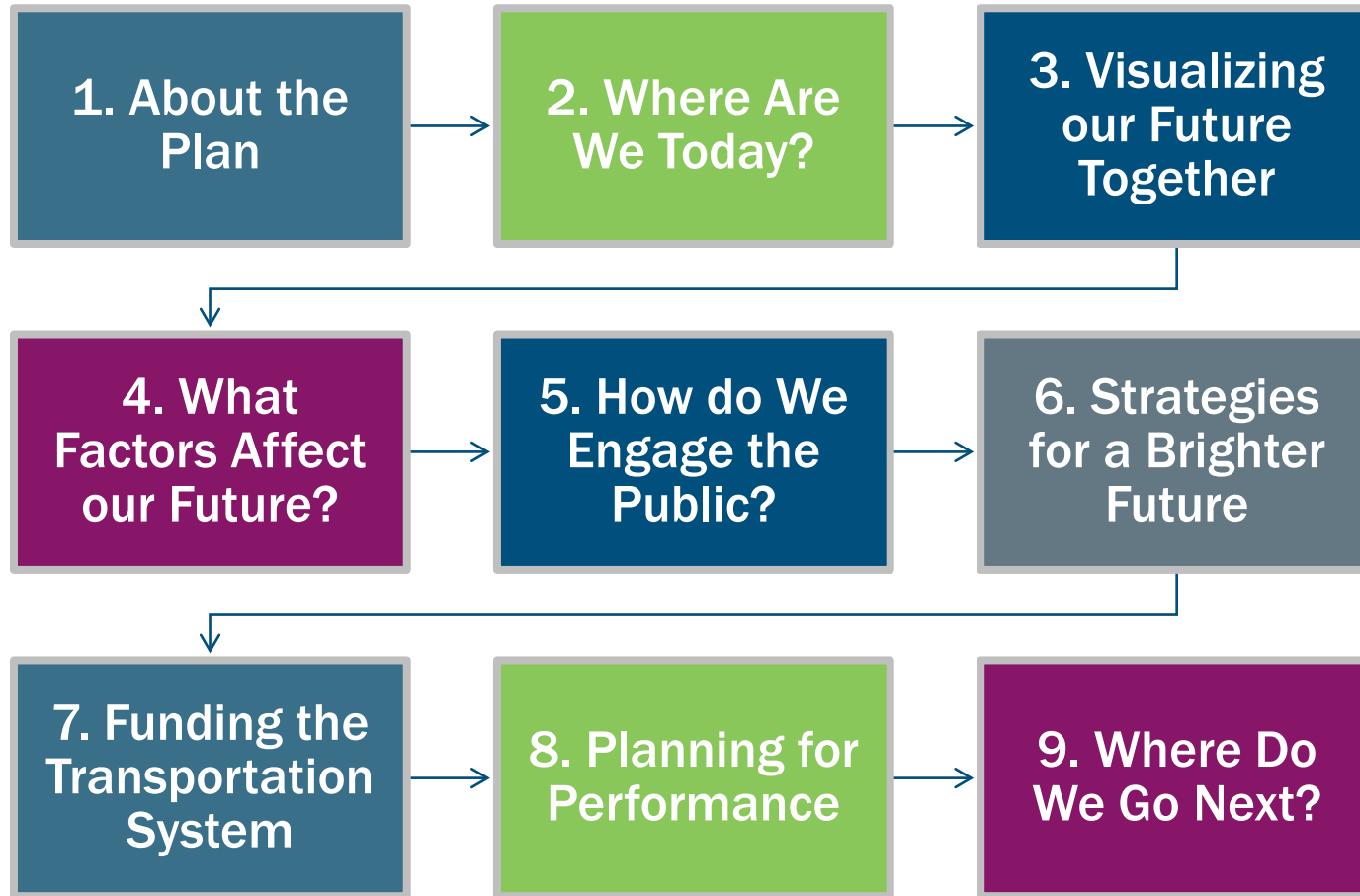
Draft FY 2023-2026 Transportation Improvement Program (TIP) Summary

Funding Programmed by Project Type



Plan Organization: Nine Chapters

Includes Climate
Change Mitigation



Plan Appendices

A. Financial Plan	B. Summary of Projects in the Fiscally Constrained Element	C. Air Quality Conformity Analysis	D. Systems Performance Report	E. Congestion Management Process – impact on plan development
F. Safety Planning	G. Environmental Consultation and Mitigation	H. Public Participation Summary	I. Summary of Public Comments	J. Summary of Transit Plans (TDP/TSP) in Region
	K. Federal Compliance Checklist	L. TPB Resiliency Study Whitepaper	M. TPB Climate Change Mitigation Study	

Highlights of What's New

Applies an 'equity lens' to plan content.

Process:
More information on the planning process:
How does regional planning work?

Public Engagement:
Integrates Voices of the Region findings

Planning Areas:
• Aspirational Initiatives
• transportation modes
• future /fed planning factors including climate (CCMS)/resiliency

Projects:
Integrates project sponsor responses to regional policy questions.

Federal Compliance:
Progress discussions for the PBPP

And the plan maintains a continued focus on demonstrating federal compliance

2. Financial Plan



The 2022 Update to Visualize 2045 meets the federal requirements for fiscal constraint.

Financial Plan



Federal regulations require a financial plan that demonstrates how the adopted long-range transportation plan can be implemented

Forecast year-of-expenditure (YOE) revenues must cover the estimated YOE costs of maintaining, operating, and expanding the highway and transit system

The plan demonstrates that the forecast revenues are reasonably expected to be available to implement Visualize 2045

Financial Plan - Methodology

- For the near-term years, agencies used revenue and expenditure budgets from the approved TIP and Capital Improvement Programs (CIPs)
- For long-term years:
 - Revenues are estimated from extrapolation of past trends as well as assumptions about future increases (beyond current legislation and appropriations)
 - Expenditures are developed from project costs in the Project InfoTrack project database as well as extrapolated costs for maintenance and operations
- Estimated inflation rates are applied to convert estimates of revenues and expenditures to year of expenditure (YOE) dollars

Financial Plan – Key Assumptions (States)

District of Columbia

- Used 2021 budget and 2021-2026 Capital Improvement Plan
- Revenue growth rate of 2.4% after 2027
- Most revenue come from general tax revenues

Suburban Maryland

- State growth rate of 5.3%, federal growth rate of 3.0%
- Private funding to build toll roads

Northern Virginia

- State growth rate of 2.2%, federal growth rate of 1.7%
- Several sources of regional and local funds

Financial Plan – Key Assumptions (WMATA)

WMATA inputs

- Operating revenues and costs based on extrapolation of pre-pandemic trends
- Capital costs based on FY 2021 Budget and FY2021 – FY2026 Capital Improvement Program (CIP)

Assumption that PRIIA funding (\$150M/year federal, matched by DC-MD-VA) would be extended through 2045

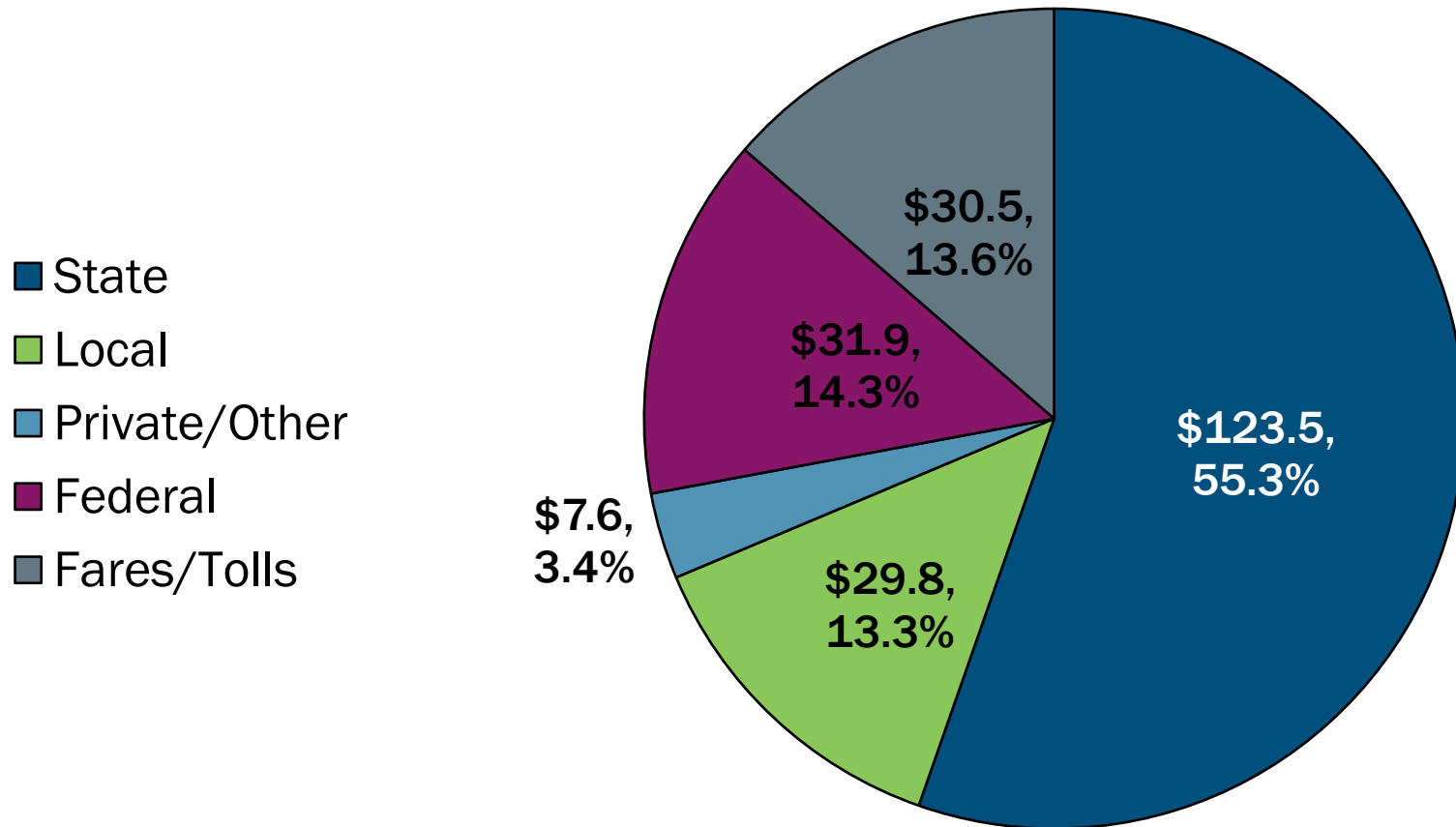
- Extended through 2030 in recent BIL/IIJA federal surface transportation act



Regional Revenues: Visualize 2045

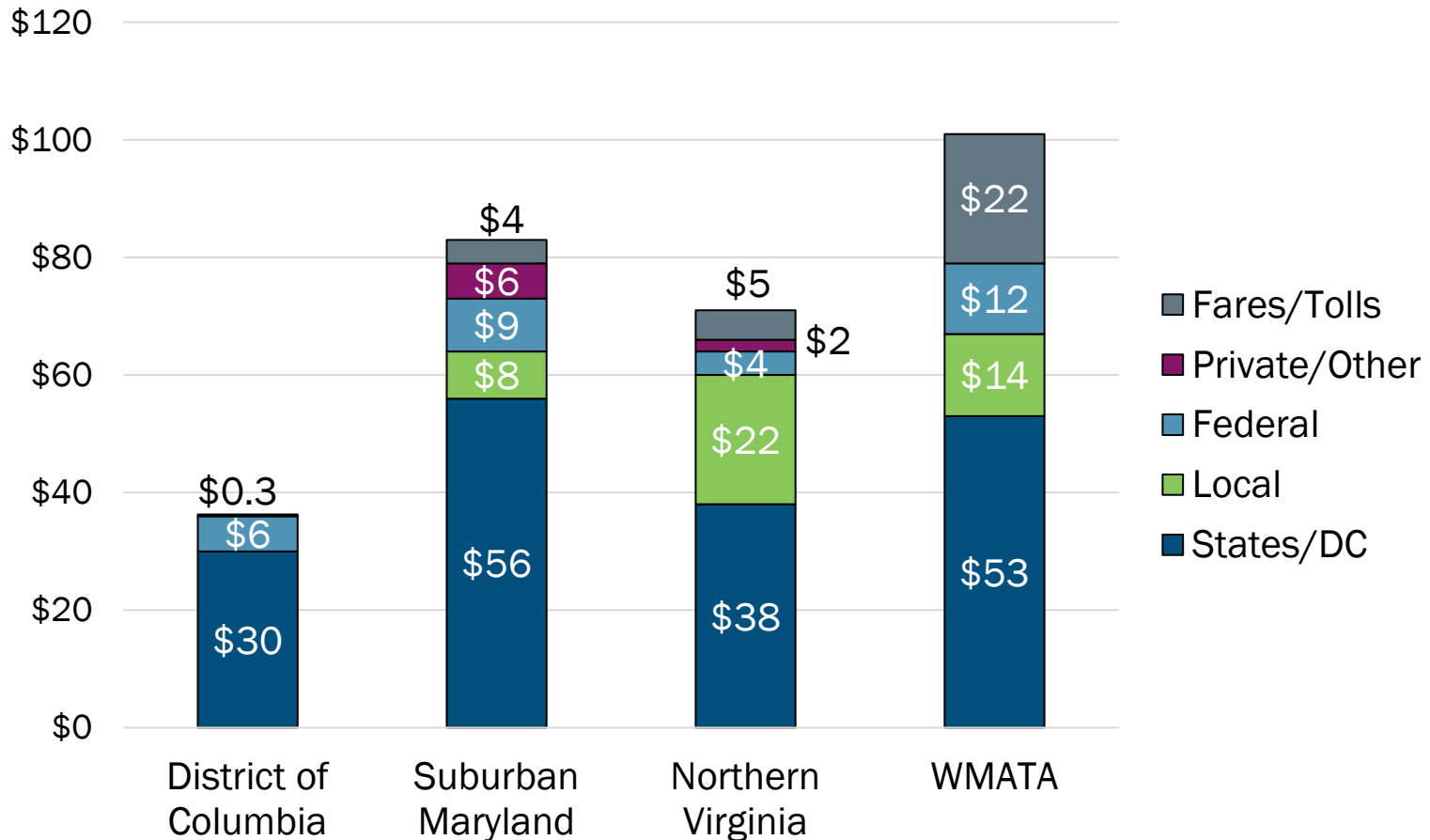
(2023-2045; Billions, in Year of Expenditure)

Total of \$223.3 Billion



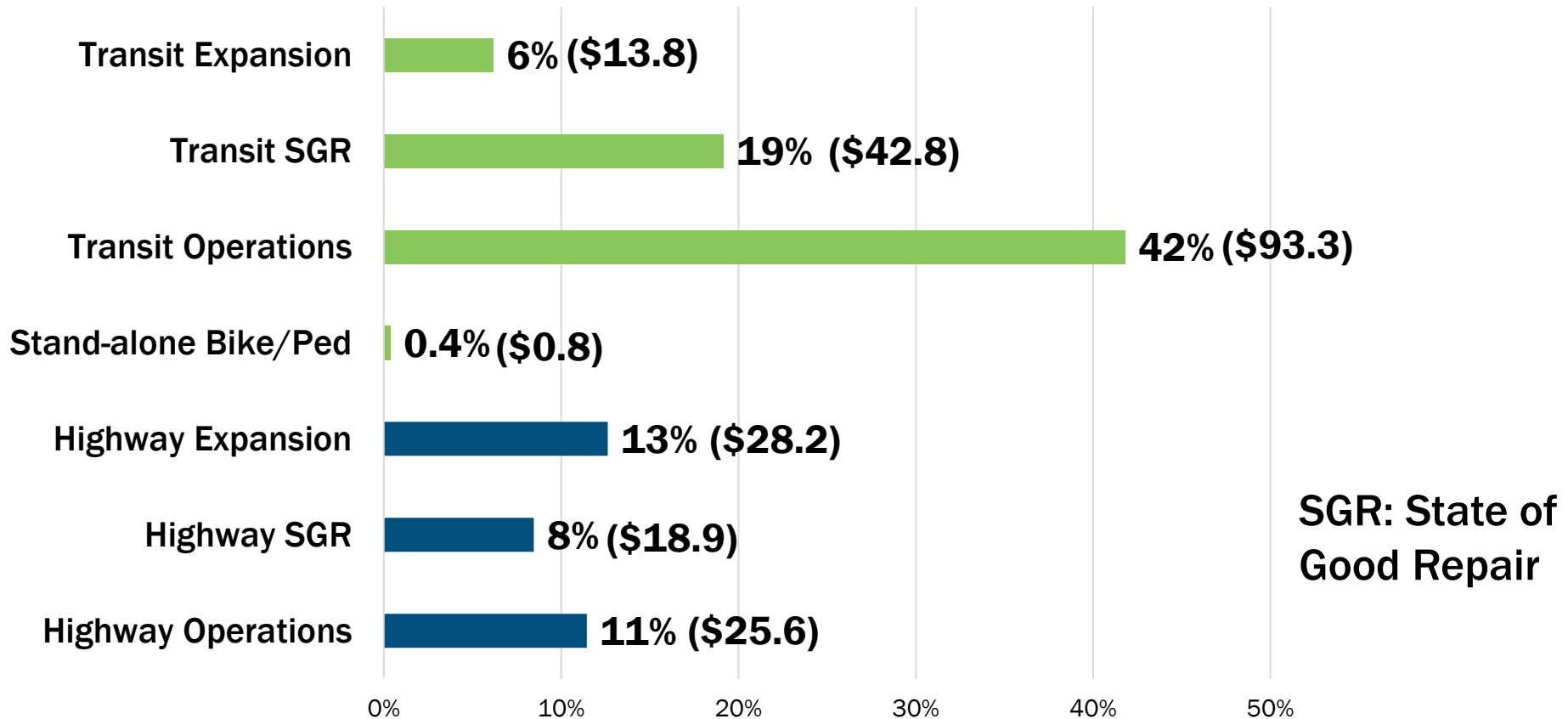
Regional Revenues Breakdown: Visualize 2045

(2023-2045; Billions, in Year of Expenditure)



Regional Expenditures: Visualize 2045

(2023-2045; Billions, in Year of Expenditure)



SGR: State of Good Repair

Total = \$223.3 Billion

Does the Region Have Enough Funding for Transportation?

- Most of the **increased travel demand** will fall upon the existing highway and transit systems
- Even with **planned investments** in transportation capacity, long-term performance analyses of past plans have predicted that travel congestion will increase significantly
- Even with **technological improvements** and changes in trip demand (e.g., increased telework, home delivery, etc.), increases in travel congestion are predicted



Financial Plan – Summary

The Financial Analysis demonstrates that the forecast revenues are reasonably expected to be available to implement Visualize 2045

- Demonstrates the region’s commitment to maintaining a State of Good Repair for highways and public transportation systems
- Provides for operations and maintenance of the existing transportation system
- Provides for capacity expansion to address forecasted growth in the region’s population and economy

The Financial Plan is Appendix A of the Visualize 2045 plan

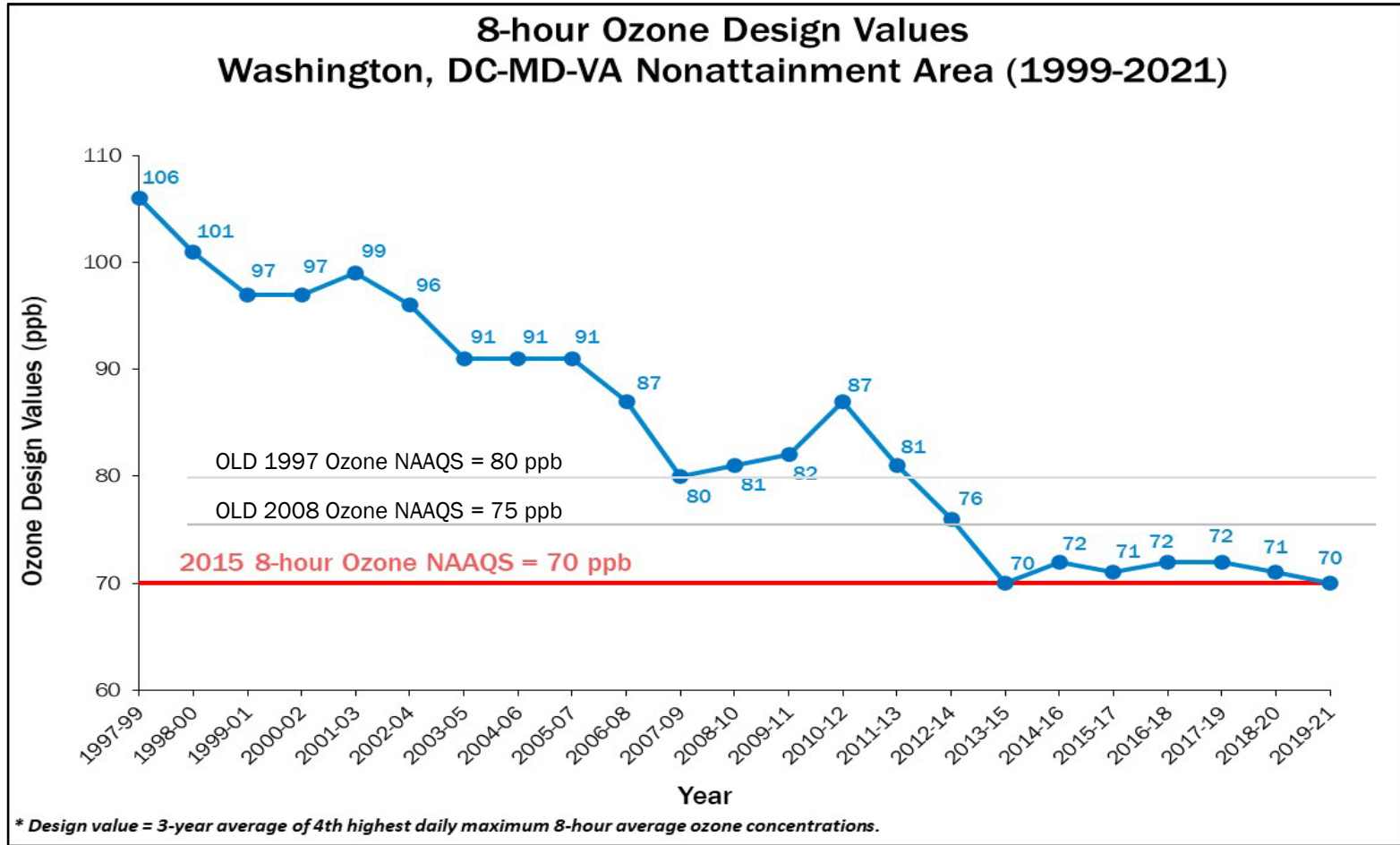
3. Air Quality Conformity



The 2022 Update to Visualize 2045 meets the federal Air Quality Conformity requirements—mobile source VOC and NOx emissions associated with the plan/TIP are below EPA approved motor vehicle emissions budgets.

Air Quality Trend 1999-2021

Data from monitors throughout the region



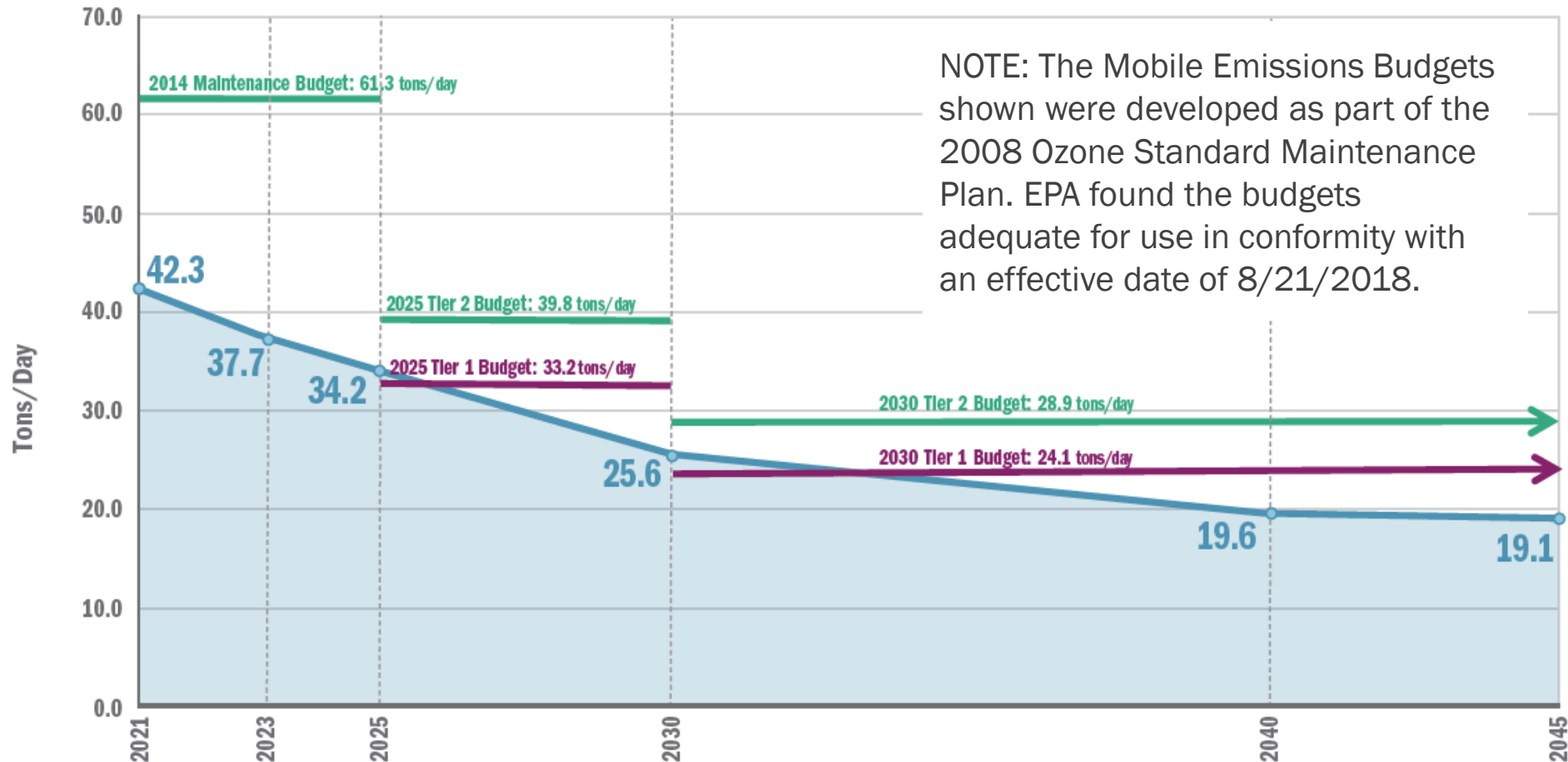
Source: MWAQC Staff



Air Quality Conformity

Forecast
Data

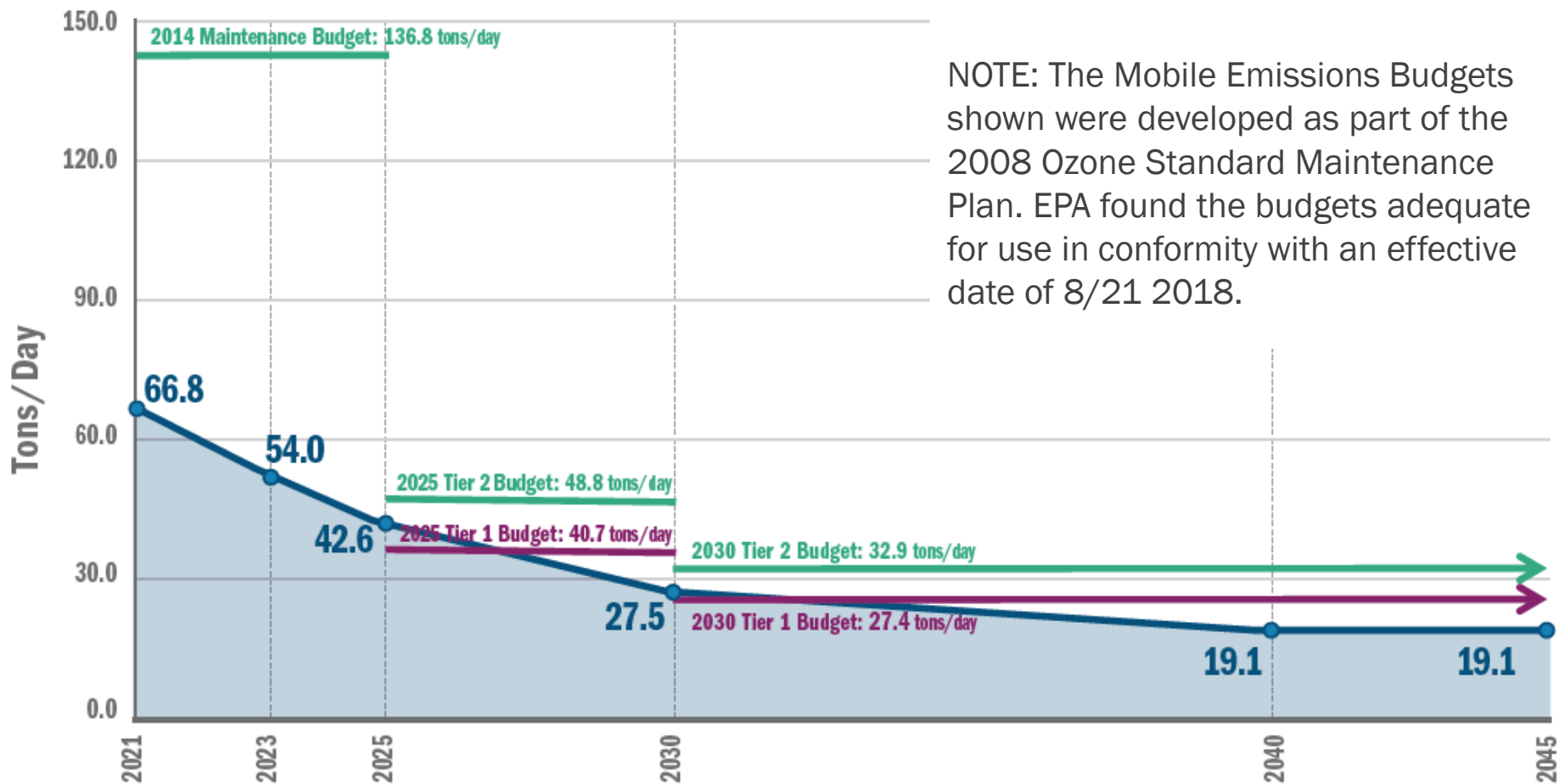
2022 Update to Visualize 2045 Air Quality Conformity Mobile Source Emissions and Mobile Emissions Budgets Ozone Season: Volatile Organic Compounds (VOCs)



Air Quality Conformity

Forecast
Data

2022 Update to Visualize 2045 Air Quality Conformity Mobile Source Emissions and Mobile Emissions Budgets Ozone Season Nitrogen Oxides (NOx)



NOTE: The Mobile Emissions Budgets shown were developed as part of the 2008 Ozone Standard Maintenance Plan. EPA found the budgets adequate for use in conformity with an effective date of 8/21 2018.

Air Quality Conformity

	Maintenance SIP Mobile Budgets	2022 Update to Visualize 2045 Conformity Emissions
Cooperative Forecasts	Round 9.0	Round 9.2
Vehicle Fleet	2014 VIN	2020 VIN
Travel Demand Model	Version 2.3.66	Version 2.4
Project Inputs	2016 CLRP	2022 Update to Visualize 2045
Metrorail Constraint	yes	no

4. Performance Analysis - Regional Transportation System

Performance Results and the TPB Policy Framework

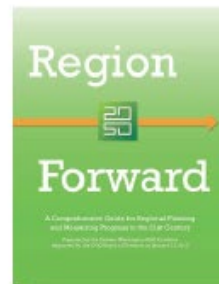
The TPB measures performance as one way of tracking progress on the goals and priorities presented in the TPB Policy Framework

The Evolution of the TPB Policy Framework

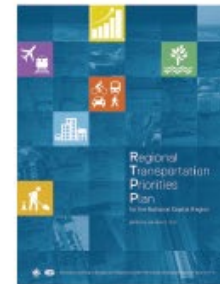
1998



2010



2014



2018



Planning Policy Focus Area Universe



LRTP System Performance Measures

EJ Analysis and other EEA Insights	GHG	NOX, VOC	VMT Per Capita
Mode Share and Geographic Variance	Trips on “Reliability-Enhanced” Modes	Number of People Living Near HCT	Multimodal Accessibility
Daily Hours of Vehicle Delay	Average Delay per Trip	Congested Lane Miles	Population Density, Location of Growth
Traffic Proximity	Job Access by Driving	Transit Ridership	Job Access by Transit

The TPB Uses Performance Measures (PMs) for Many Planning Activities

- Regional Air Quality Conformity Analysis
(2 PMs)
- Environmental Justice Analysis
(10 PMs)
- Performance-Based Planning and Programming
(26 PMs)
- Long-Range Plan Task Force
(18 PMs)
- LRTP Performance Analysis
(>20 PMs)
- And...more

Key Takeaways

- Access to transit will continue to grow, providing an important alternative.
- The region is forecast to make progress towards many of its goals—despite demand from growth, and limited funds for transportation enhancements.
- More people, businesses, and visitors will have more travel options which is reflected in forecast mode share.



Key Takeaways (cont.)

- Expected growth will likely increase demand, increasing delay and congestion and reducing job access by auto for some parts of the region.
- Financial obligations to maintain and operate the existing system limits expansions and enhancements.
- Future uncertainties will impact the region between now and 2045.



Photo by DDOT



(AimeeCustis/Flickr)

Regional Growth and Policy Context

The Region Will Continue To Grow...

About 80% of 2045 land-use is already in place. Activity Centers will contain 67% of jobs (up from 66%) and 35% of the population (up from 29%), Bringing Jobs and Housing Closer Together.

	Today	2045	
People	5.7 M	7.0 M	↑23%
Jobs	3.4 M	4.3 M	↑25%

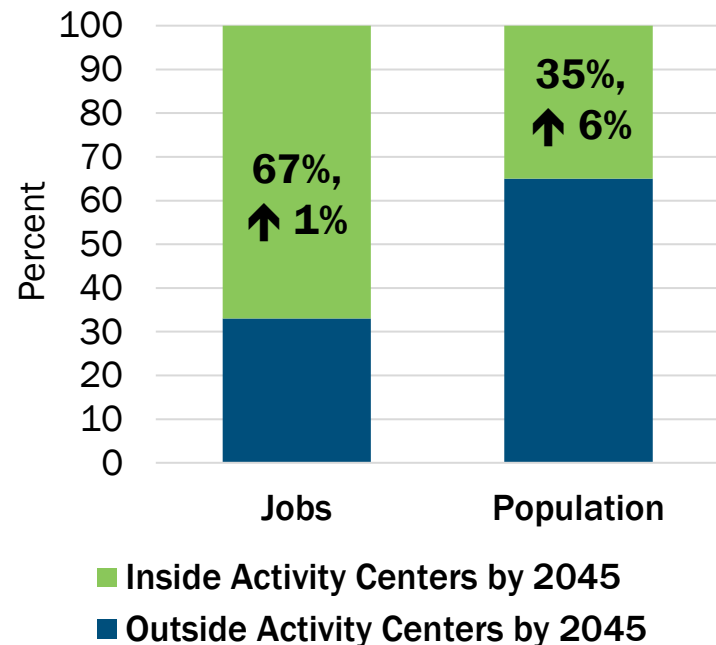
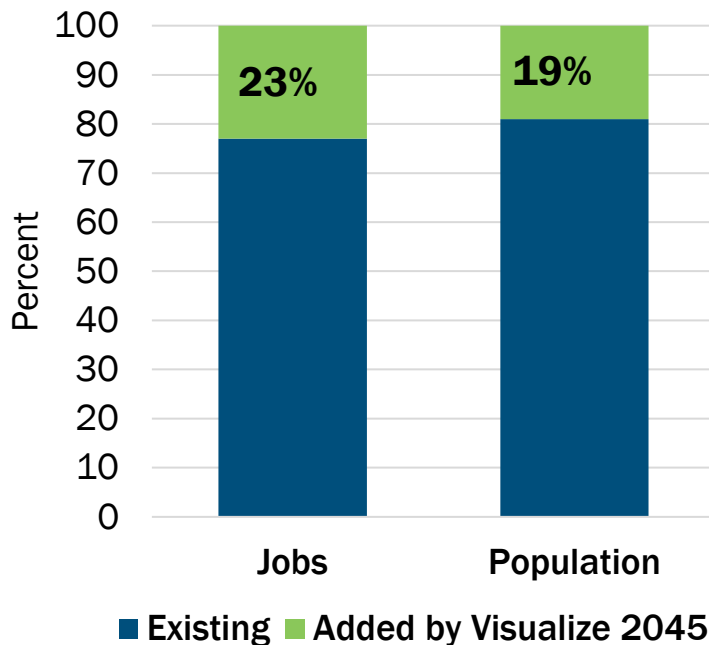


(Ron Cogswell/Flickr)

The Region Will Continue To Grow...

About 80% of 2045 land-use is already in place.

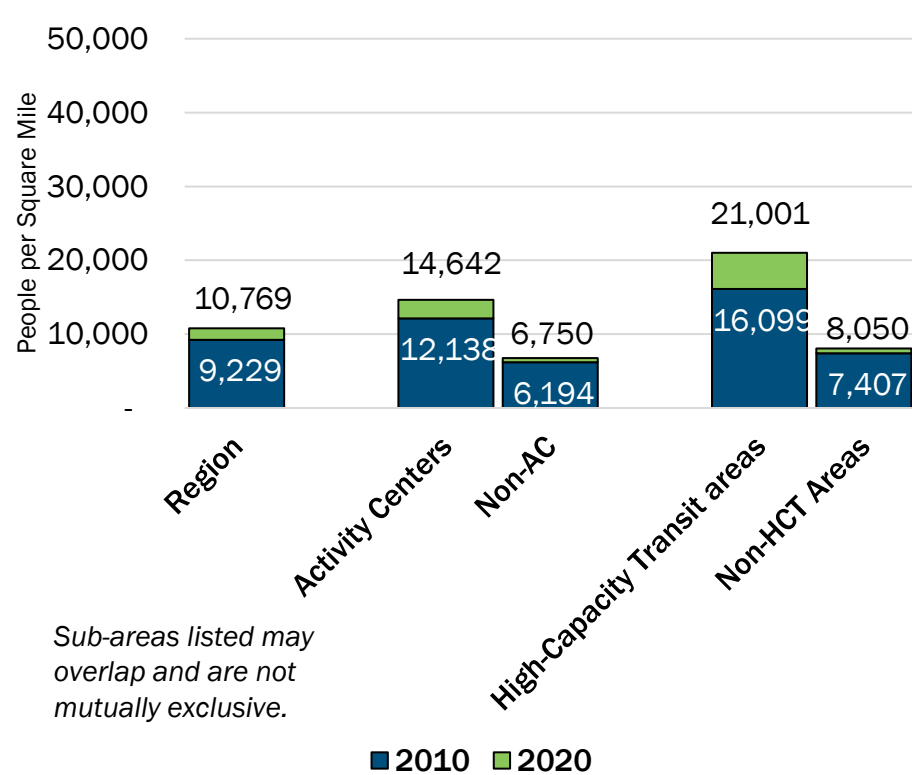
With more people and jobs, the transportation systems will need to continue handling its current and forecasted demand. Activity Centers will contain 67% of jobs (up from 66%) and 35% of the population (up from 29%)



Note: Staff analysis of U.S. Decennial Census Block Groups

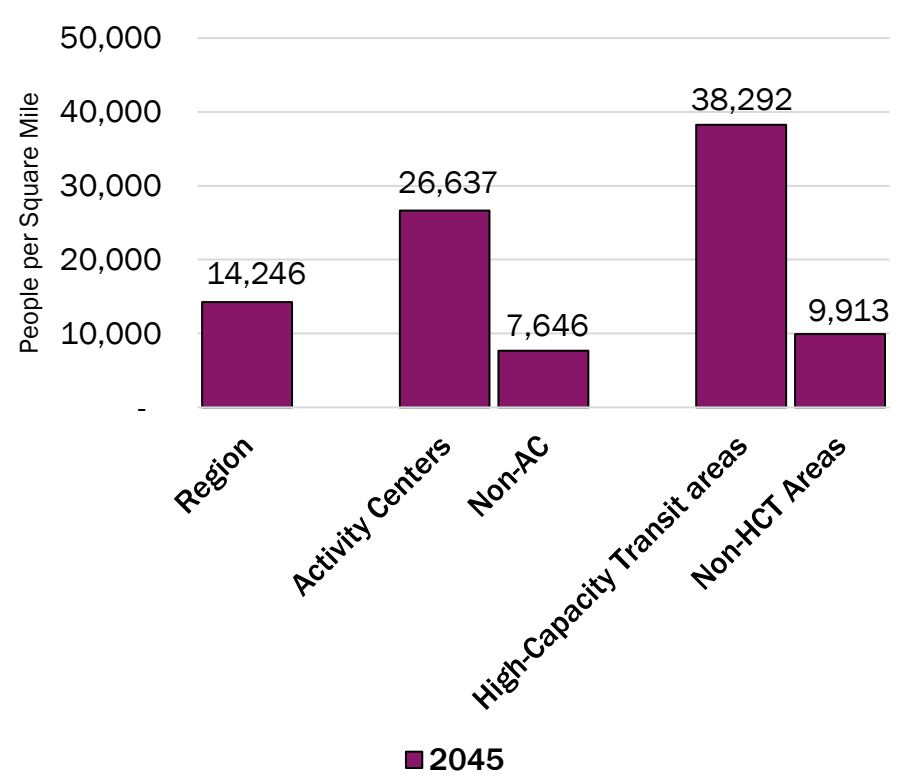
...and Increase in Density

Evidence suggests the region is making progress towards goal to concentrate land-use in the right areas, like Activity Centers and High-Capacity Transit areas.



Sub-areas listed may overlap and are not mutually exclusive.

Note: Staff analysis of U.S. Decennial Census Block Groups



Note: Staff analysis of COG Cooperative Forecast Transportation Analysis Zones

By 2045, More than 1/4 of People and 1/2 of Jobs will be Close to High-Capacity Transit

% of Population and Jobs in Proximity to High-Capacity Transit

	Today	2045	
People	18%	27%	↑26%
Jobs	41%	49%	↑25%

Proximity:

0.5-mile radius from High-Capacity Transit

High-Capacity Transit:

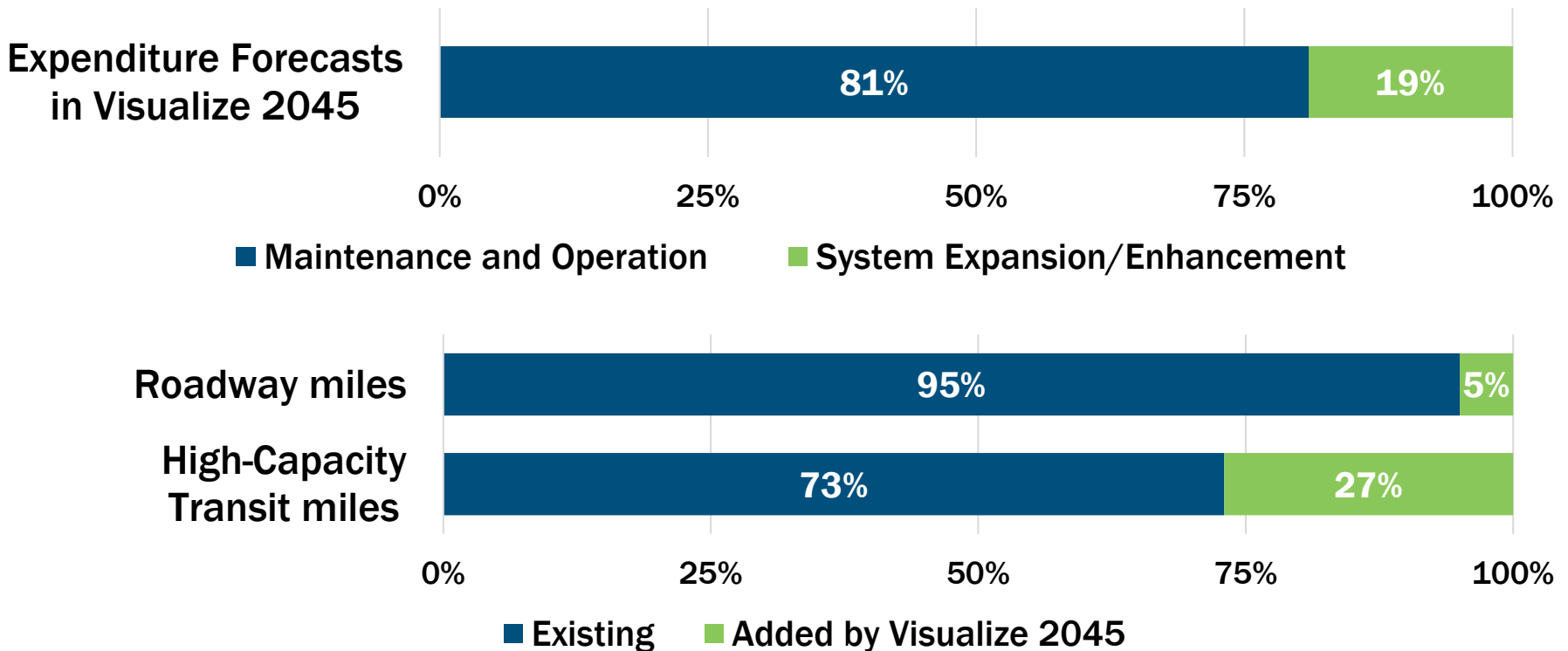
- Metrorail
- Commuter Rail
- Streetcar
- Light Rail
- Bus Rapid Transit



Funding for Expansion is Limited

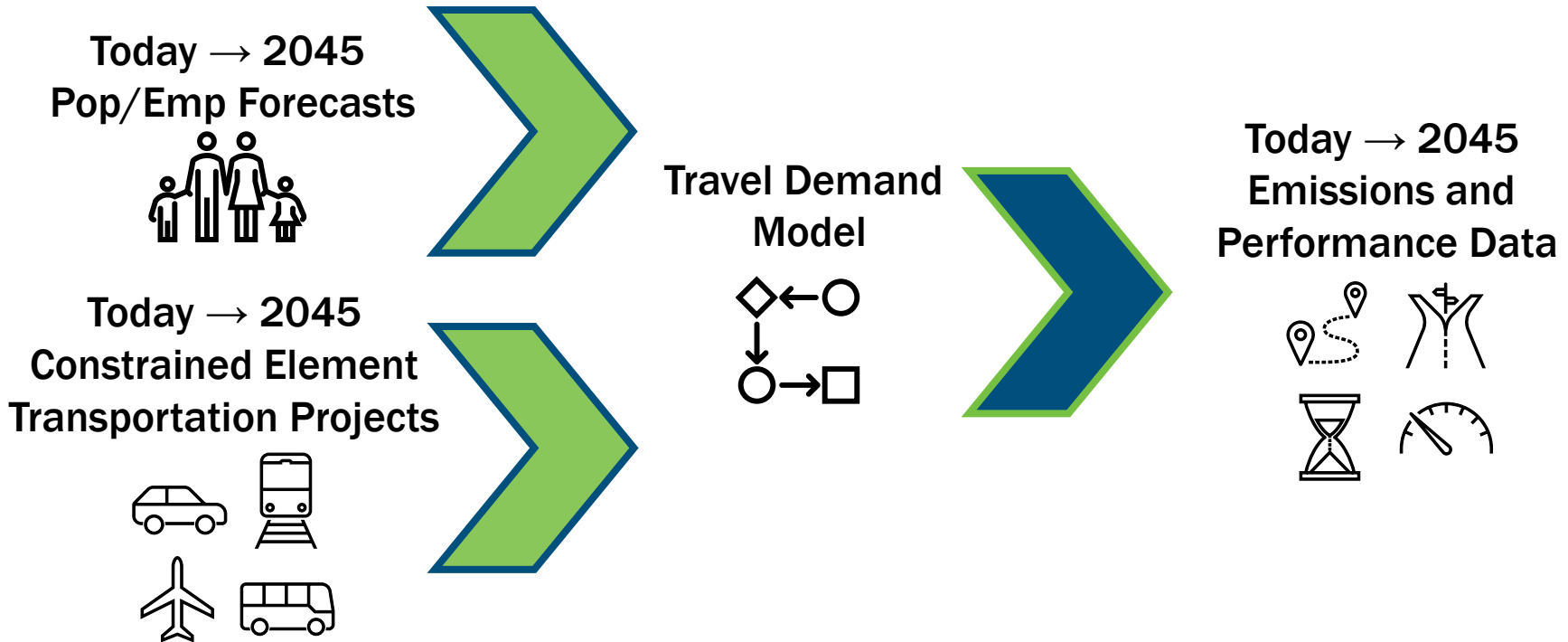
Of the \$223.3 Billion Year of Expenditure dollars in Visualize 2045, only 19% is available for the type of system expansion and enhancement projects that advance our shared goals.

Resulting in an additional 5% of roadways and 27% of High-Capacity Transit.



Conducting the
performance
analysis of
Visualize 2045

Travel Demand Model Forecasts the Impact of Changes to Land-use and Transportation



- Round 9.2 Cooperative Forecasts
- Gen2/Version 2.4 Travel Demand Model
- Analysis of TPB Planning Area
- 2020 Vehicle Registration Data
- EPA's MOVES 2014b Mobile Emissions Model
- Other source noted on corresponding slide

Assumptions in the Travel Demand Model

- Validated and reflective of pre-COVID conditions
- Transit
 - The base transit reflects December 2019 schedules with transit service projects built upon it
 - WMATA Transit fares are current to June 2021
- Highway tolls in the travel model are current to January 2021
- Vehicle fleet data are current to December 2020

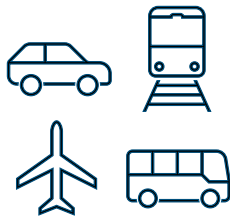
Three Scenarios

Scenarios enable us to isolate for the impact of the new set of transportation projects, programs, and policies.

Today (2023)

Today's households and jobs

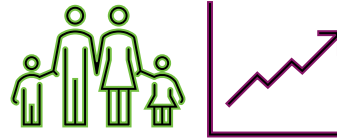
Transportation projects on the ground in 2023



2045 No Build

Forecast growth for 2045 households and jobs

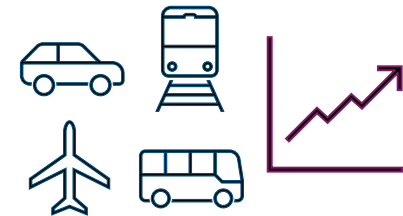
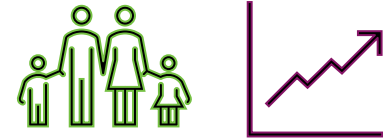
No new transportation projects beyond 2023



2045 Planned Build

Forecast growth for 2045 households and jobs

All transportation projects built by 2045

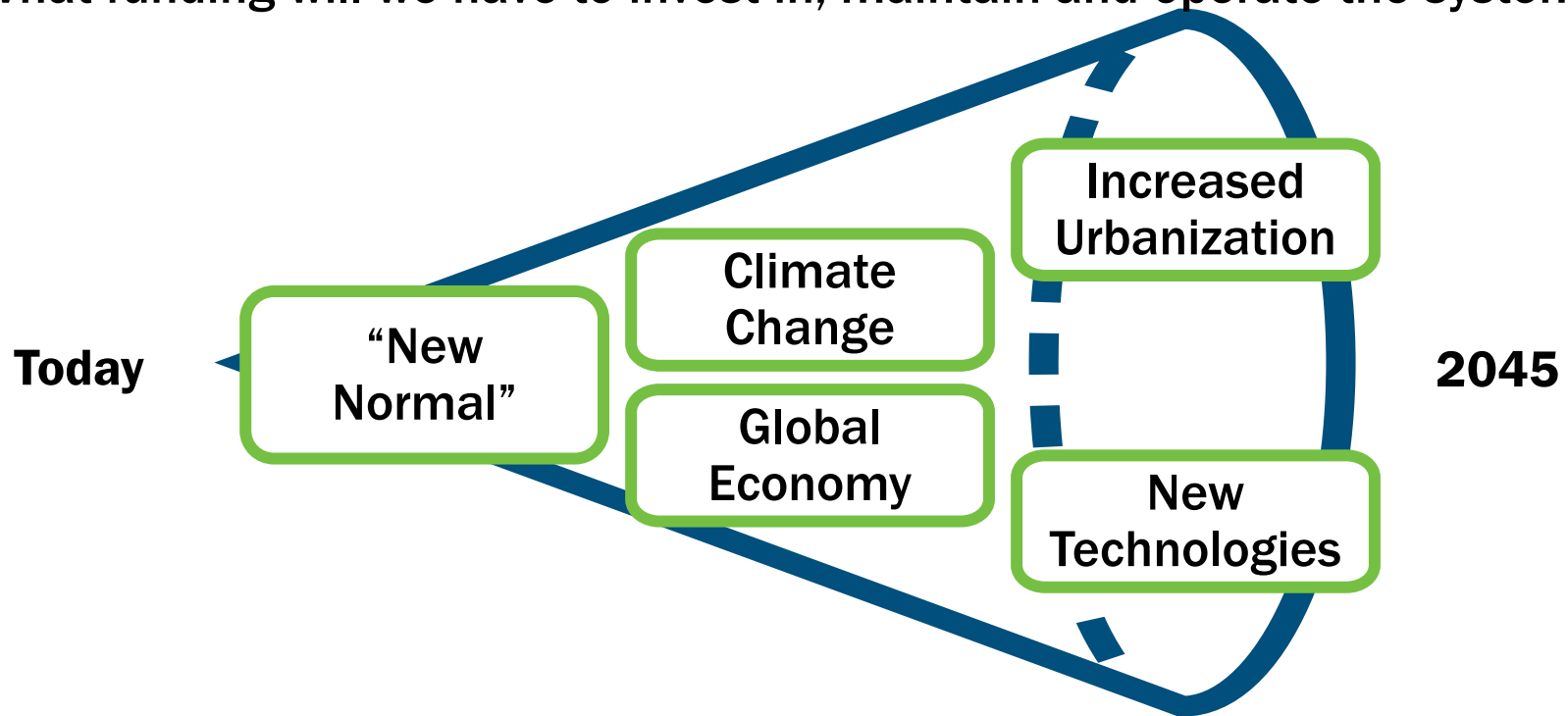


Planning Uncertainties that Will Likely Impact the Future of Travel

Where will the people and jobs be?

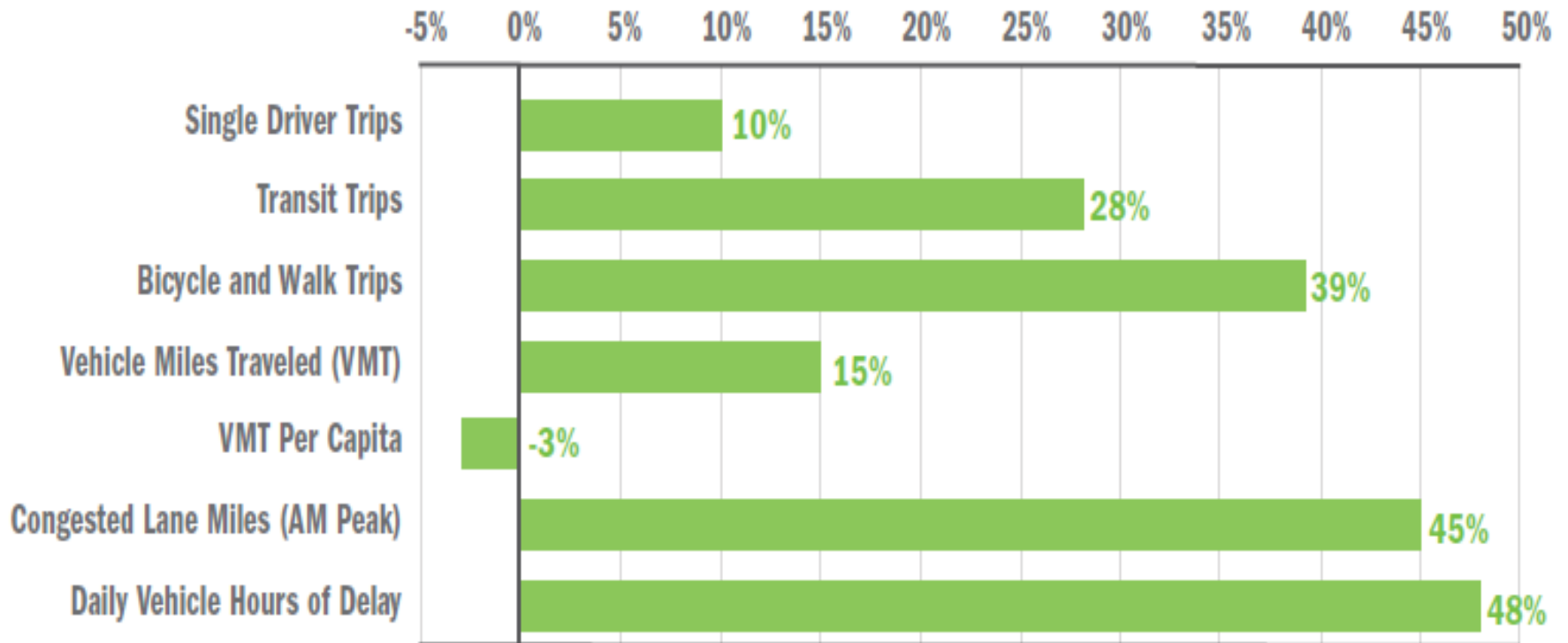
How will people travel?

What funding will we have to invest in, maintain and operate the system?



Performance Overview

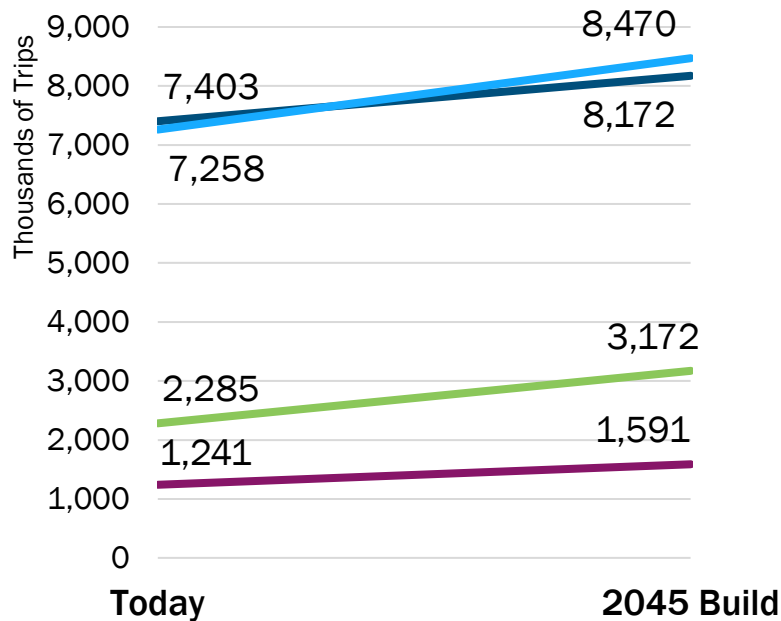
Percent Change 2023-2045



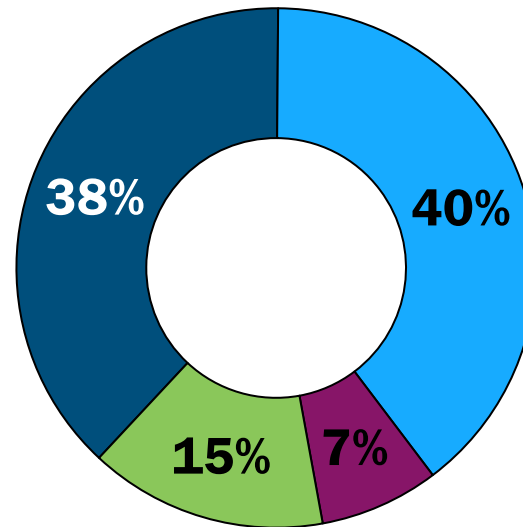
How is travel
expected to change
in the region over
time?

Region Continues to be Auto Dependent

Looking at All Trips, **HOV and carpool** expected to be more common than **driving alone**.
 Percent increase in **Walk and Bicycle** is greater than any other Mode.



Mode Share, 2045 Build



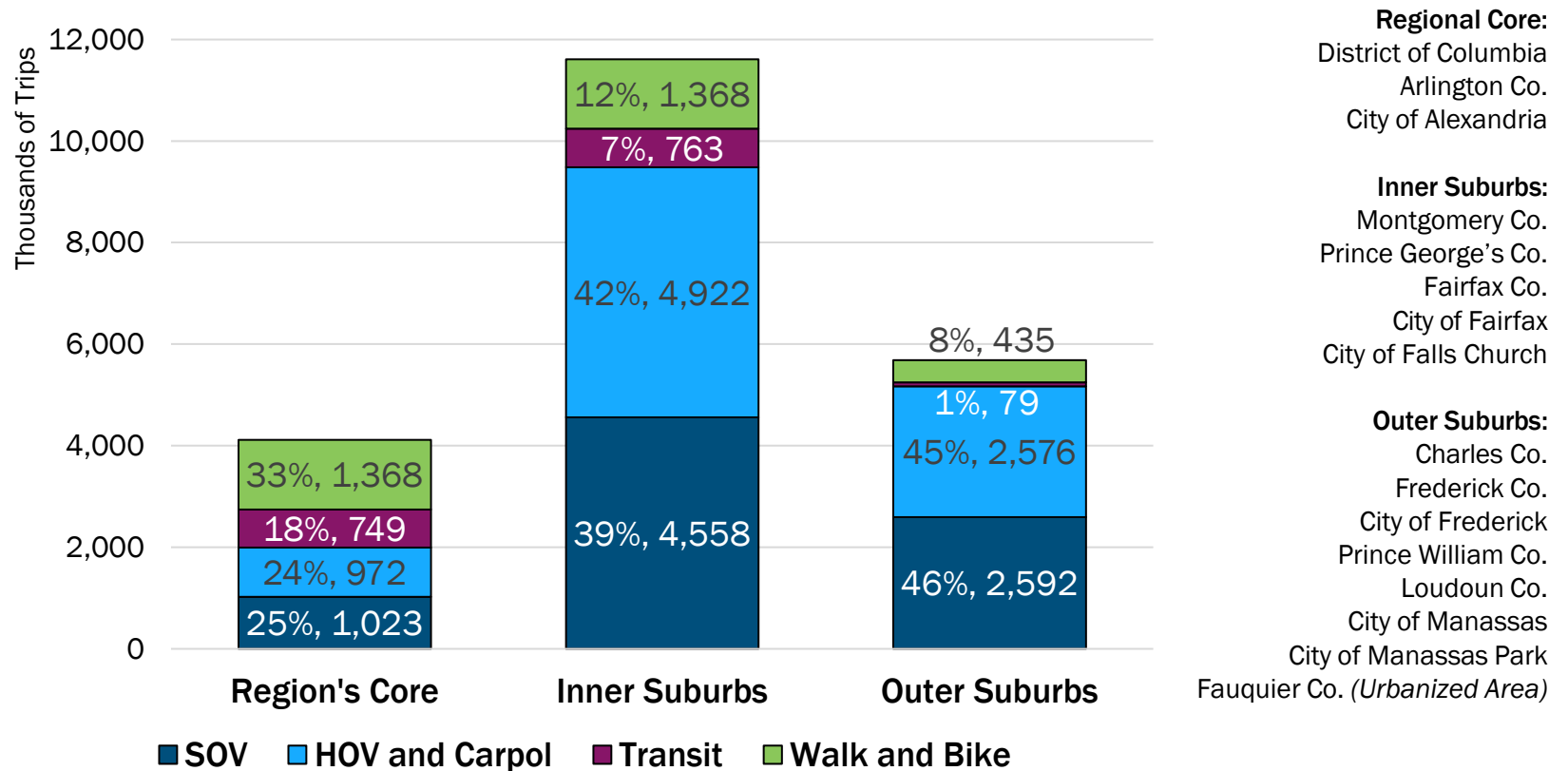
SOV HOV and Carpool
 Transit Walk and Bike

Single Occupancy Vehicle - SOV
 High Occupancy Vehicle- HOV

Geographic Differences, All Trips (2045)

HOV and carpool will be as common as driving alone.

Where Transit is available, Transit and Walk and Bike trips are more common.



Avoiding Congestion and Delay: More Travel on Reliable Modes

Travel in the region on reliable modes that are represented by the Aspirational Initiatives will increase from **11% to 15%**. These options are less impacted by congestion and delay.



“Reliable modes:”

- Metrorail, Commuter Rail, Light Rail, Streetcar
- Express toll lanes with dynamic toll rates
- HOV lanes
- Inter-County Connector
- Dulles Airport Access Road
- Bus Rapid Transit
- Long-haul express buses
- Bike/Ped travel

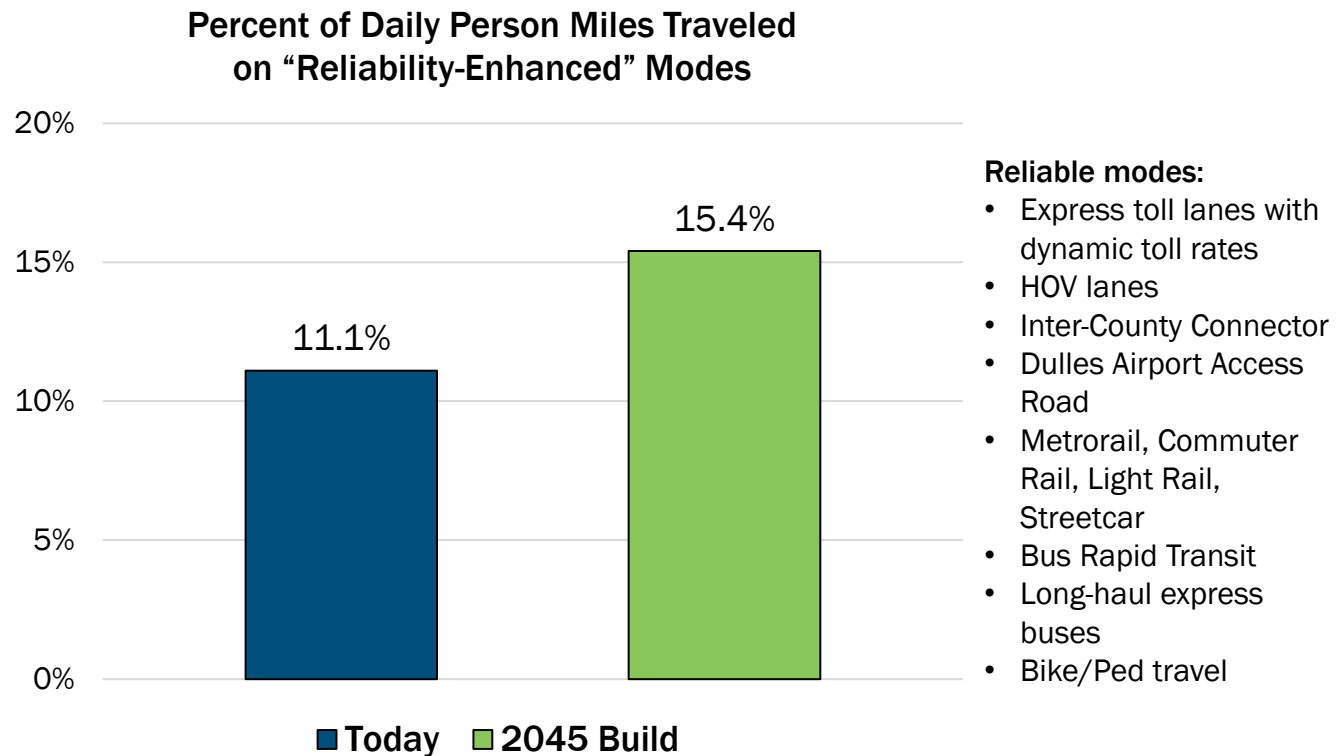


(BeyondDC/Flickr)



Avoiding Congestion and Delay: More Travel on Reliable Modes

A greater percent of travel in the region will be taken on reliable highway, transit, and walk/bike facilities/modes that are less impacted by congestion and delay.



Driving in the Region to Decline Per Capita

↑ **18.9%** • While **population** is forecast to grow in this region

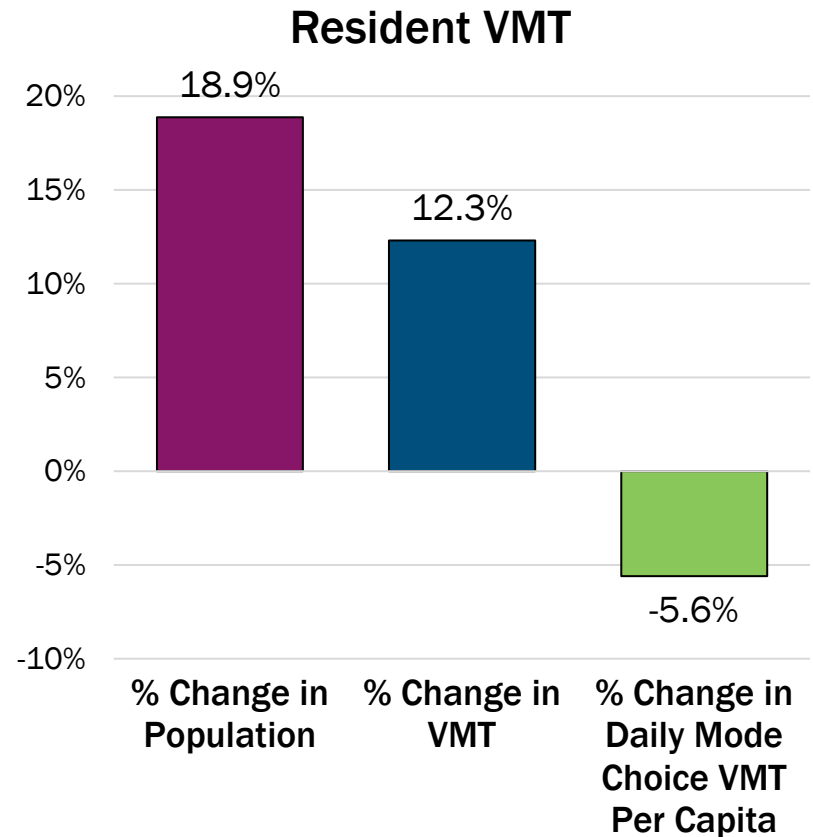
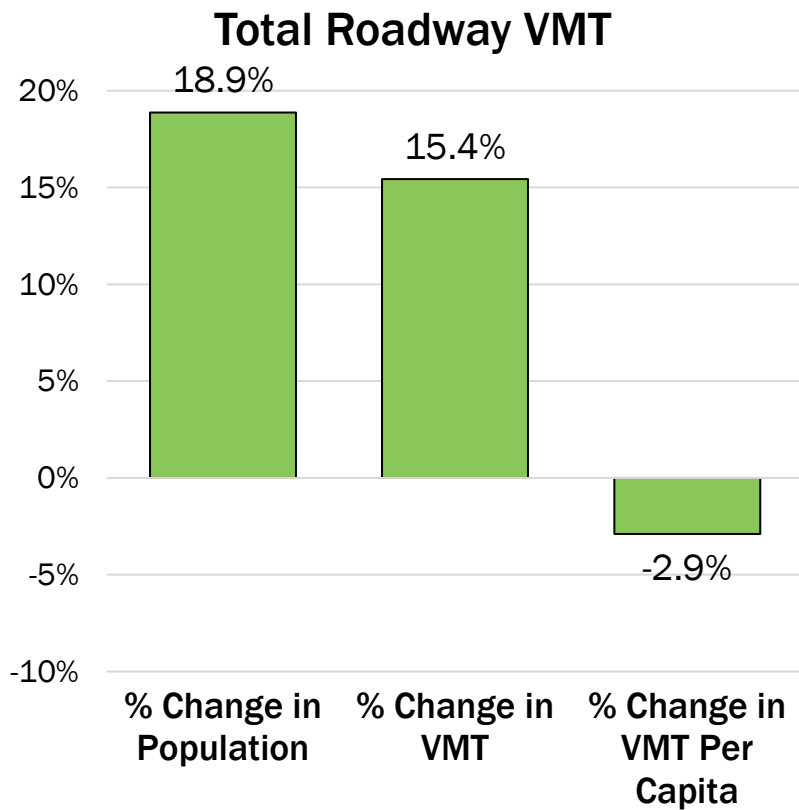
↑ **15.4%** • The **Vehicle Miles Traveled (VMT)** increase at a lower rate

↓ **-5.6%** • As a result, **VMT per capita** of region residents declines by more than 5%. Residential vehicle use has the most potential for change compared to other uses, such as commercial.



Driving in the Region to Decline Per Capita

VMT per capita of region residents declines by more than 5%. Residential vehicle use has the most potential for change compared to other uses, such as commercial.



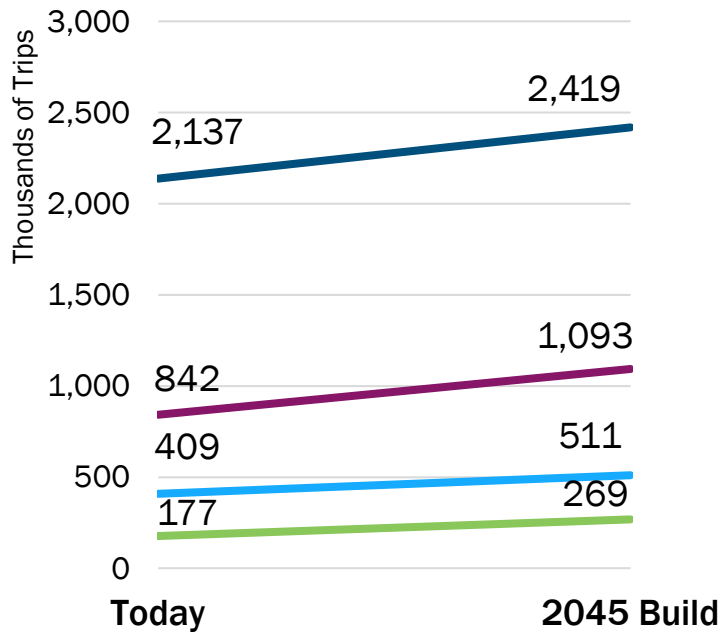
How does the plan
support traveling to
work?

Most of Work Trips will be Driving Alone, 1/4 of Work Trips on Transit

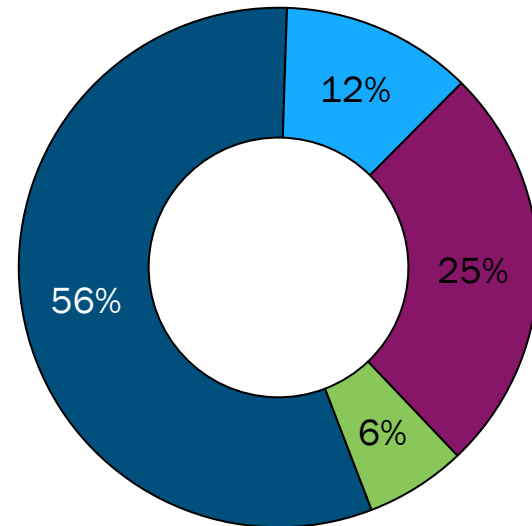
Mode Share, 2045 Build



Most of Work Trips will be Driving Alone, 1/4 of Work Trips on Transit



Mode Share, 2045 Build



— SOV
— Transit
— HOV and Carpool
— Walk and Bike

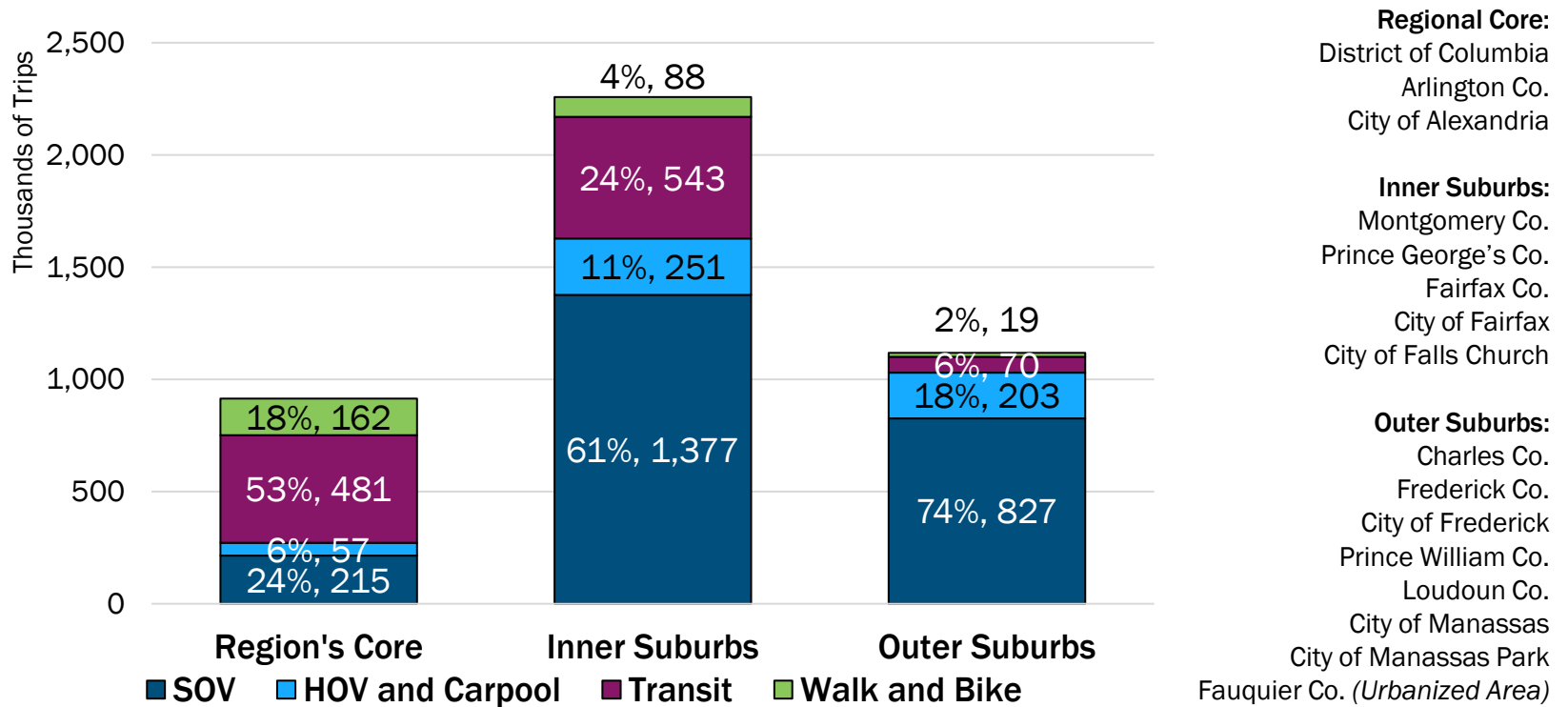
Taking Transit to Work Increases When Readily Available & Serving Density

By 2045, in the Region's Core, majority of work trips will be on transit (53%) and nearly a quarter in the Inner Suburbs, compared to 6% in Outer Suburbs



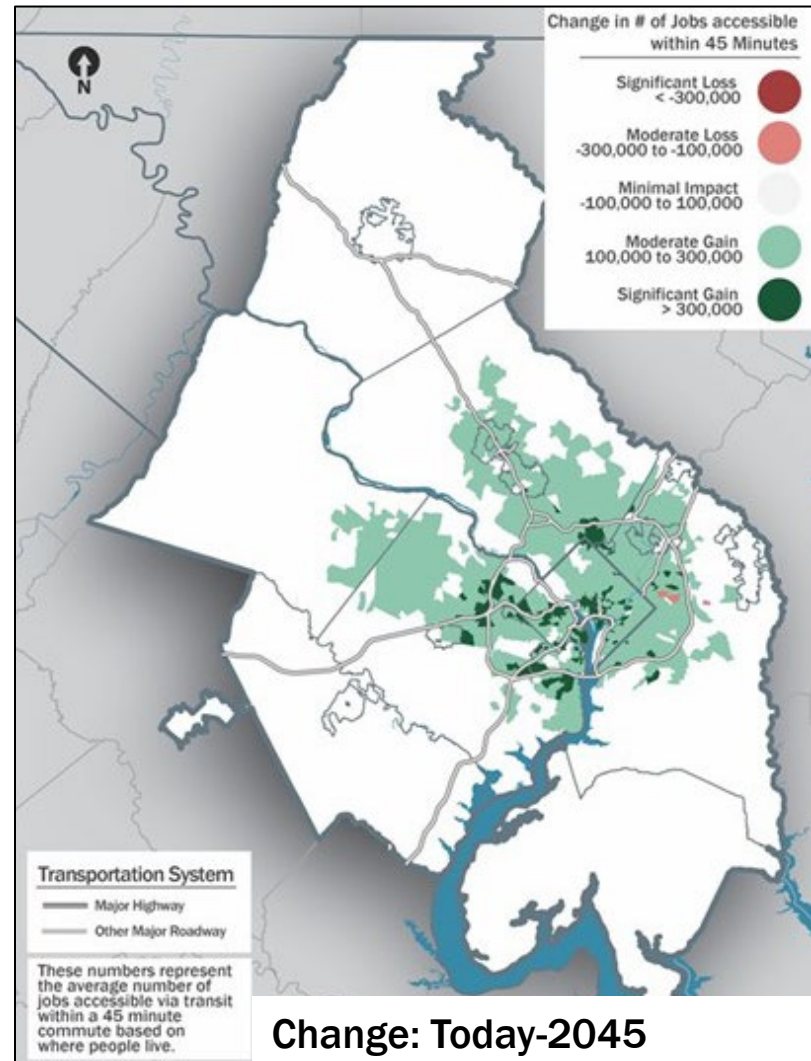
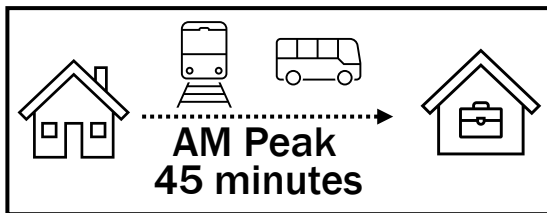
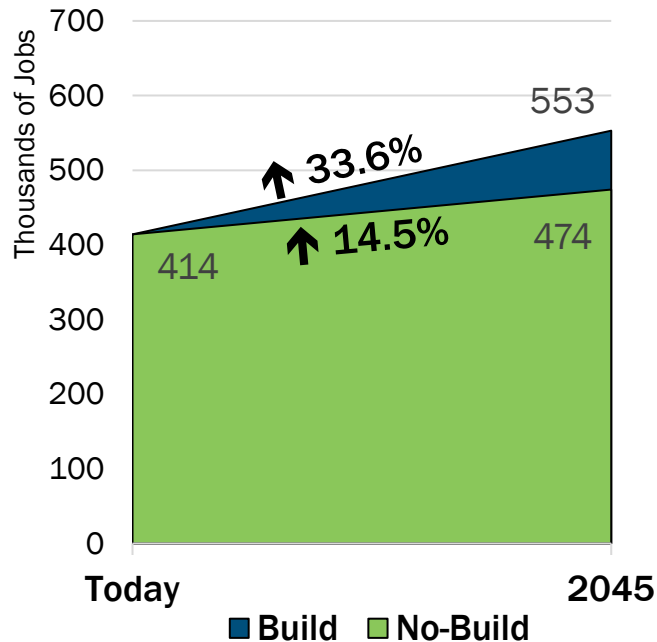
Taking Transit to Work Increases When Readily Available

By 2045, in the Region's Core, majority of work trips will be on transit and nearly a quarter in the Inner Suburban jurisdictions.



How are new transit projects forecast to impact the region?

Change in Access to Jobs, Transit

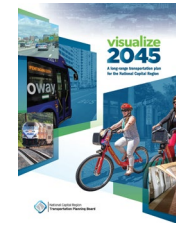


Change: Today-2045

How will the
highway network
serve the region?

Delay and Congestion Continue Impacting the Region

New roadway projects will make a difference, but delay and congestion will continue to be a part of life in this region.

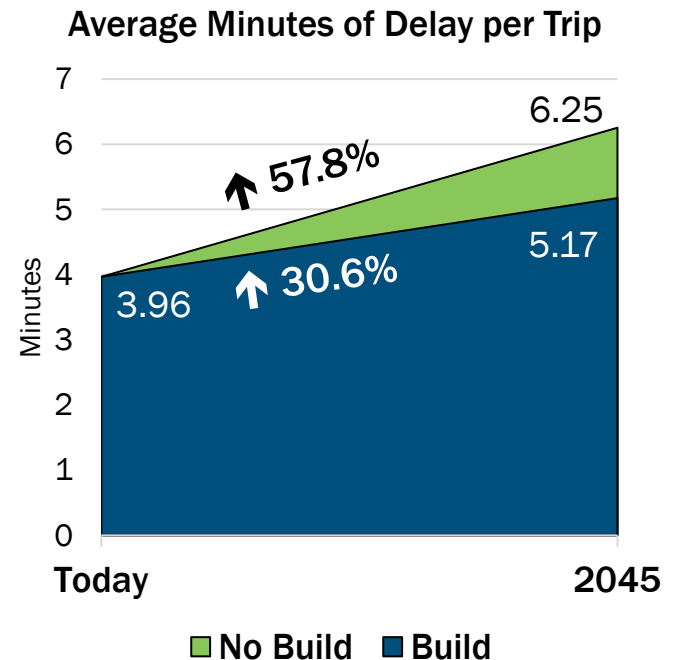
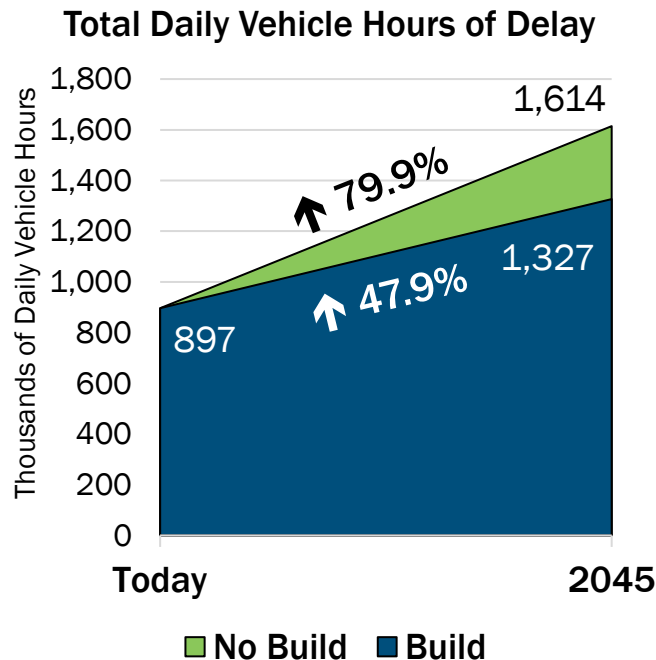


- Major increases without implementing the Plan:
 - Delay: **↑80%**
 - Congestion: **↑58%**

- Still increases but less so by implementing the Plan:
 - Delay: **↑48%**
 - Congestion: **↑31%**

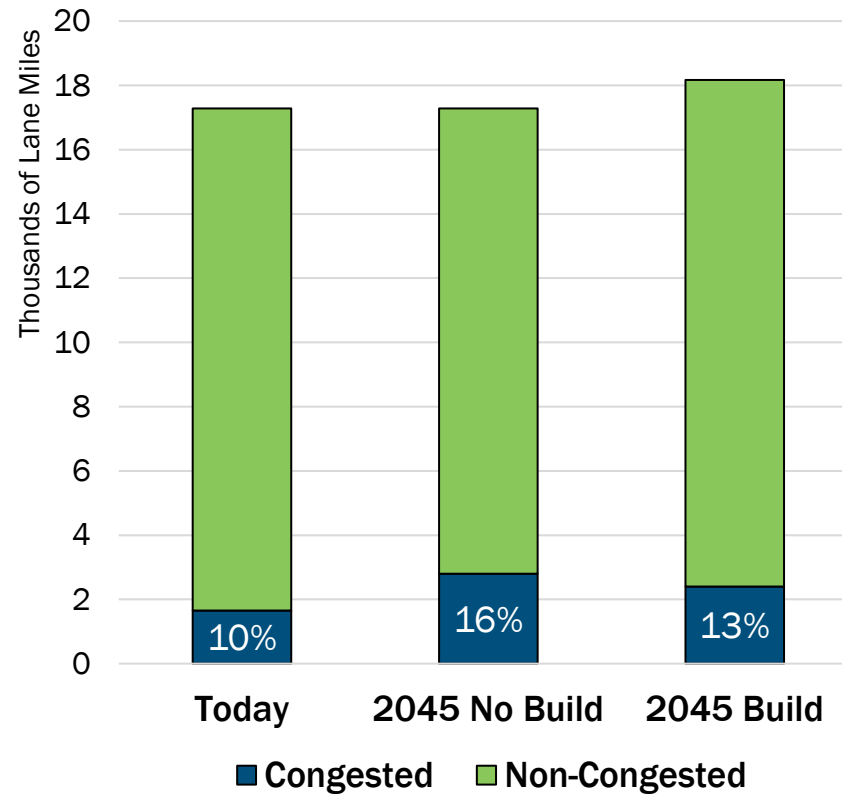
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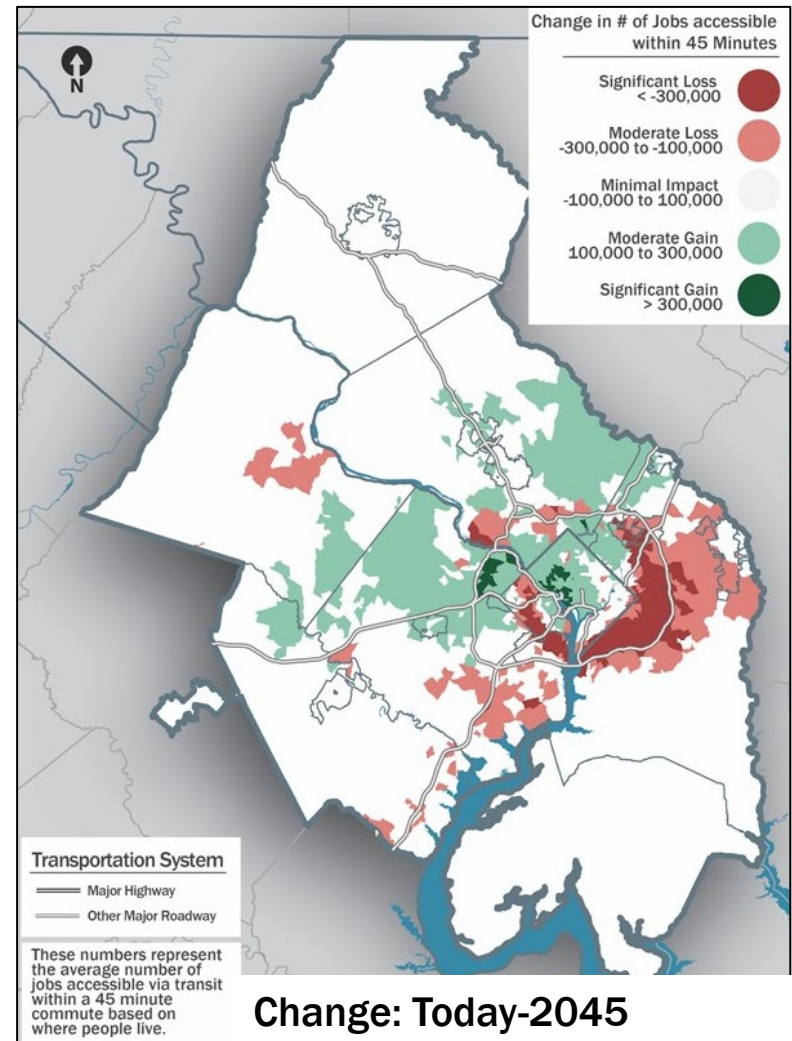
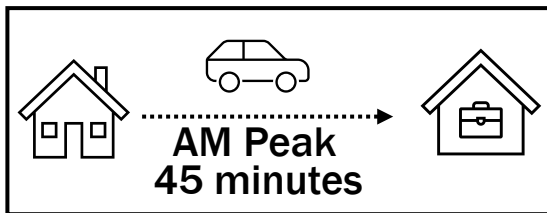
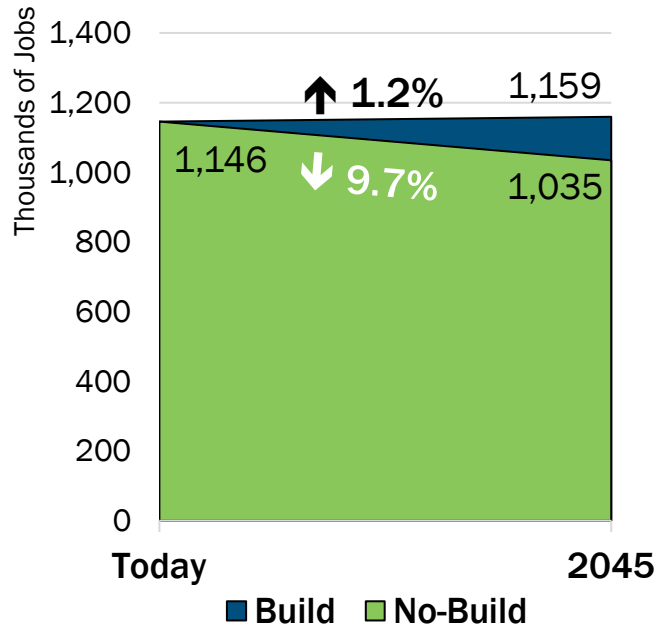


Congested Lane Miles, AM Peak

New roadway projects will make a difference, but delay and congestion will continue to be a part of life in this region.

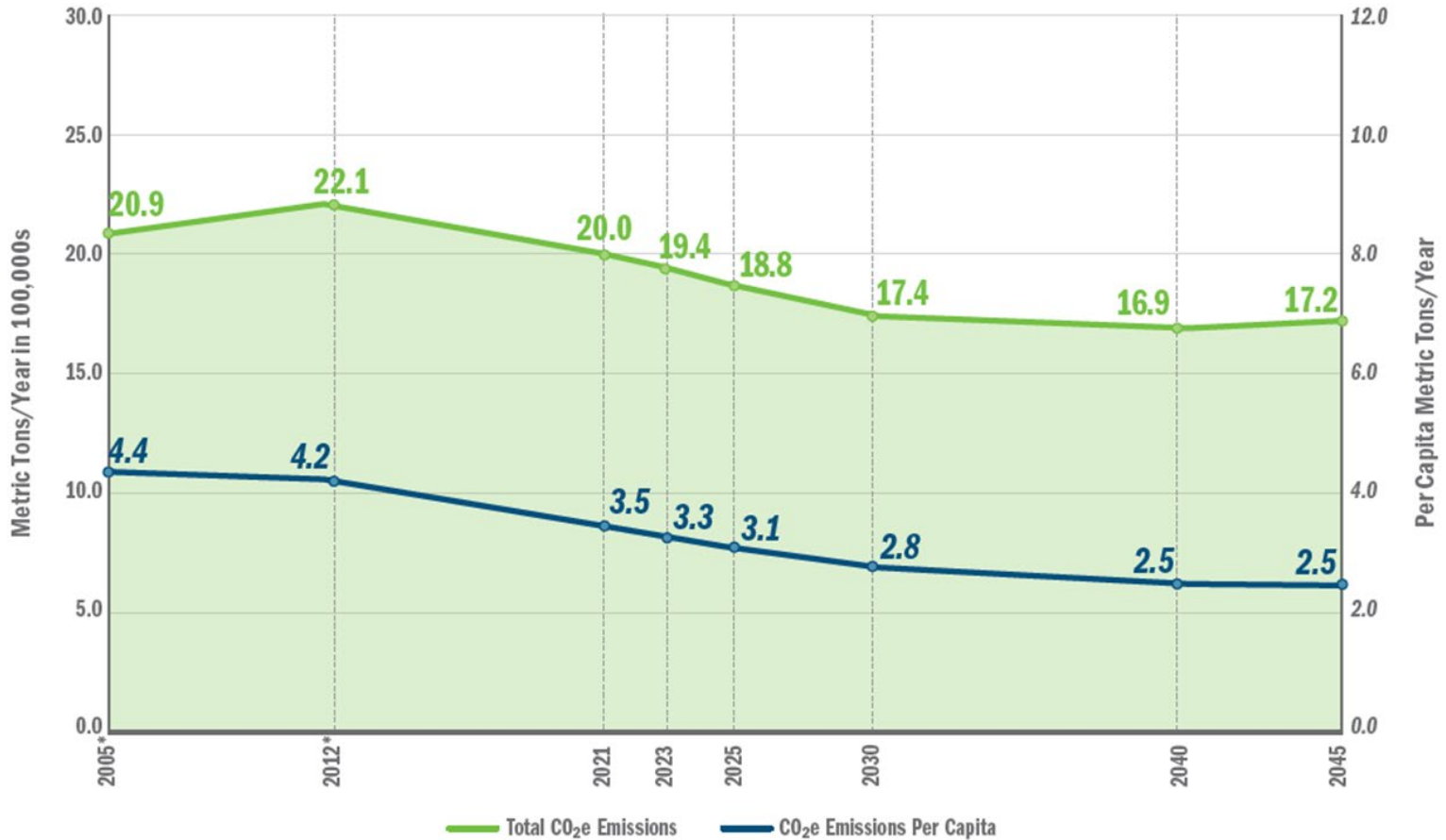


Change in Access to Jobs, Auto



Forecast Greenhouse Gases

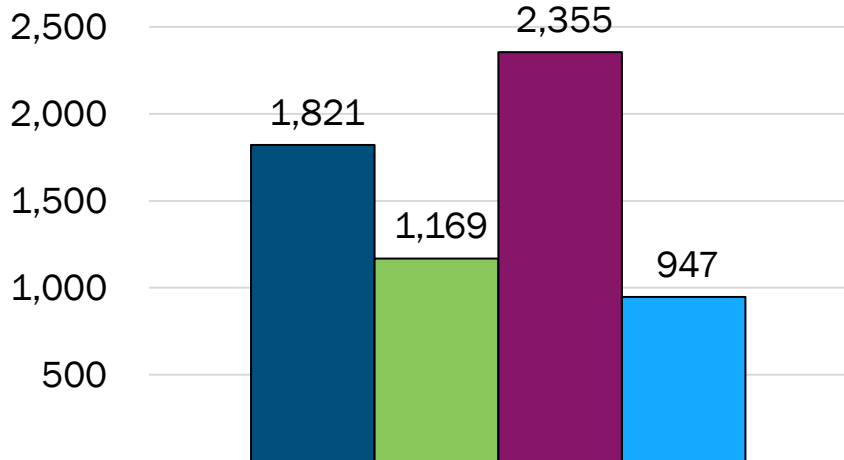
Greenhouse Gas Mobile Source Emissions CO₂e and CO₂e Per Capita



*NOTE: 2005 and 2012 are historic estimates.

Proximity to Traffic, Today

Average Traffic Proximity and Volume

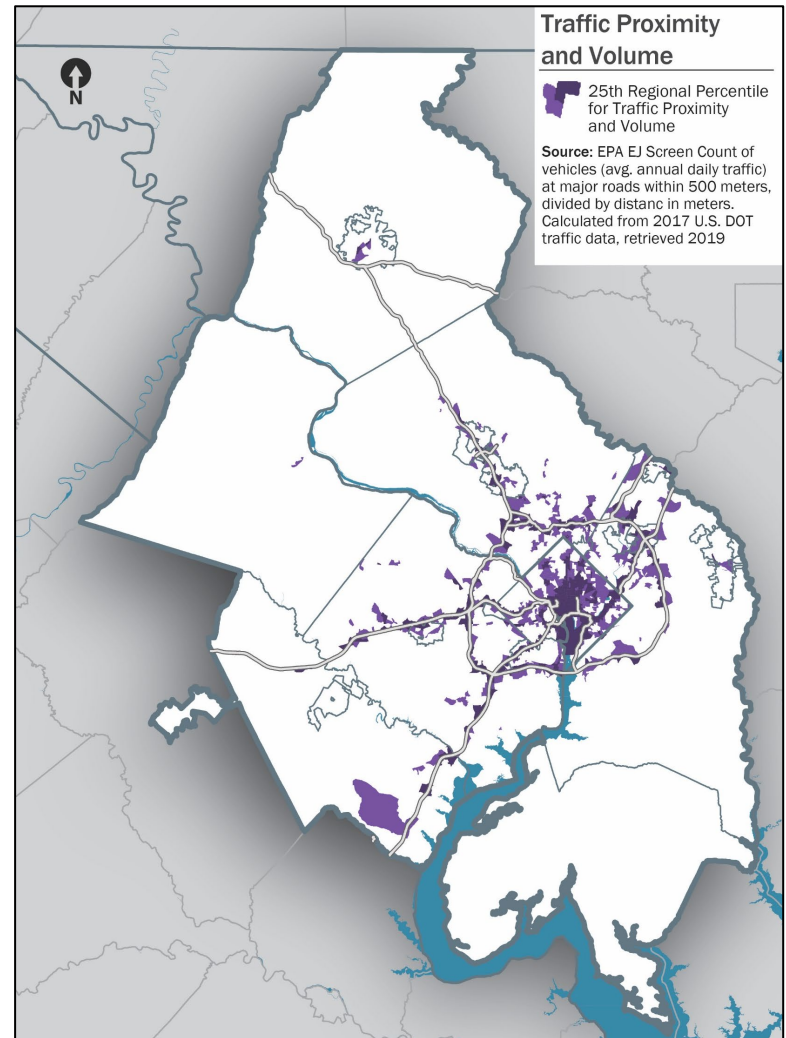


Count of vehicles per day at major roads within 500 meters divided by distance

- Equity Emphasis Areas
- Non-Equity Emphasis Areas
- Activity Centers
- Non-Activity Centers

Note: Sub-areas listed may overlap and are not mutually exclusive.

Source: EPA EJ Screen



Proximity to Traffic, Today

- Proximity to congested roadways and high levels of vehicle volume in the National Capital Region are not felt equally.
- Communities closer to the region's core, interstates, or major highways experience greater exposure than in outer suburban or rural parts.
- In Activity Centers, proximity and level of traffic is 150 percent higher than in non-Activity Centers. This is likely reflective of high traffic counts on highways and major roads near Activity Centers.
- From an equity perspective, EEAs in the region experience 57 percent greater traffic volume than non-EEAs. The proximity of many EEAs near the region's core and along major roadways leads to the uneven experience.

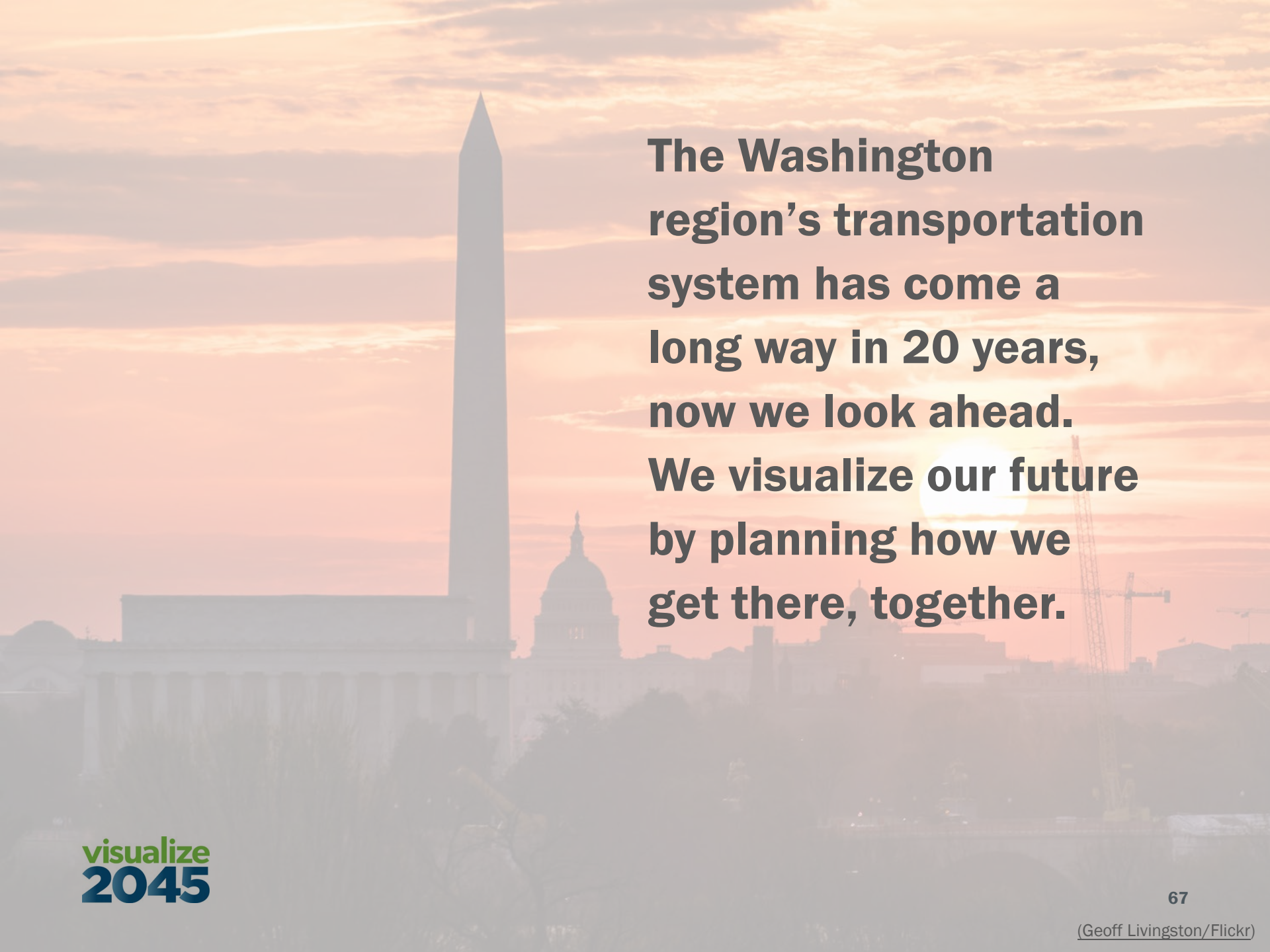
Note: Sub-areas listed may overlap and are not mutually exclusive.

Source: EPA EJ Screen

5. Getting the Word Out

Materials to View and Share:

- [visualize2045.org](https://www.visualize2045.org)
- The Voices of the Region Story Map
 - <https://www.mwcog.org/maps/map-listing/voices-of-the-region/>
- The Visualize 2045 Interactive Project Map
 - <https://www.mwcog.org/maps/map-listing/visualize-2045-project-map/>
- **Ambassador Kit includes:**
 - talking points
 - sample email/web posts
 - sample social media posts
- **Fact Sheet:** Board members have also received a fact sheet with key information about the plan



The Washington region's transportation system has come a long way in 20 years, now we look ahead. We visualize our future by planning how we get there, together.

Stacy M. Cook

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mwkog.org/TPB

Metropolitan Washington
Council of Governments

777 North Capitol Street NE,
Suite 300

Washington, DC 20002

ITEM 9A – Information

April 20, 2022

Climate Change Mitigation Goals and Strategies: Survey Results

Background:

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

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

Attachments:

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



MEMORANDUM

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

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

BACKGROUND

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

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

The intent of the above actions is to add climate change mitigation considerations as a priority in transportation decision making to inform projects, programs and policies that would be included in the TPB's long range transportation plans (LRTP). Subsequently, staff developed a process to solicit input from TPB members on climate change mitigation goals and strategies (together referred to as climate change mitigation elements) to facilitate the board's deliberations of the matter. The climate change mitigation elements adopted by the board would be incorporated into the 2022 update to the LRTP, Visualize 2045.²

SURVEY PROCESS

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

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

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

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

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

SURVEY INSTRUMENT

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

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

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

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

RESULTS

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

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

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

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

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

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

Table 1 – Comment Themes

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

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

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

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

ATTACHMENT 1

Climate Change Mitigation Goals and Strategies Questionnaire



Climate Change Mitigation Goals and Strategies Questionnaire

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

Name:

Jurisdiction/Agency:

A. On-road Transportation Greenhouse Gas Reduction Goals

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

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

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

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

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

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

Comments

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

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

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

Comments

3. Does your jurisdiction/agency support the TPB formally adopting the levels of COG's 2030 and 2050 GHG reduction goals (50 percent below 2005 by 2030, 80 percent below 2005 by 2050) for the on-road transportation sector?

The TPB (please choose only one response):

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

Comments

B. Consideration of Greenhouse Gas Reduction in Planning/Programming

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

The TPB serves as a metropolitan planning organization and is not directly involved in implementing projects, programs, or policies. As such, the TPB's priorities and goals, including climate change mitigation goals, can be realized only when TPB member jurisdictions and agencies implement the projects, programs, and policies needed to achieve the TPB's goals and priorities.

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

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

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

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

Comments

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

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

Comments

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

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

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

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

The TPB seeks input on the various GHG reduction strategies that were examined in the CCMS that it could adopt as planning priorities. Listed below are the various fleet conversion, vehicle travel, and traffic operations strategies that were analyzed and have the potential to reduce on-road transportation GHG emissions.

Please select the response(s) that best represent your jurisdiction's/agency's input on the strategy and provide comments as needed.

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

3. Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.

The TPB (please choose only one response):

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

Comments

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

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

Comments

4. The jobs and housing redistribution strategy evaluated in the CCMS was an exploratory perspective to determine GHG reduction potential and was not based on a thorough feasibility analysis. The TPB seeks your comments on the following two strategies that were examined:

- a. **Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally.**

The TPB (please choose only one response):

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

Comments

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

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

Comments

b. Take actions to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers across the region to improve the jobs-housing balance, regionally. (please choose only one response)

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

Comments

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

7. Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation)

The TPB (please choose only one response):

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

Comments

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

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

Comments

8. Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.

The TPB (please choose only one response):

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

Comments

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

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

Comments

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

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

The TPB (please choose only one response):

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

Comments

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

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

Comments

11. Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.)

The TPB (please choose only one response):

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

Comments

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

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

Comments

12. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile.

The TPB (please choose only one response):

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

Comments

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

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

Comments

13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.

The TPB (please choose only one response):

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

Comments

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

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

Comments

14. Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

The TPB (please choose only one response):

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

Comments

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

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

Comments

Thank you!

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

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

ATTACHMENT 2

Climate Change Mitigation Goals and Strategies Questionnaire Results

RESULTS

TPB Climate Change Mitigation Goals and Strategies Questionnaire

Tim Canan
Planning Data and Research Program Director

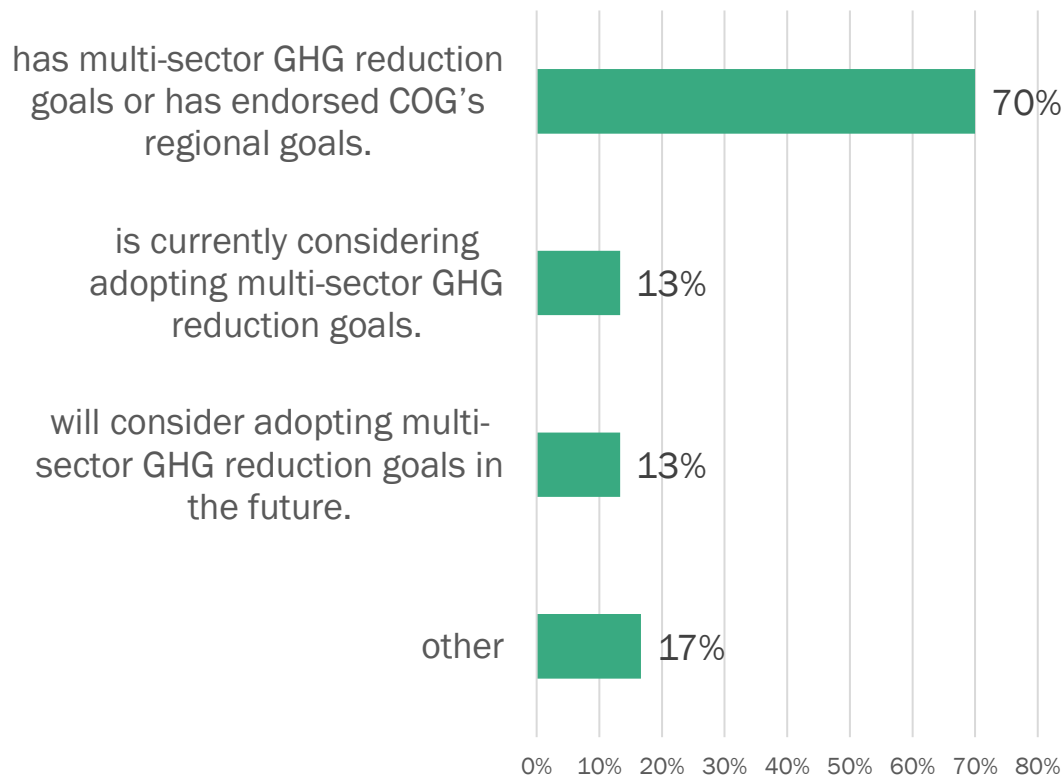
WORK SESSION ON CLIMATE CHANGE MITIGATION GOALS AND STRATEGIES:
April 20, 2022

A. Adopting On-road Transportation Greenhouse Gas Reduction Goals



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

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



Answered: 30

Skipped: 1

Comments: 19

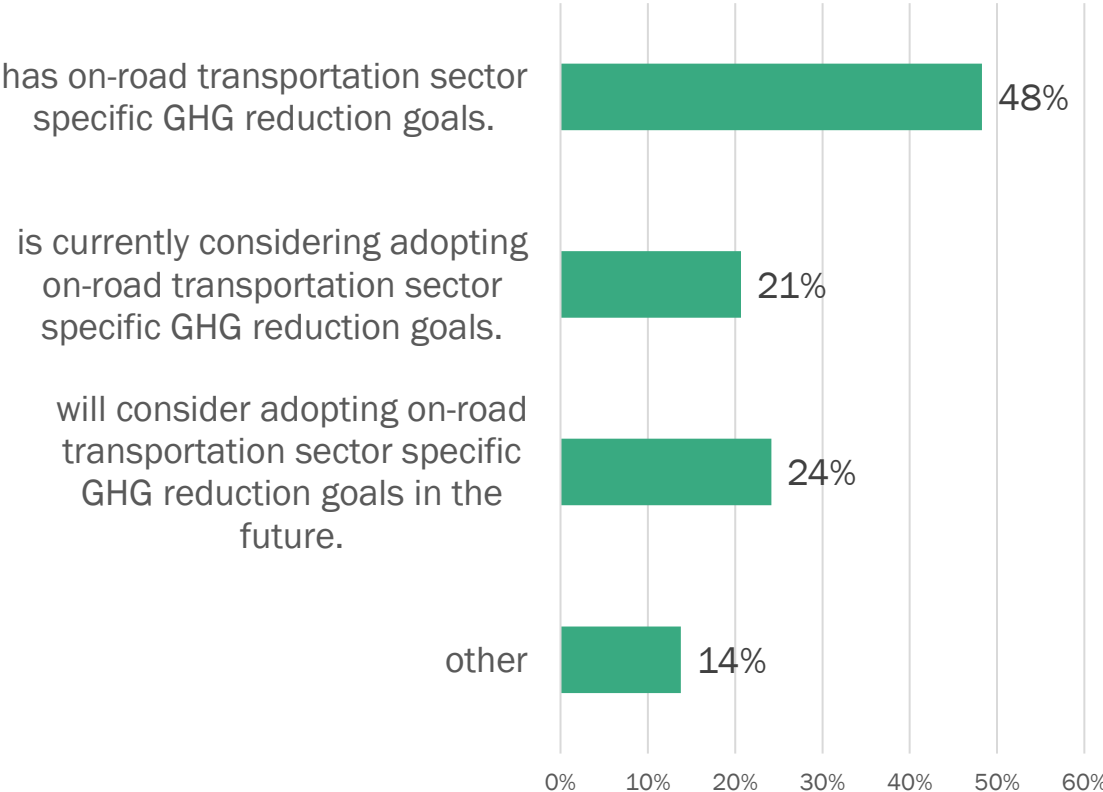
Themes: Aligned Plan/Activity (15), Call for More Action (2), More Coordination (1), Limited Authority/Influence (1), Resource Constraint (1)

Appendix Page: 1



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

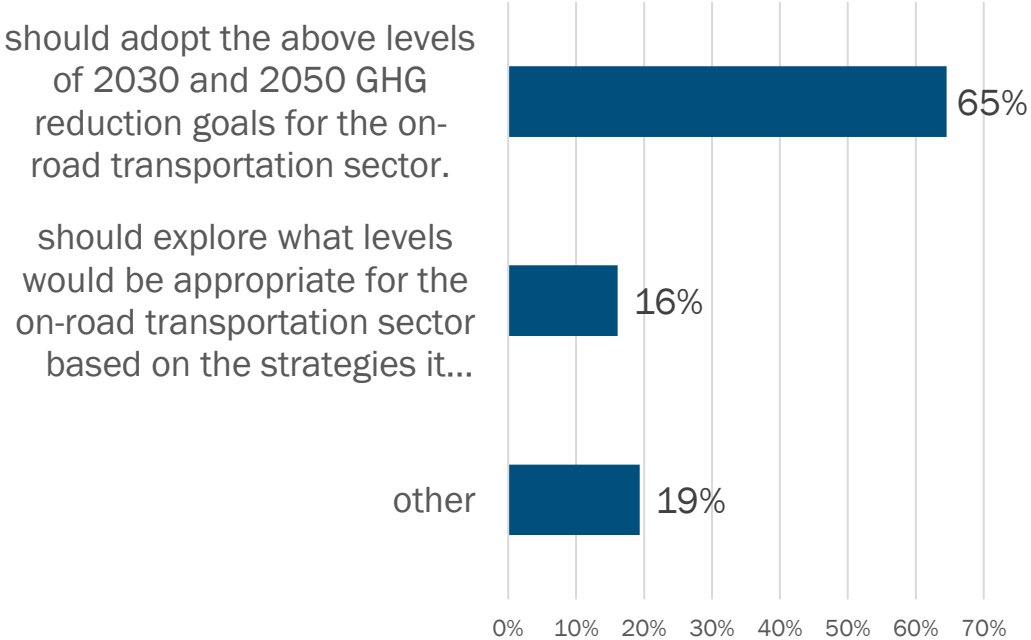
My jurisdiction/agency (please choose all responses that apply):



Answered: 29
Skipped: 2
Comments: 18
Themes: Aligned Plan/Activity (15), More Study/Refinement Desired (2), Call for More Action (1), Limited Authority/Influence (1), Resource Constraint (1)
Appendix Page: 3

3. Does your jurisdiction/agency support the TPB formally adopting the following levels of GHG reduction goals (50 percent below 2005 by 2030, 80 percent below 2005 by 2050) for the on-road transportation sector?

The TPB (please choose only one response):



Answered: 31

Skipped: 0

Comments: 15

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

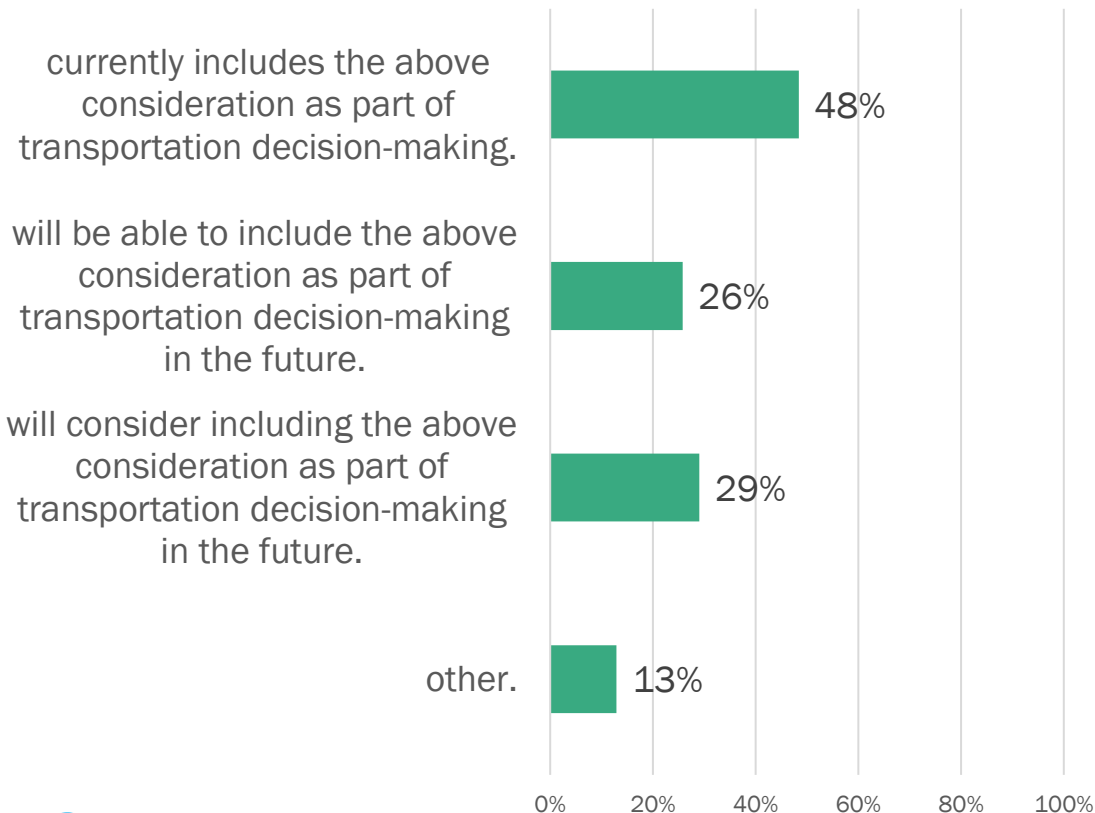
Appendix Page: 6

B. Consideration of Greenhouse Gas Reduction in Decision Making



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

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



Answered: 31

Skipped: 0

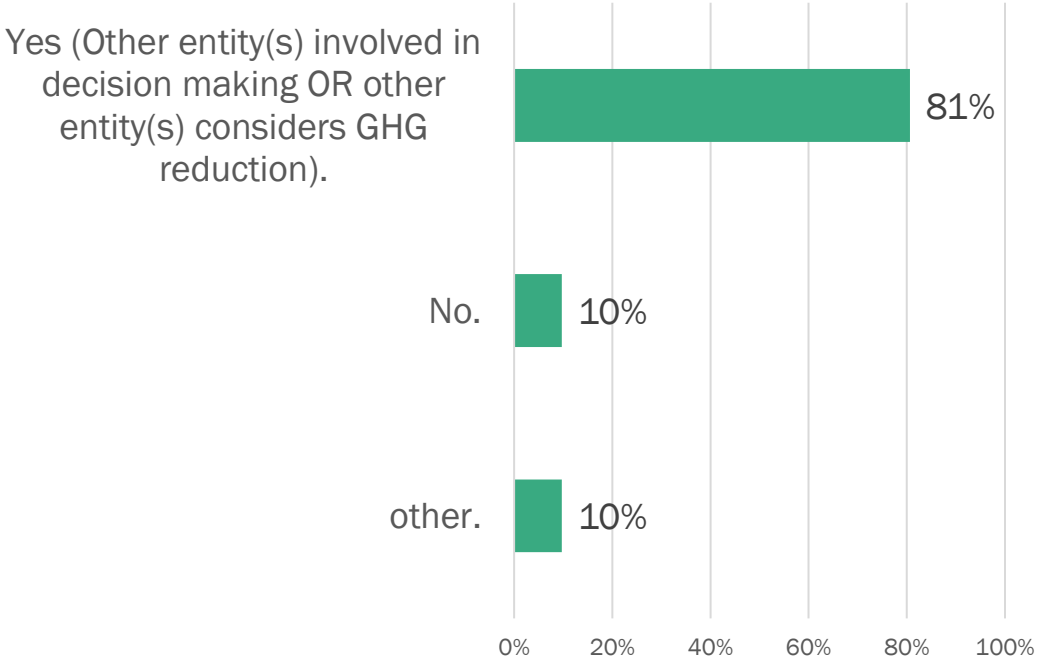
Comments: 14

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

Appendix Page: 7

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

(please choose only one response)



Answered: 31

Skipped: 0

Comments: 14

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

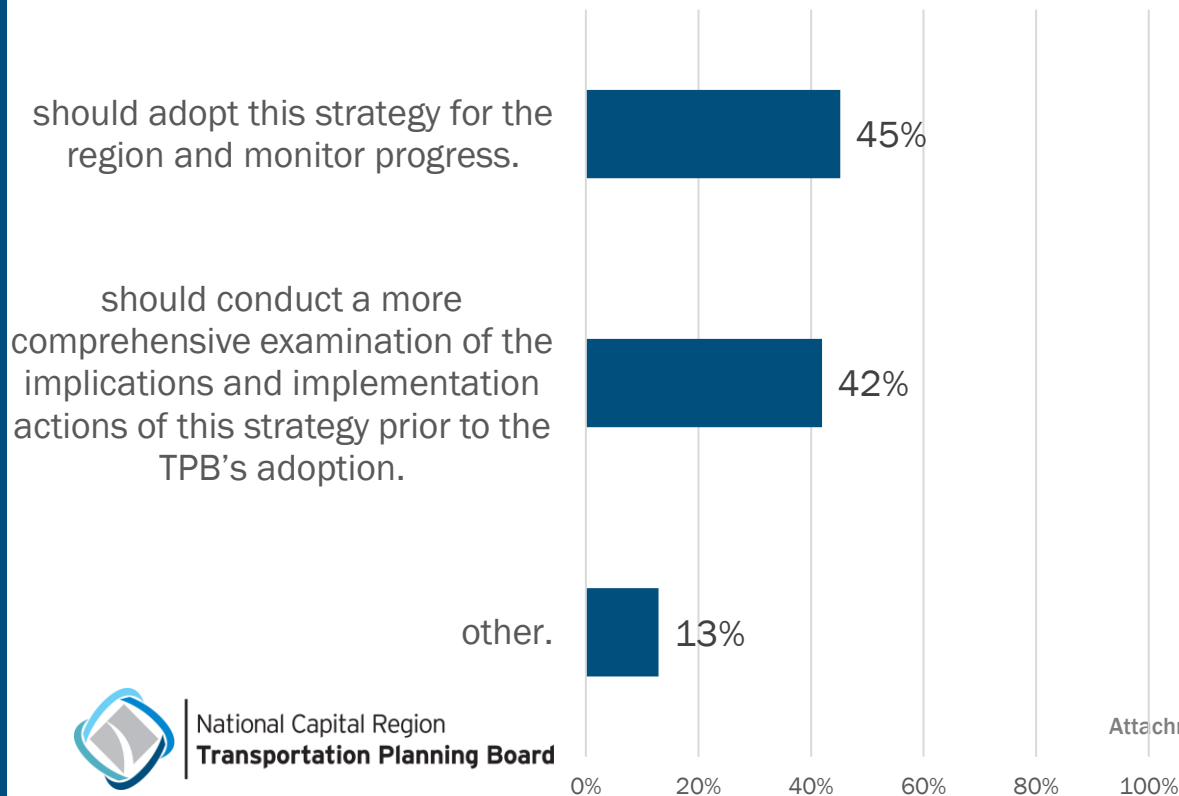
Appendix Page: 10

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



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

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 20

Themes: More

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

Appendix Page: 11

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

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



Answered: 31

Skipped: 0

Comments: 18

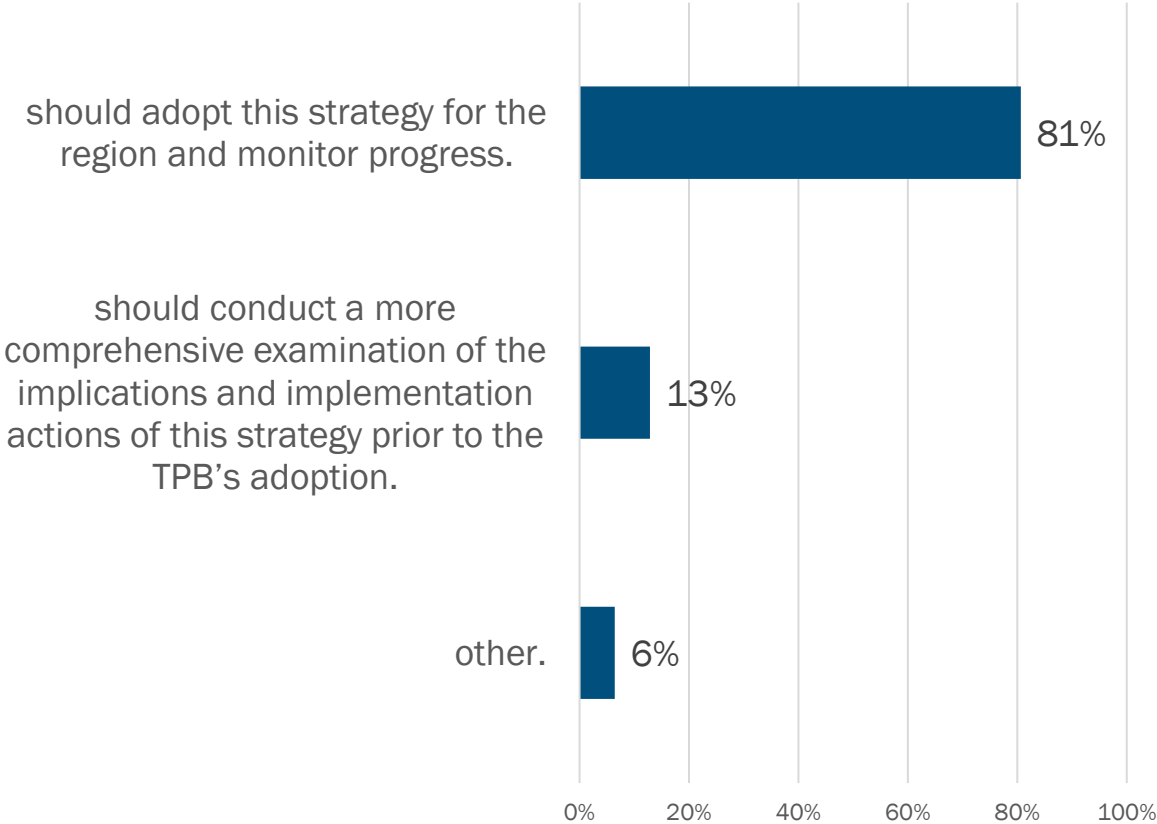
Themes: Aligned Plan/Activity (10), Implementation Concern (5), Resource Constraint (5), More Study/Refinement Desired (4), Limited Authority/ Influence (3), Call for More Action (1), General Agreement (1)

Appendix Page: 14



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

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 13

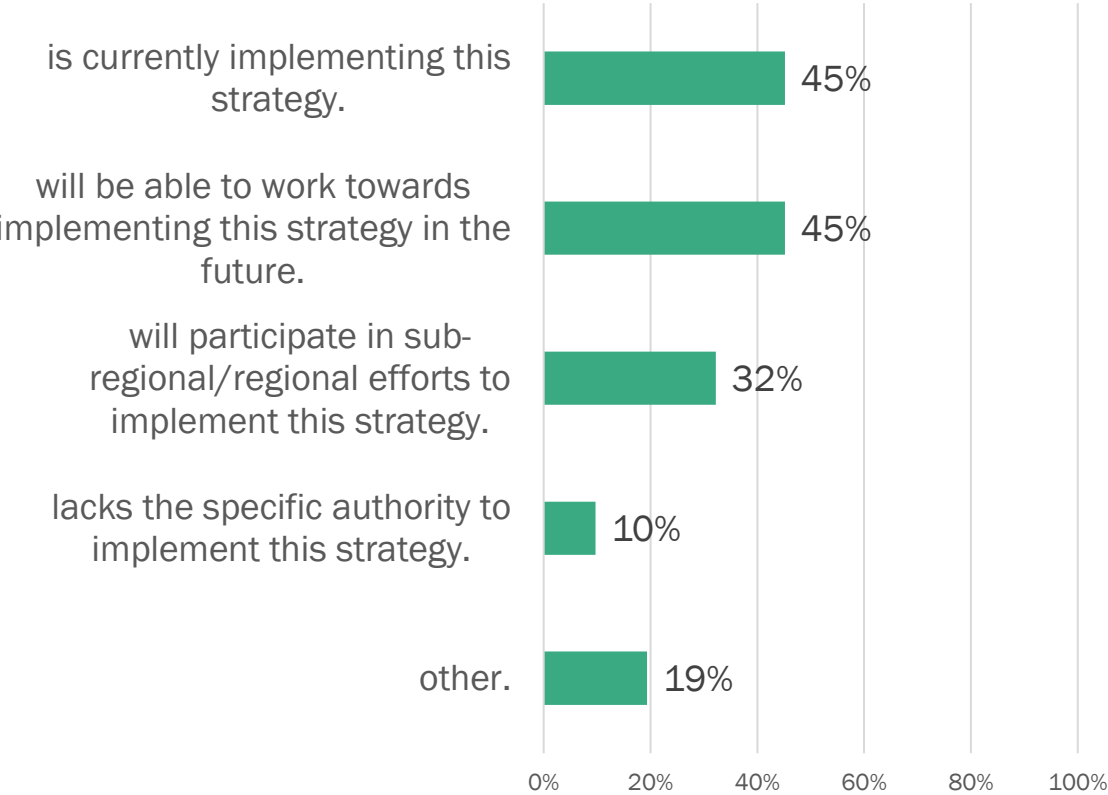
Themes: Aligned Plan/Activity (5), More Coordination (4), Resource Constraint (3), More Study/Refinement Desired (3), Implementation Concern (2), Call for More Action (1)

Appendix Page: 16



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

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



Answered: 31

Skipped: 0

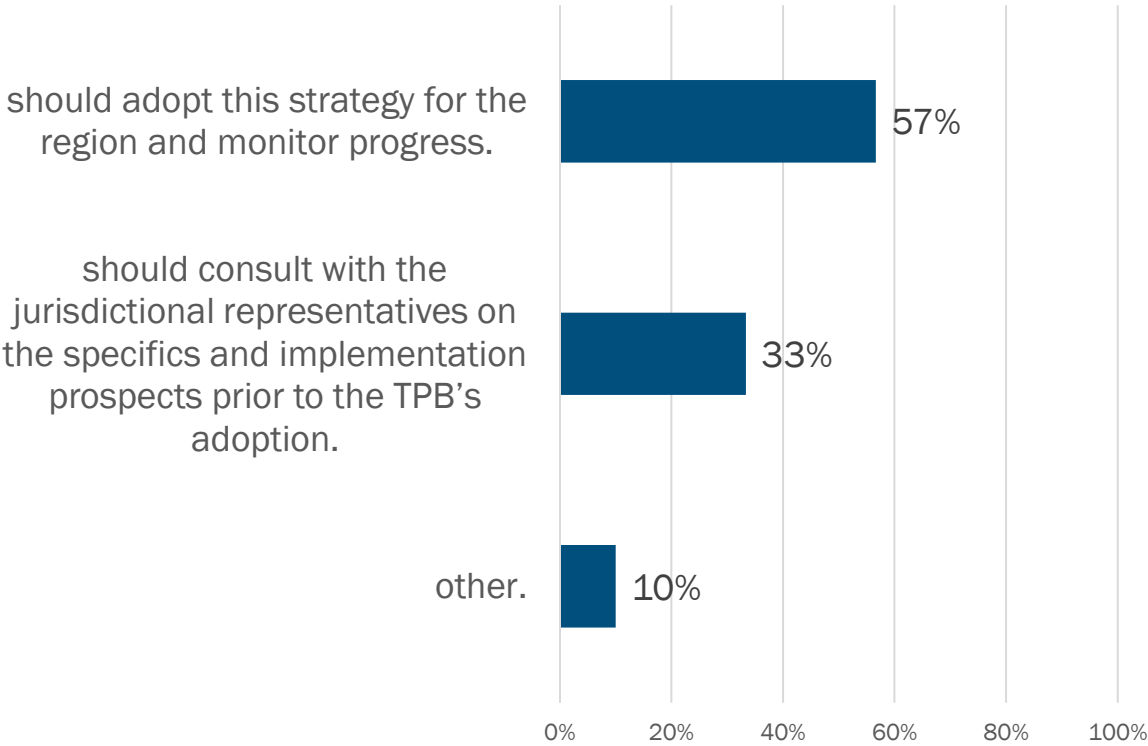
Comments: 14

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

Appendix Page: 17

3. Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

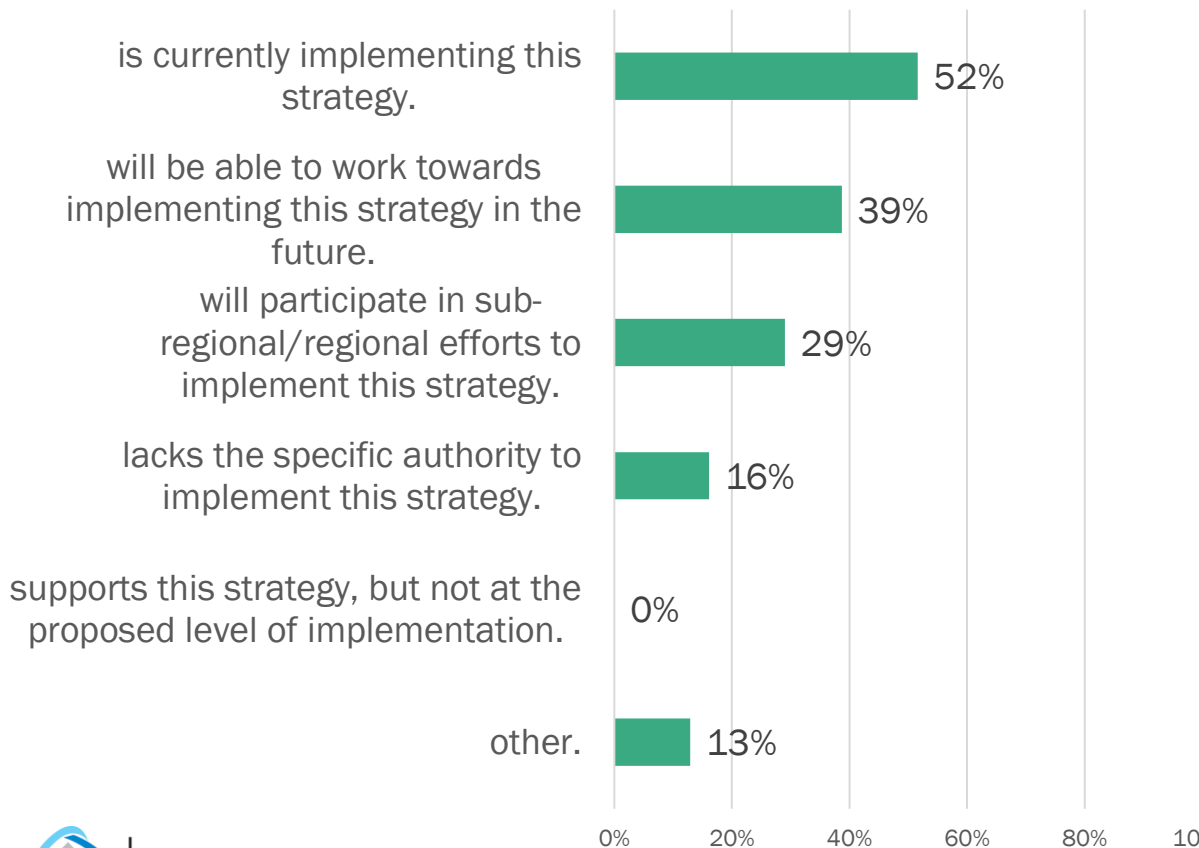
Comments: 12

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

Appendix Page: 18

3. Add additional housing units, above current COG Cooperative Forecasts, (approximately 77,000 by 2030 and 126,000 by 2050) near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers.

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



Answered: 31

Skipped: 0

Comments: 11

Themes: Aligned Plan/Activity (9)

Limited Authority/ Influence (3), General Agreement (1), Resource Constraint (1)

Appendix Page: 19



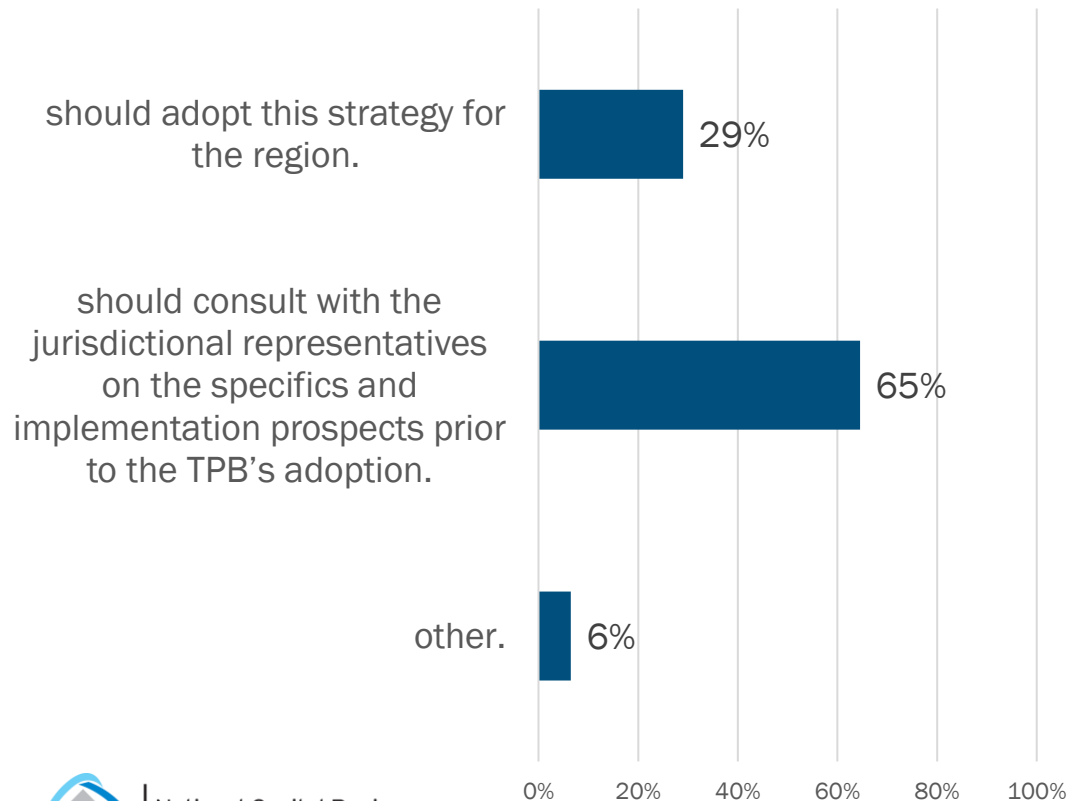
4. The jobs and housing redistribution strategy evaluated in the CCMS was an exploratory perspective to determine GHG reduction potential and was not based on a thorough feasibility analysis.

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



4A.1 Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 12

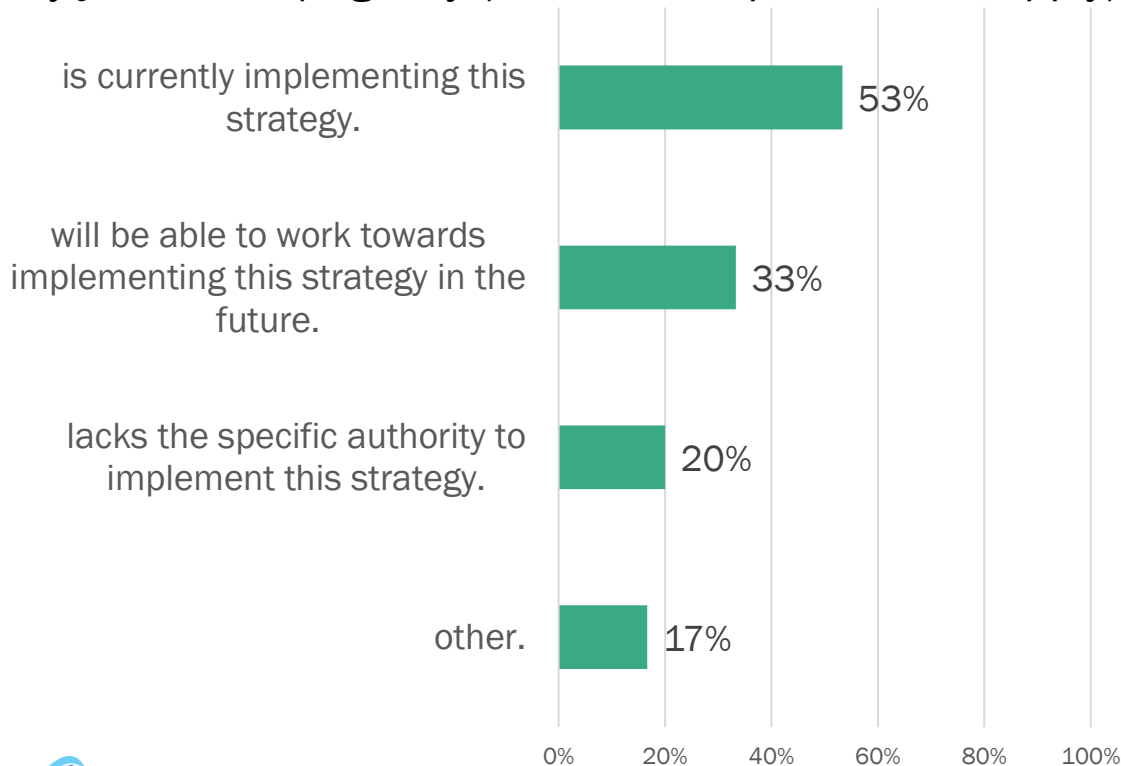
Themes: More Study/
Refinement Desired (5), Aligned
Plan/Activity (3), More
Coordination (3), General
Agreement (2), Implementation
Concern (2), Limited
Authority/Influence (1), Call for
More Action (1), Equity Concerns
(1)

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4A.2 Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries, to improve the jobs-housing balance locally

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



Answered: 30

Skipped: 1

Comments: 13

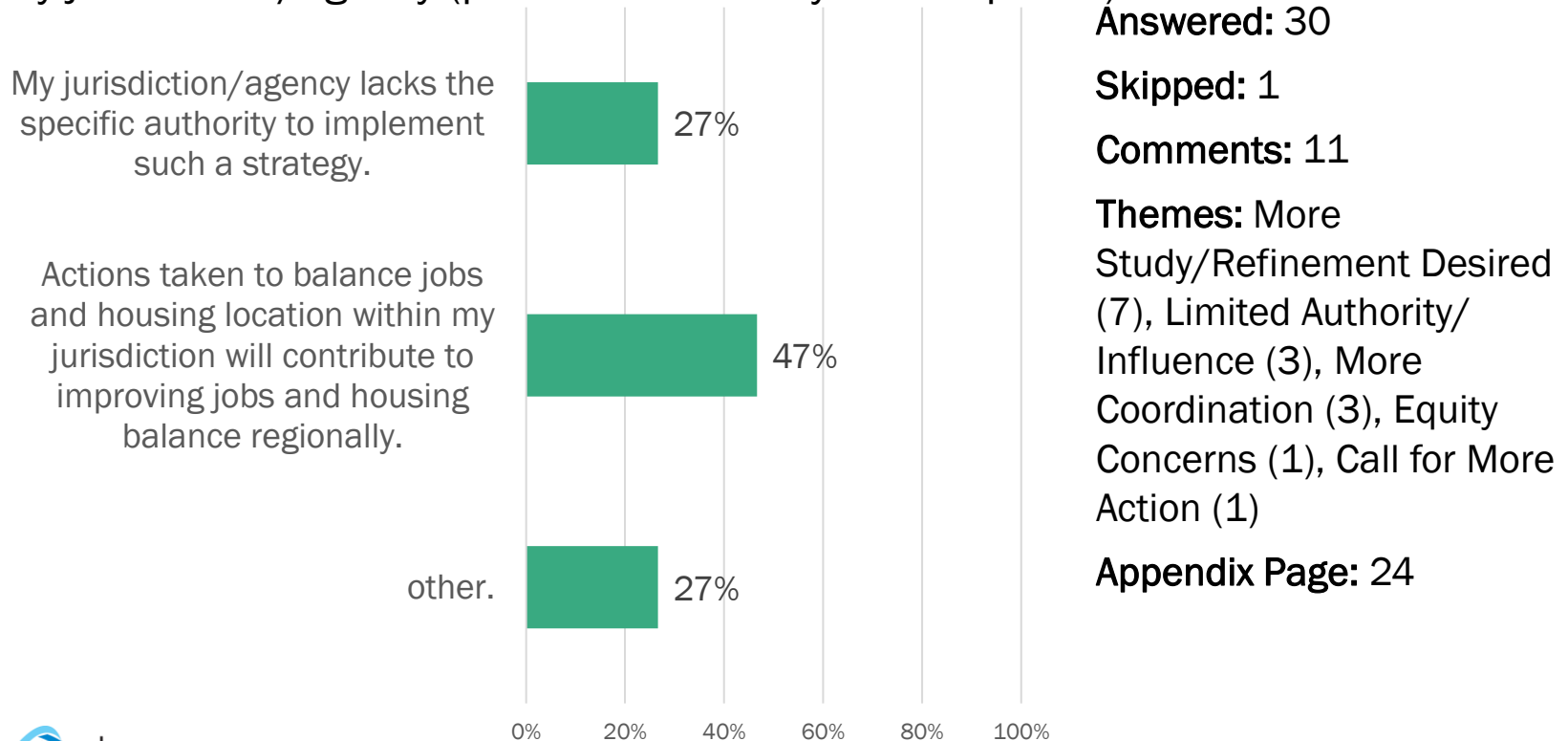
Themes: Aligned Plan/Activity (7), Limited Authority/Influence (5), More Study/Refinement Desired (2), General Agreement (2), Equity Concerns (1)

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4B.2 Take actions to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers across the region to improve the jobs-housing balance, regionally.

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



Answered: 30

Skipped: 1

Comments: 11

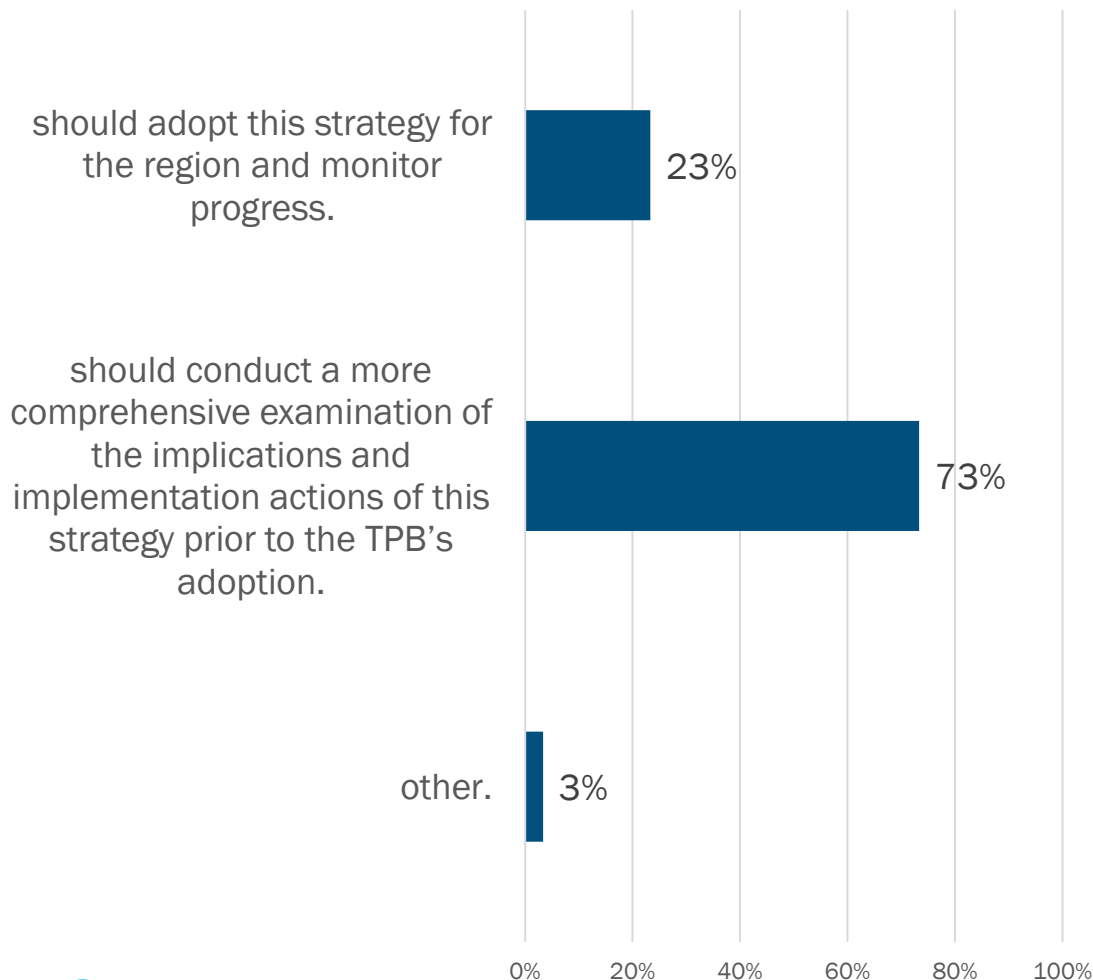
Themes: More Study/Refinement Desired (7), Limited Authority/Influence (3), More Coordination (3), Equity Concerns (1), Call for More Action (1)

Appendix Page: 24



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

The TPB (please choose only one response):



Answered: 30

Skipped: 1

Comments: 11

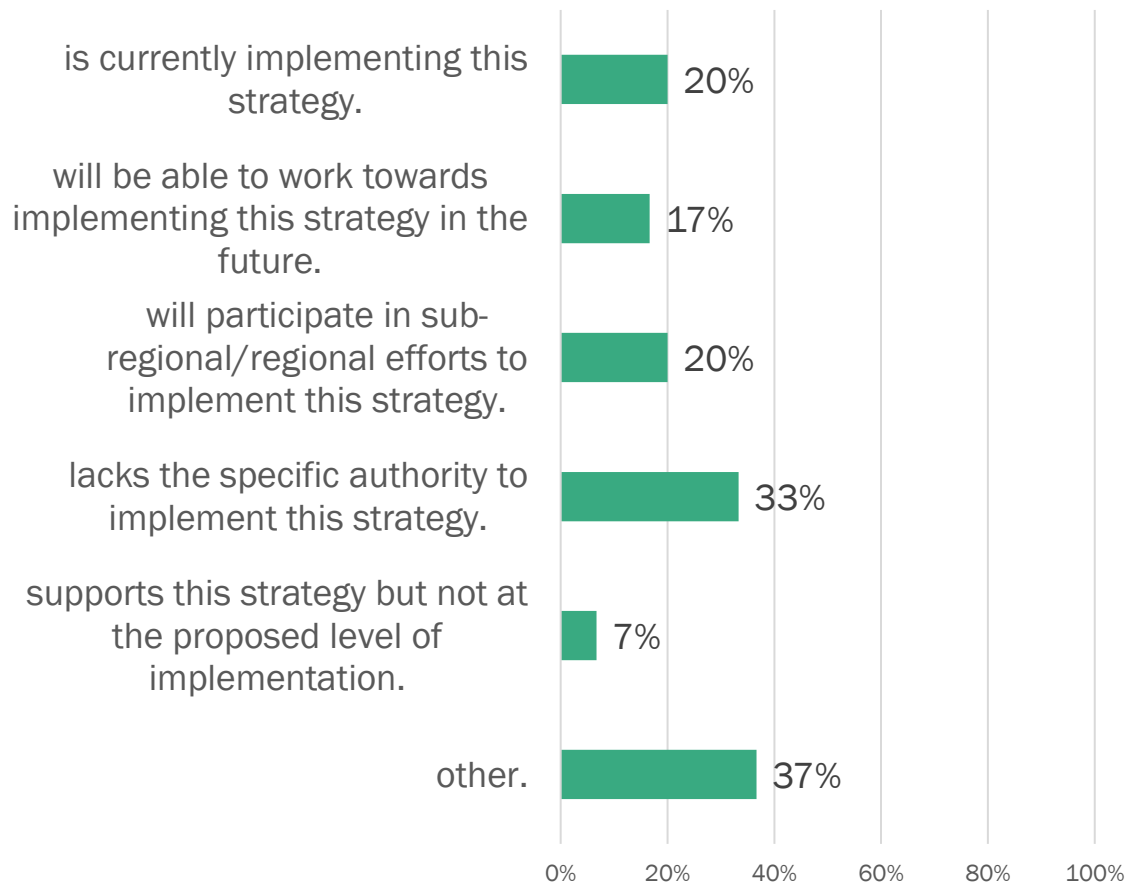
Themes: More Study/Refinement Desired (7), Aligned Plan/Activity (3), More Coordination (3), Call for More Action (2), Resource Constraint (2), Limited Authority/Influence (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

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

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



Answered: 30

Skipped: 1

Comments: 19

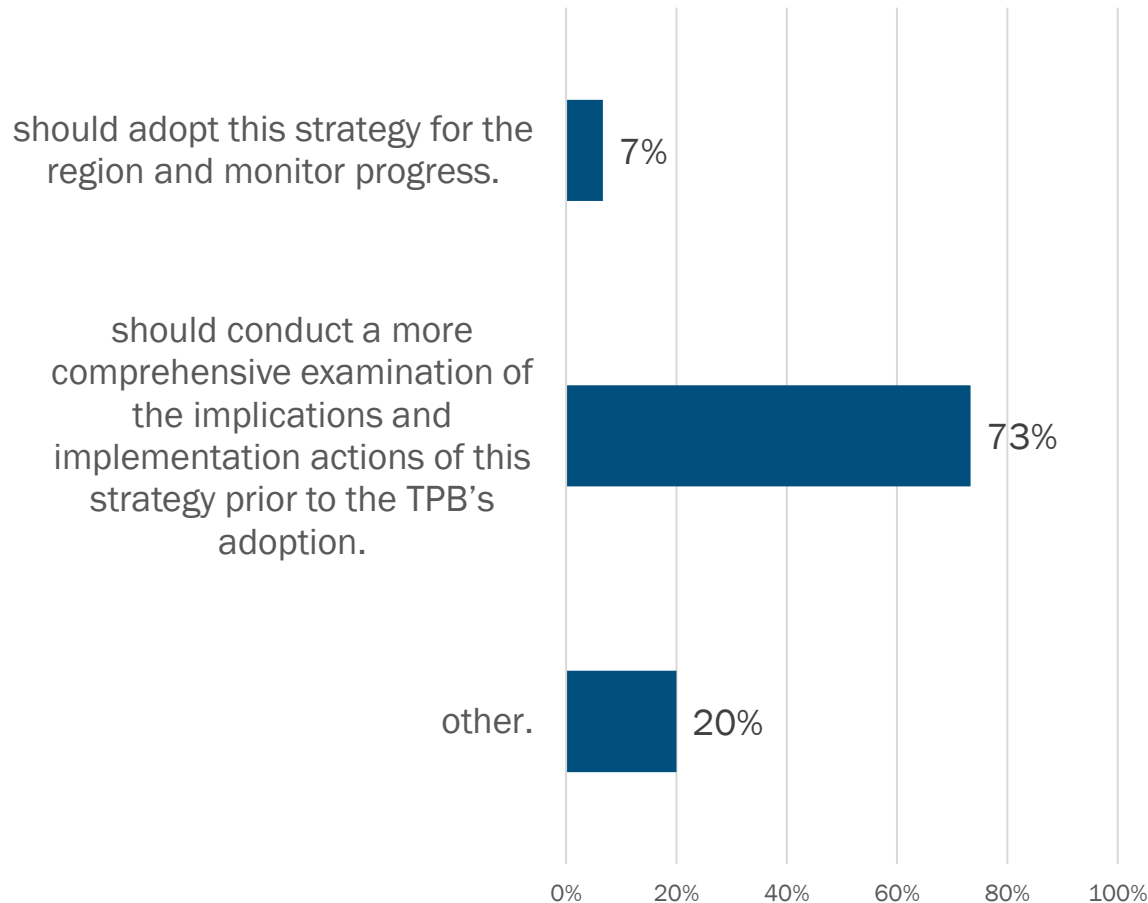
Themes: Aligned Plan/Activity (11), Resource Constraint (4), More Study/Refinement Desired (2), More Coordination (2), Limited Authority/Influence (2), Call for More Action (1), Implementation Concern (1)

Appendix Page: 26



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

The TPB (please choose only one response):



Answered: 30

Skipped: 1

Comments: 13

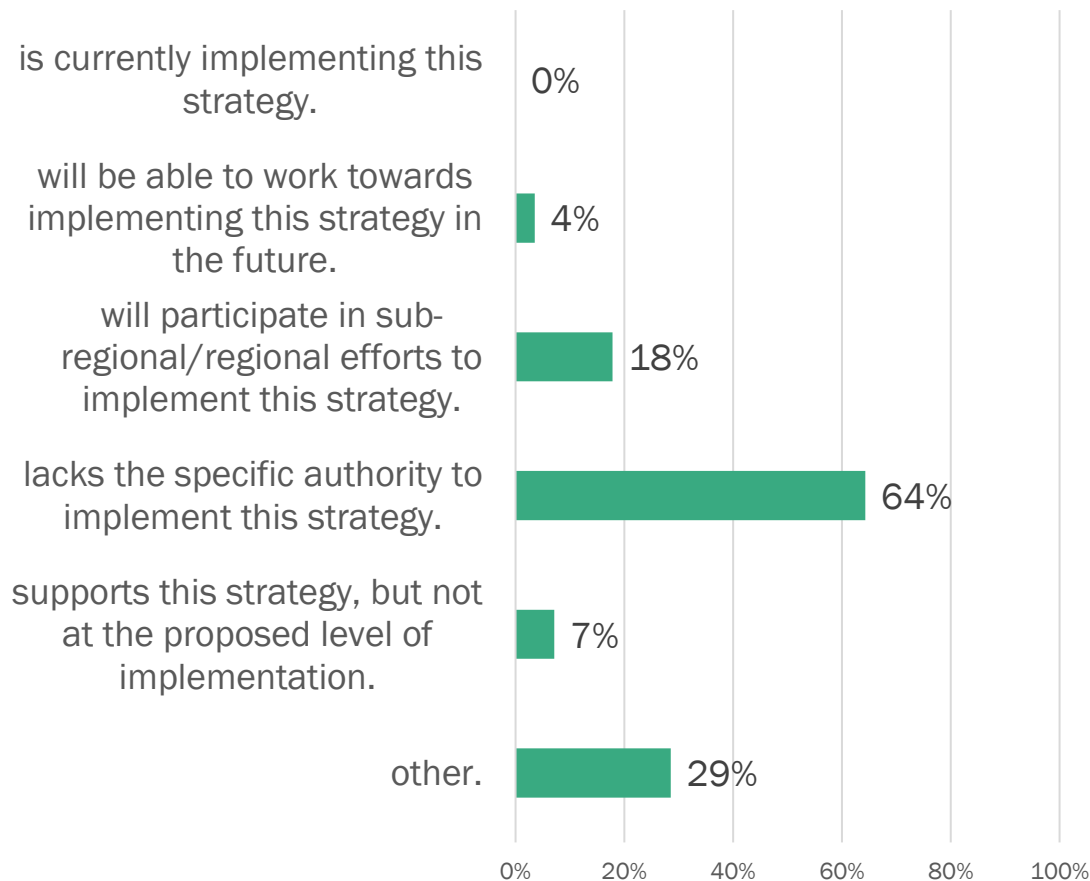
Themes: More Study/Refinement Desired (8), More Coordination (5), Limited Authority/Influence (4), Resource Constraint (3), Aligned Plan/Activity (1), Call for More Action (1)

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

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



Answered: 28

Skipped: 3

Comments: 11

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

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7. Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation)

The TPB (please choose only one response)

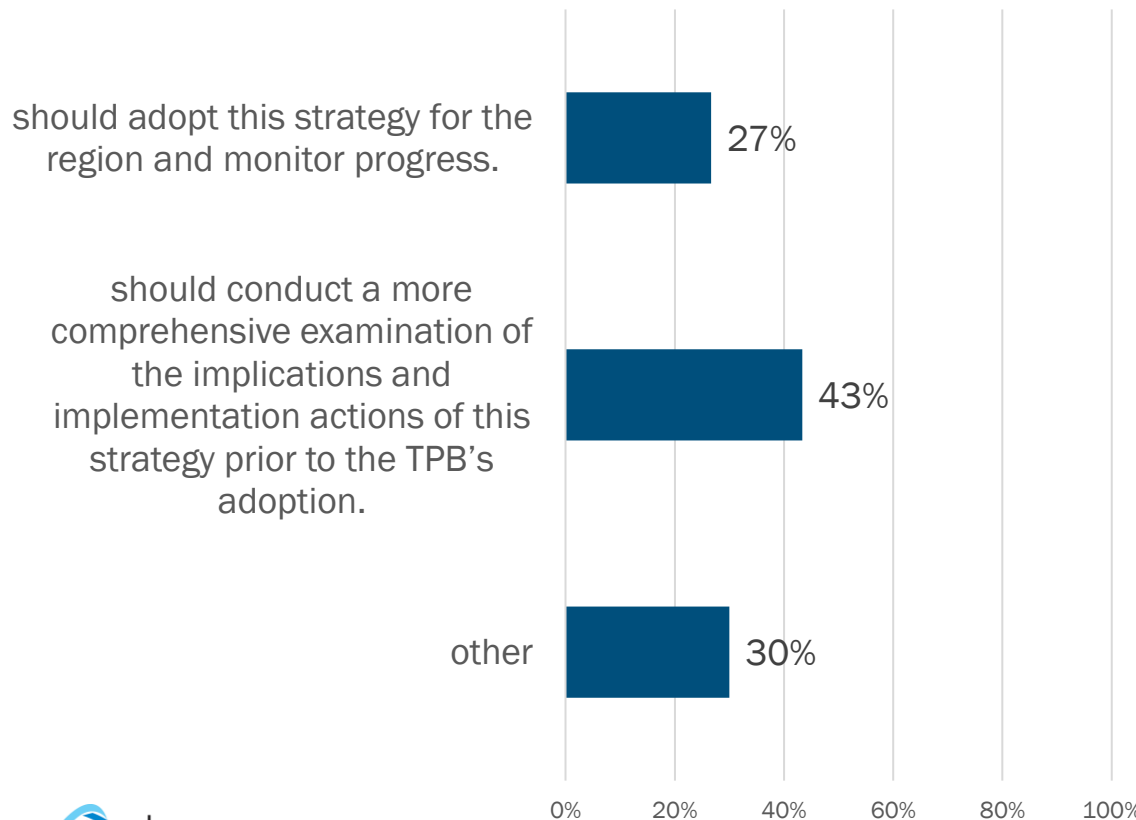
Answered: 30

Skipped: 1

Comments: 17

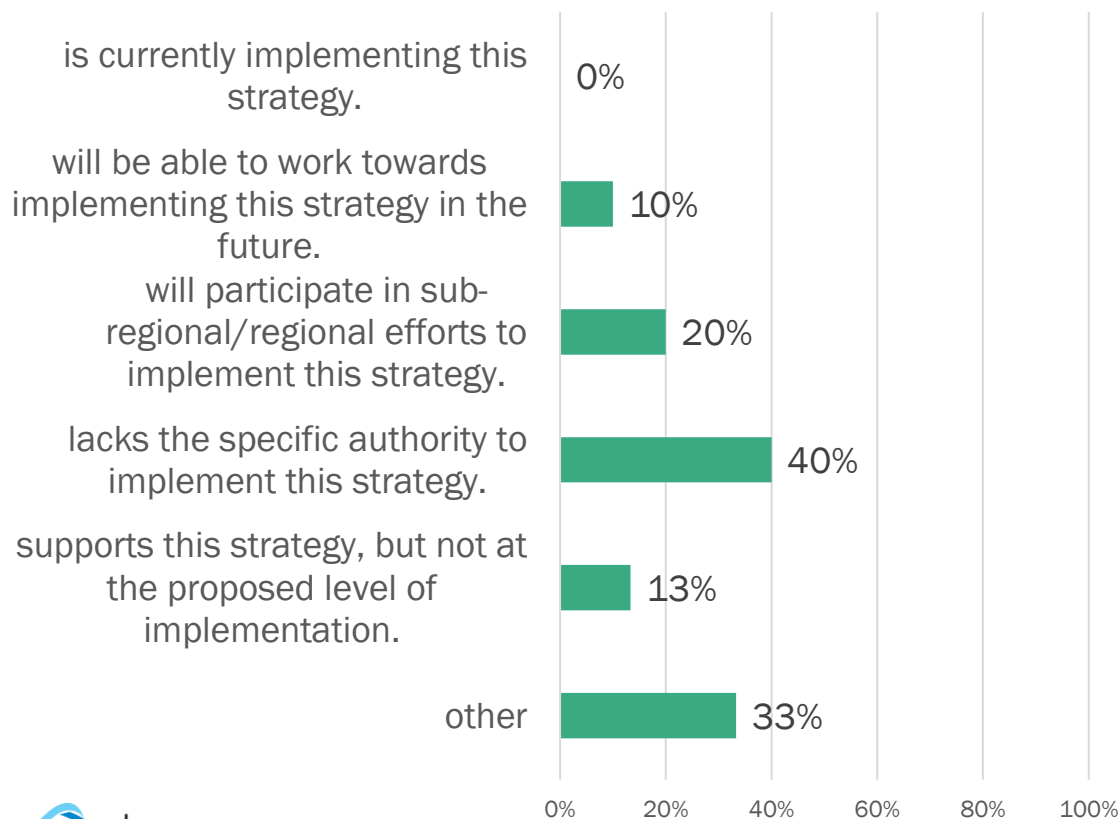
Themes: More Study/Refinement Desired (8), More Coordination (4), Call for More Action (3), Equity Concerns (3), Limited Authority/Influence (2), **Do not support** (2), Aligned Plan/Activity (1), General Agreement (1)

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7. Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation)

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



Answered: 30

Skipped: 1

Comments: 11

Themes: More

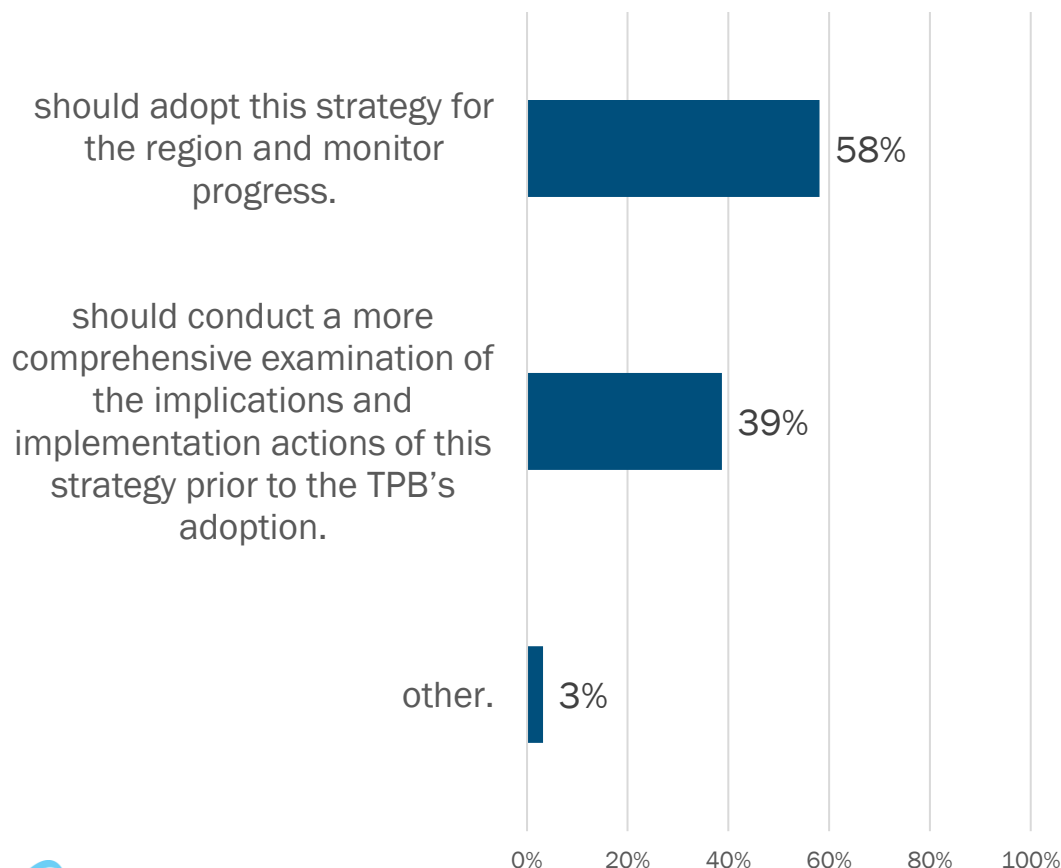
Study/Refinement Desired (5), **Do not support (3)**, More Coordination (2), Aligned Plan/Activity (2), Limited Authority/Influence (1), Resource Constraint (1)

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8. Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.

The TPB (please choose only one response)



Answered: 31

Skipped: 0

Comments: 11

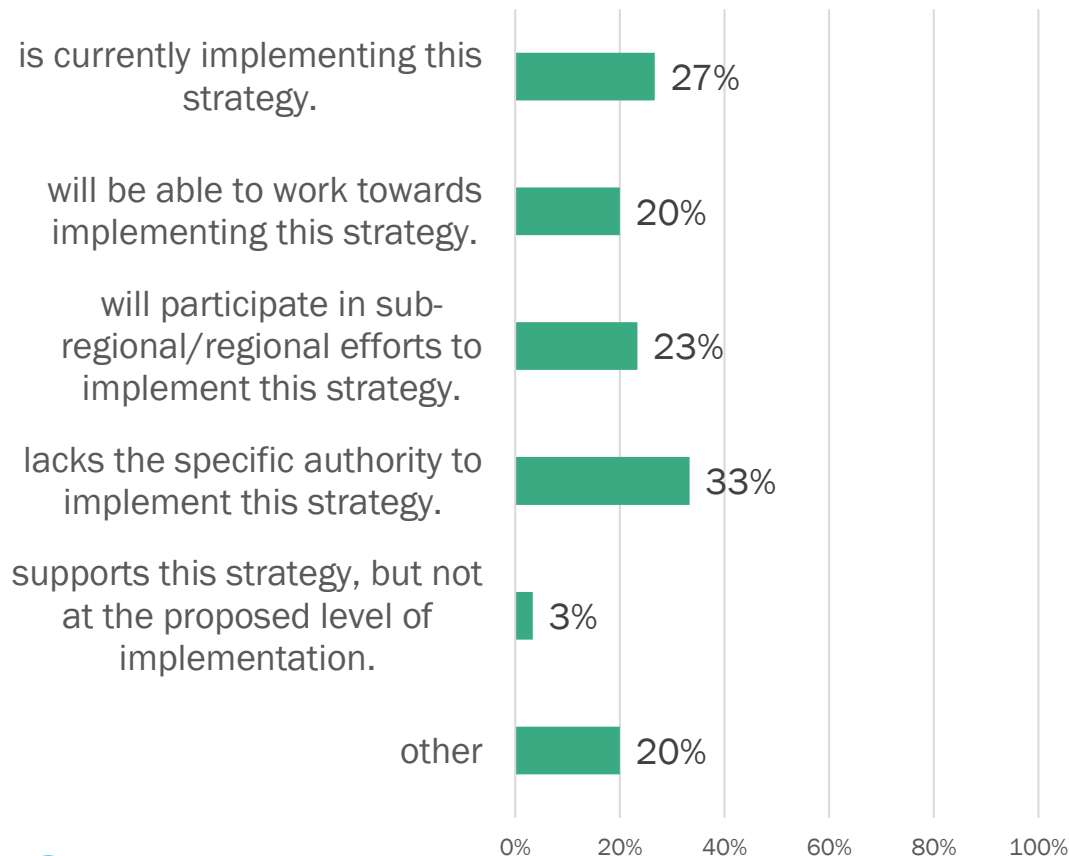
Themes: More Study/Refinement Desired (5), Aligned Plan/Activity (5), Do not support (1), Limited Authority/Influence (1), Resource Constraint (1), Equity Concerns (1), General Agreement (1), Implementation Concern (1)

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8. Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.

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



Answered: 30

Skipped: 1

Comments: 13

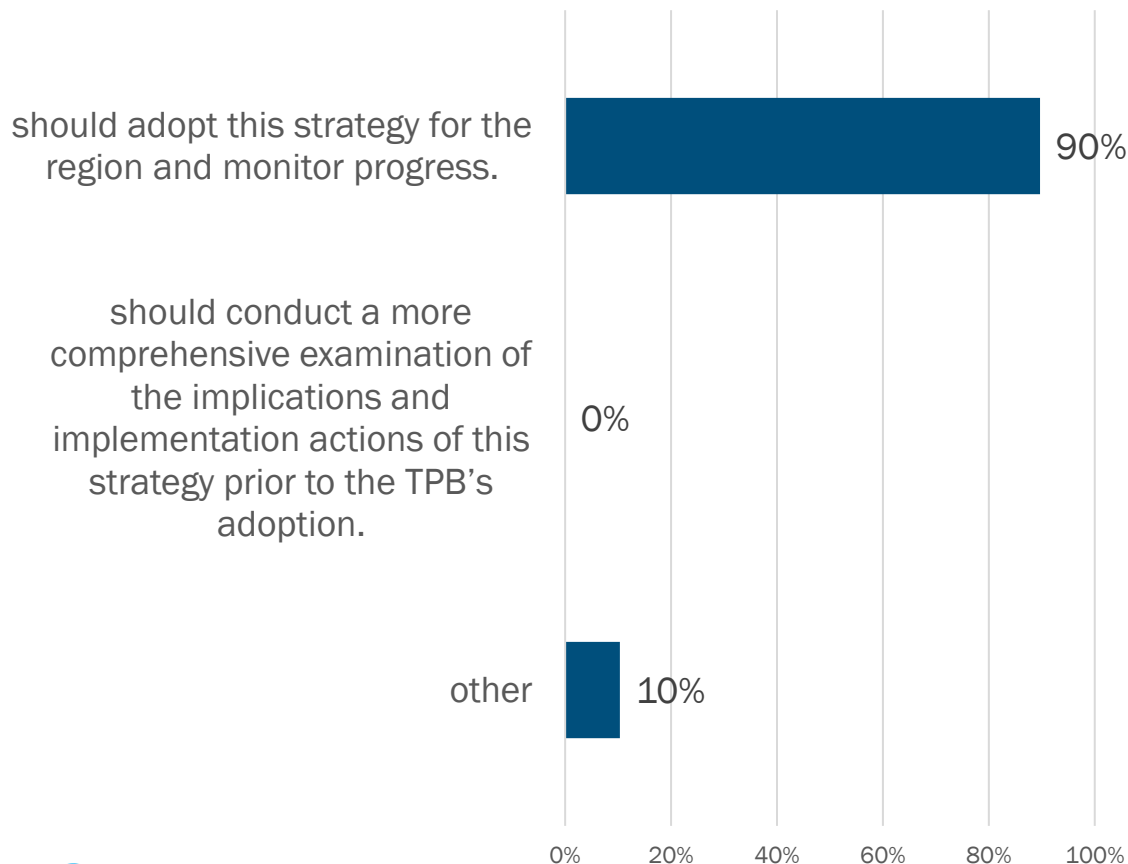
Themes: Aligned Plan/Activity (5), More Study/Refinement Desired (3), Resource Constraint (2), More Coordination (2), Limited Authority/Influence (1), General Agreement (1)

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

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 7

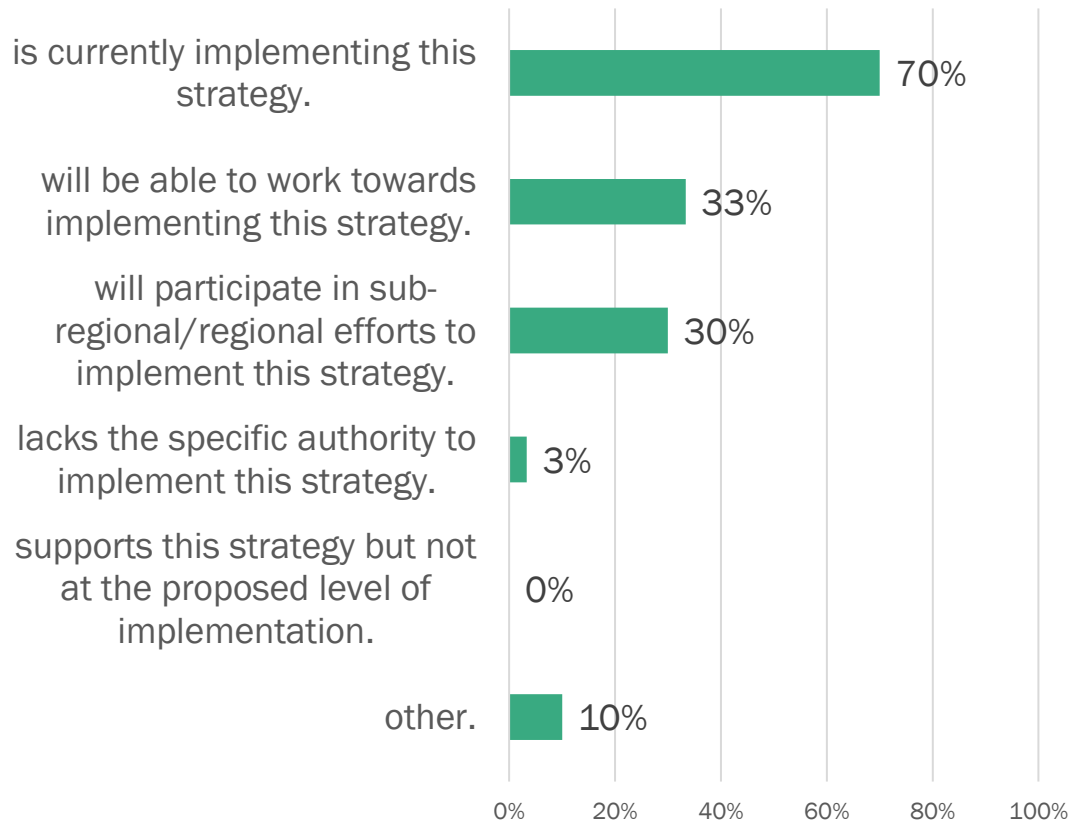
Themes: Aligned Plan/Activity (3), General Agreement (3), More Coordination (2), More Study/Refinement Desired (1), Call for More Action (1)

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

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



Answered: 30

Skipped: 1

Comments: 9

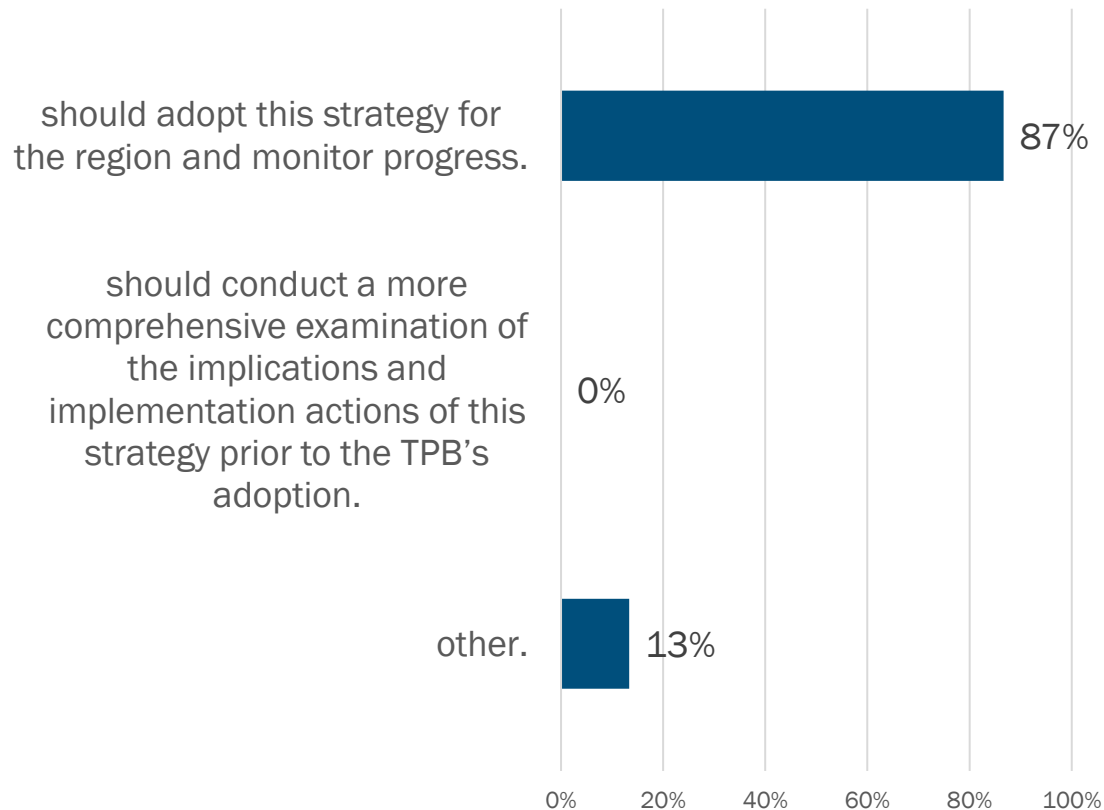
Themes: Aligned Plan/Activity (7) General Agreement (1), More Coordination (1), Resource Constraint (1), Implementation Concern (1)

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

The TPB (please choose only one response)



Answered: 30

Skipped: 1

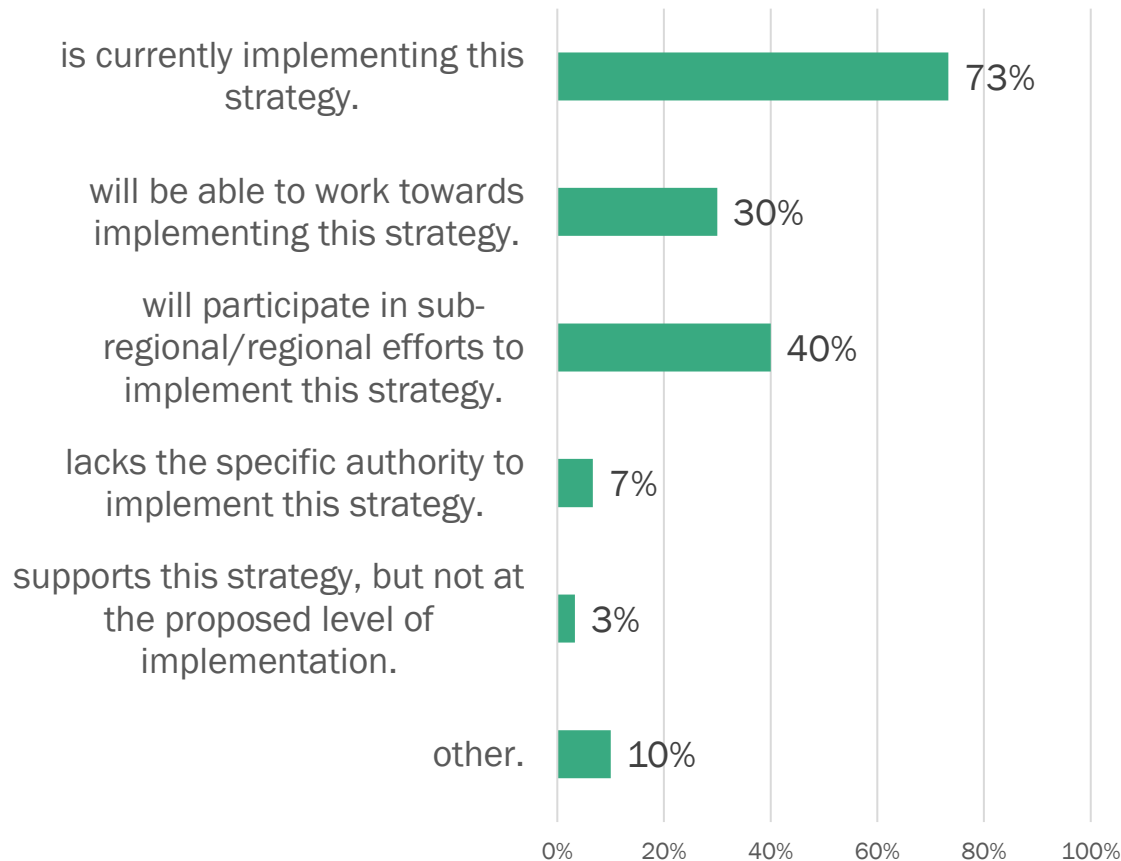
Comments: 8

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

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

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



Answered: 30

Skipped: 1

Comments: 8

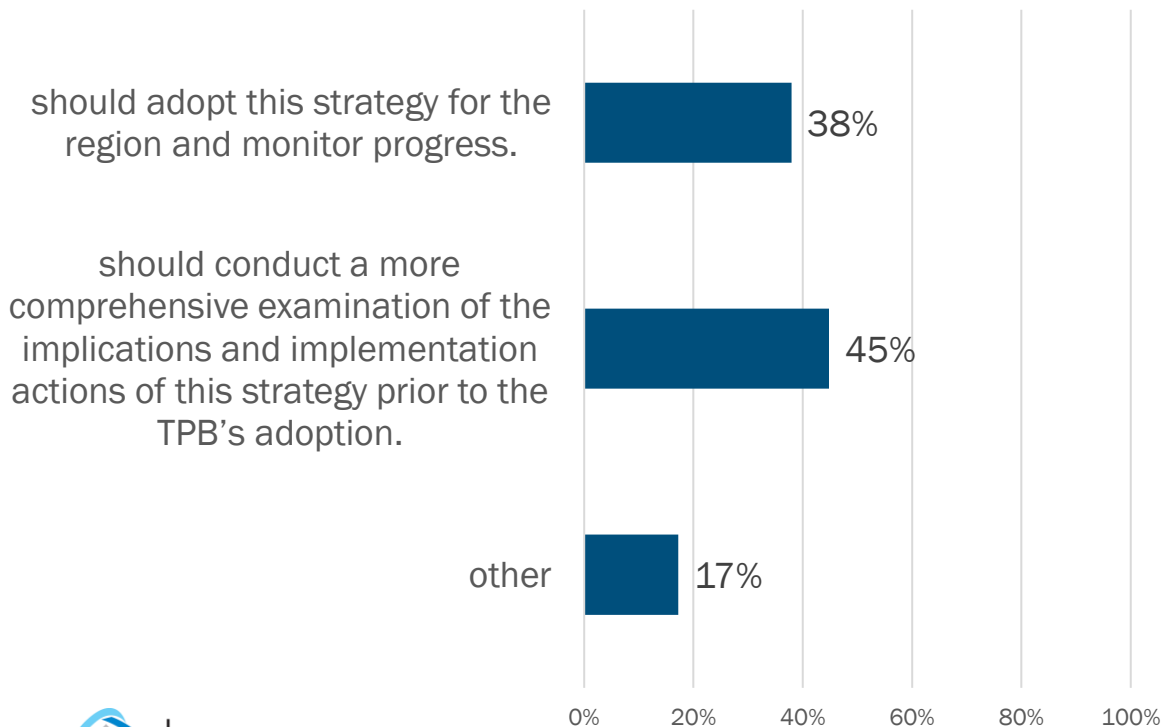
Themes: Aligned Plan/Activity (5), Resource Constraint (3)

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11. Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.)

The TPB (please choose only one response)



Answered: 29

Skipped: 2

Comments: 15

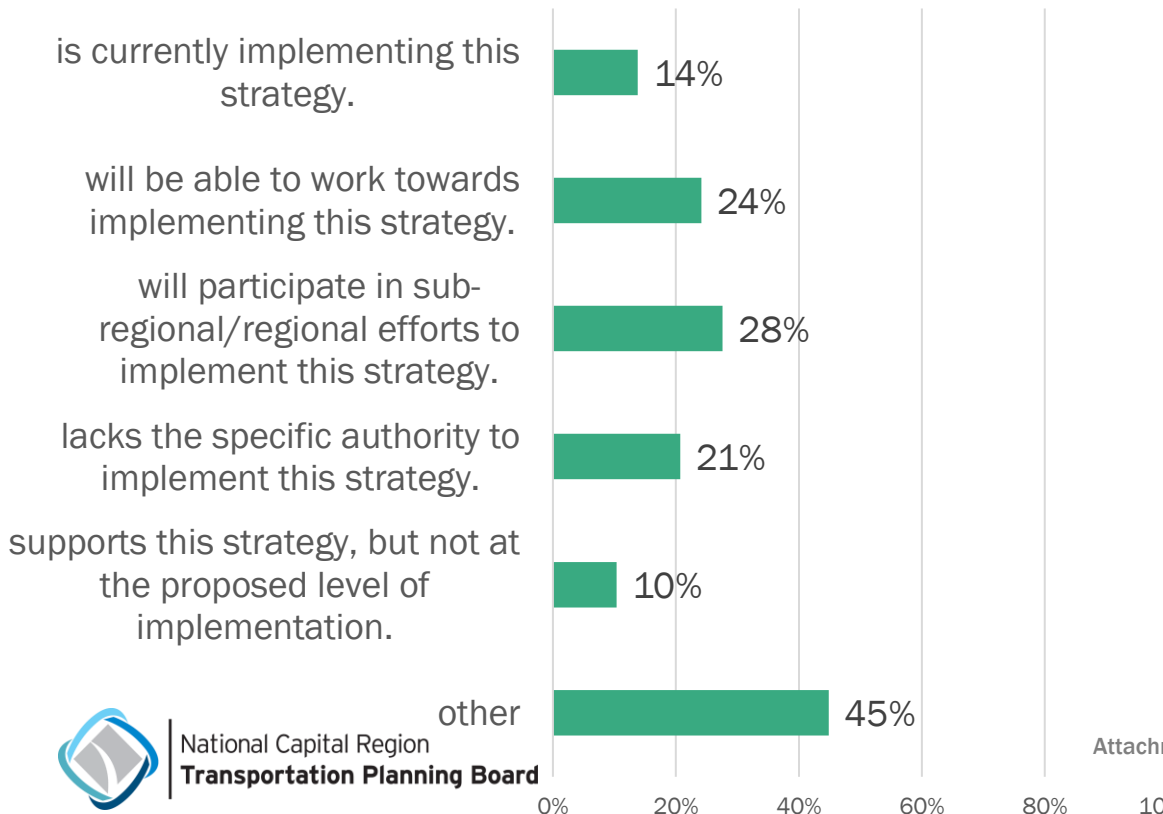
Themes: More Study/
Refinement Desired (9),
Aligned Plan/Activity (2),
More Coordination (2), Do not
support (2), General
Agreement (1), Equity
Concerns (1)

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11. Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.)

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



Answered: 29

Skipped: 2

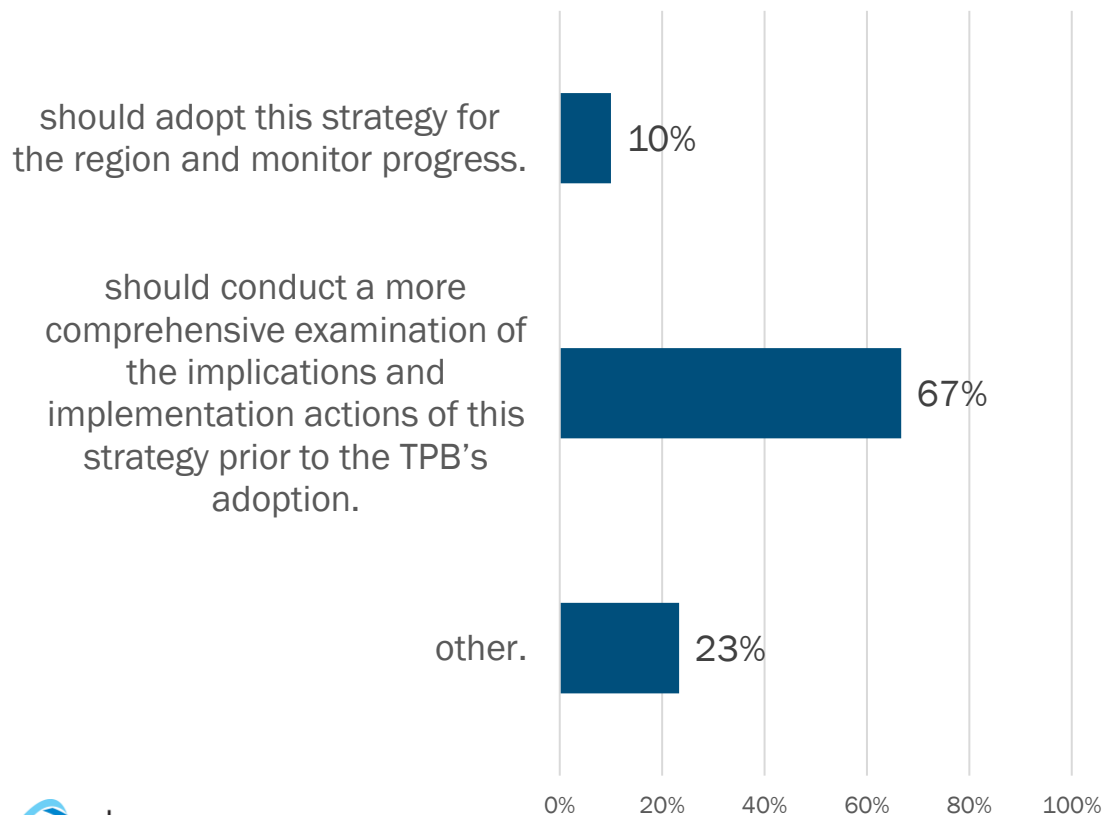
Comments: 19

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

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12. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 14

Themes: More

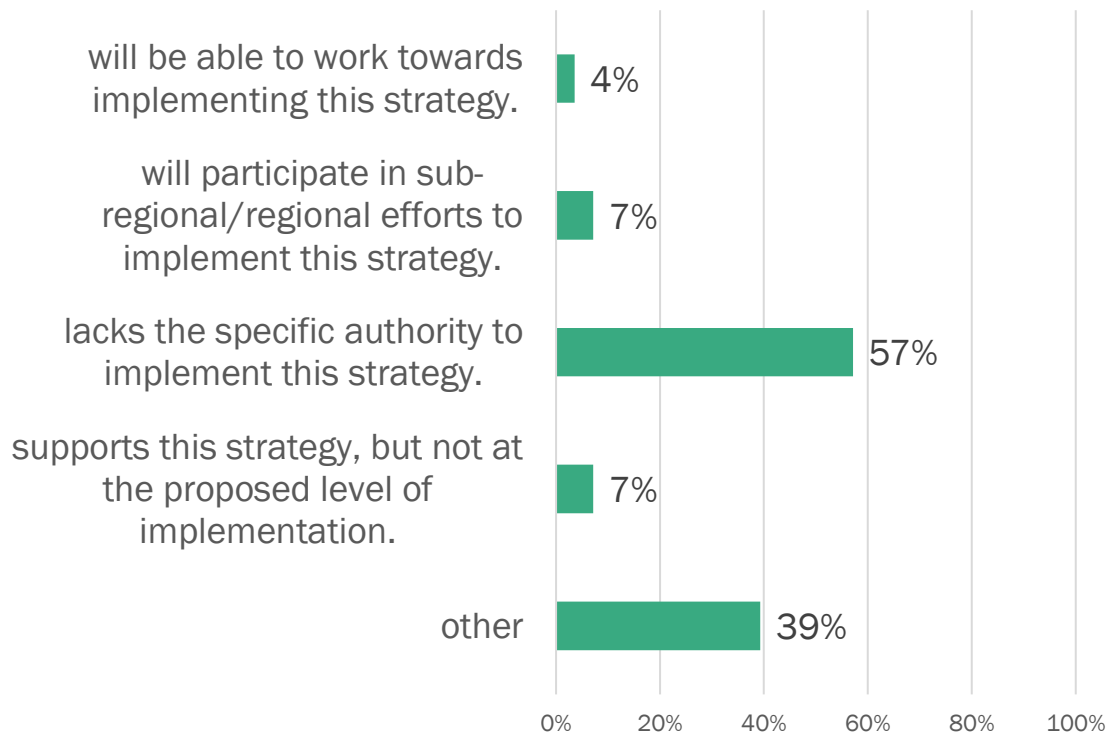
Study/Refinement Desired (7), Equity Concerns (4), Aligned Plan/Activity (3), Implementation Concern (3), Limited Authority/Influence (2), **Do not support (1)**, More Coordination (1), Call for More Action (1)

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12. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile.

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



Answered: 28

Skipped: 3

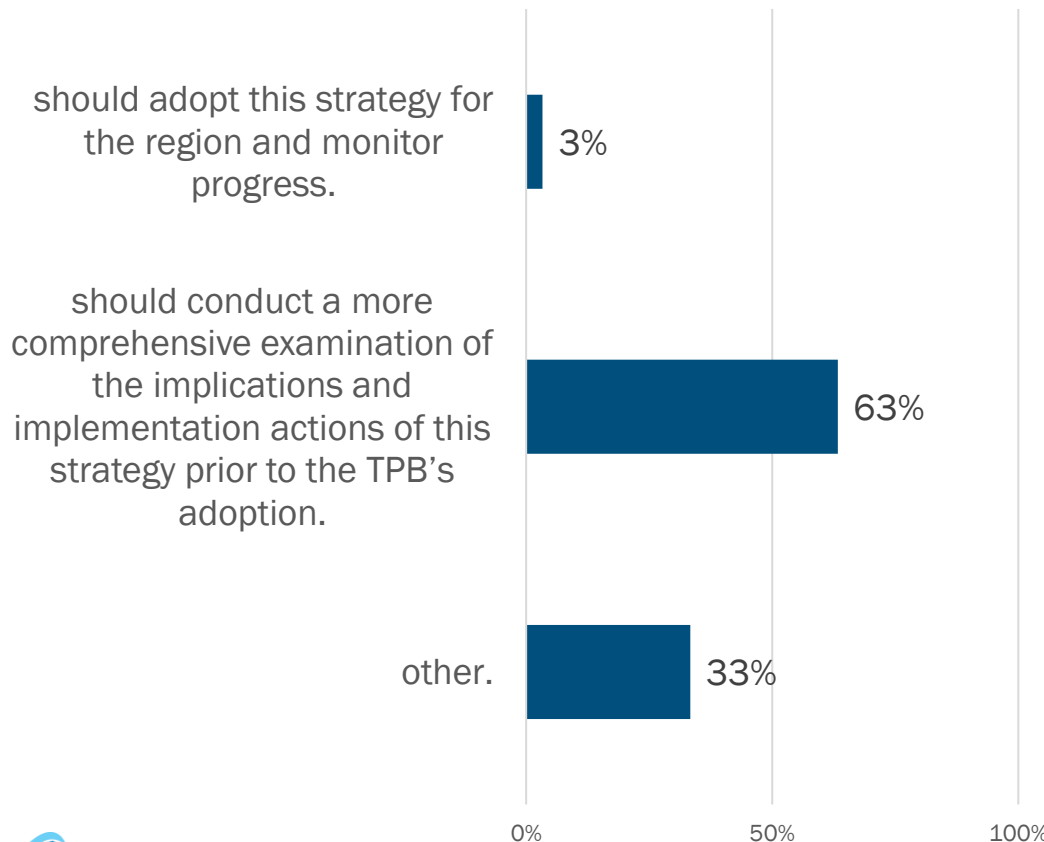
Comments: 13

Themes: More

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

13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

Comments: 16

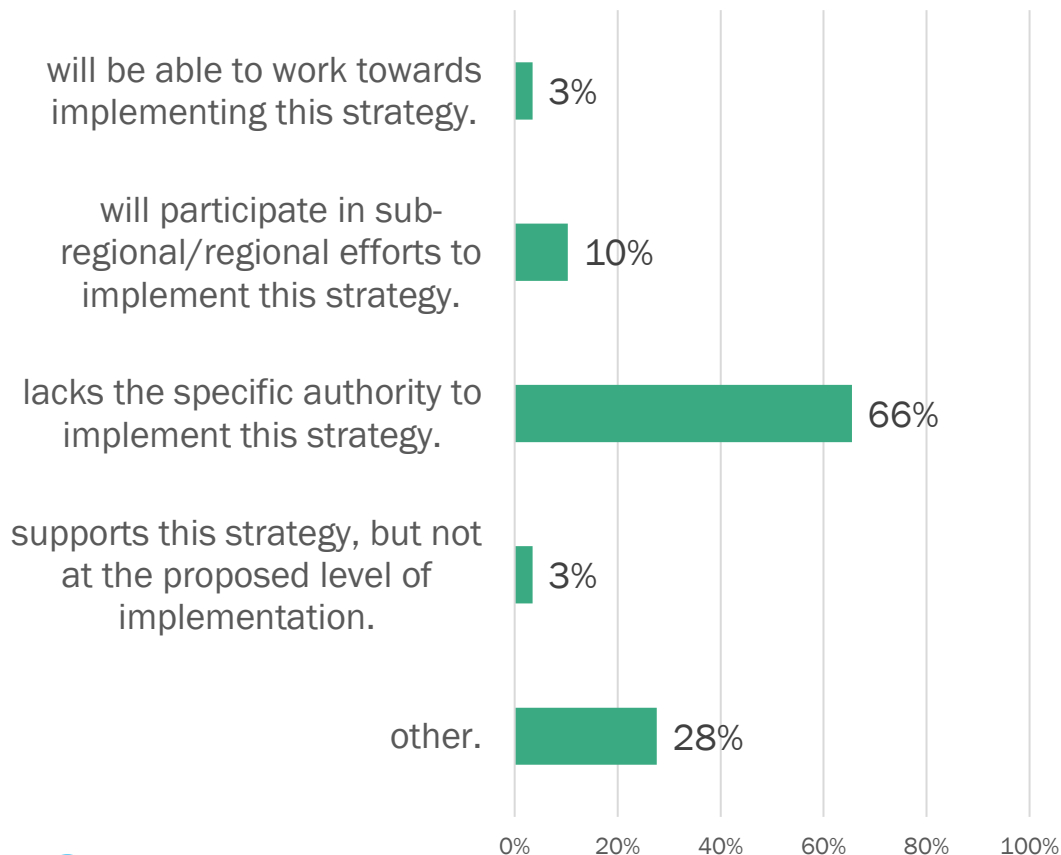
Themes: More Study/Refinement Desired (4), Aligned Plan/Activity (4), Equity Concerns (3), Limited Authority/Influence (2), More Coordination (2), Implementation Concern (1)

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13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering Activity Centers in the core of the District of Columbia, by 2030.

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



Answered: 29

Skipped: 2

Comments: 11

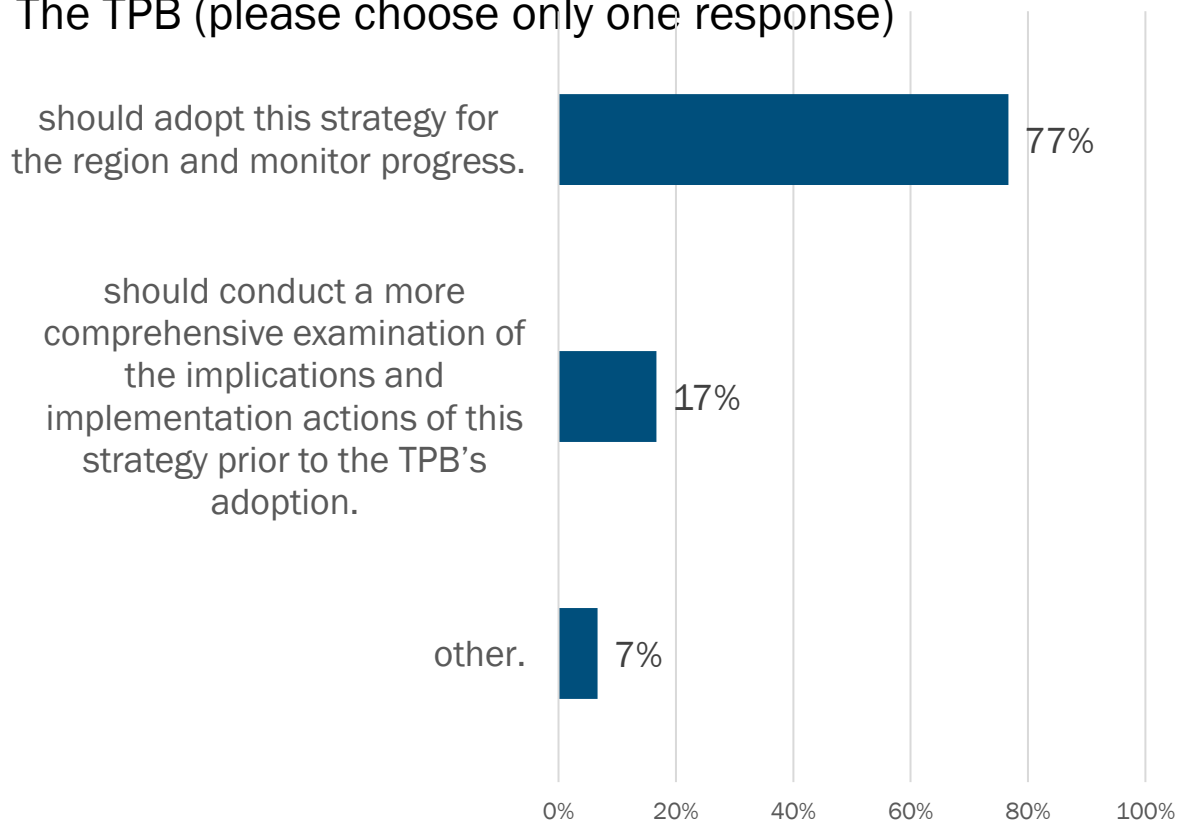
Themes: More Study/Refinement Desired (4), Aligned Plan/Activity (4), Limited Authority/Influence (2), Equity Concerns (2), More Coordination (1)

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14. Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

The TPB (please choose only one response)



Answered: 30

Skipped: 1

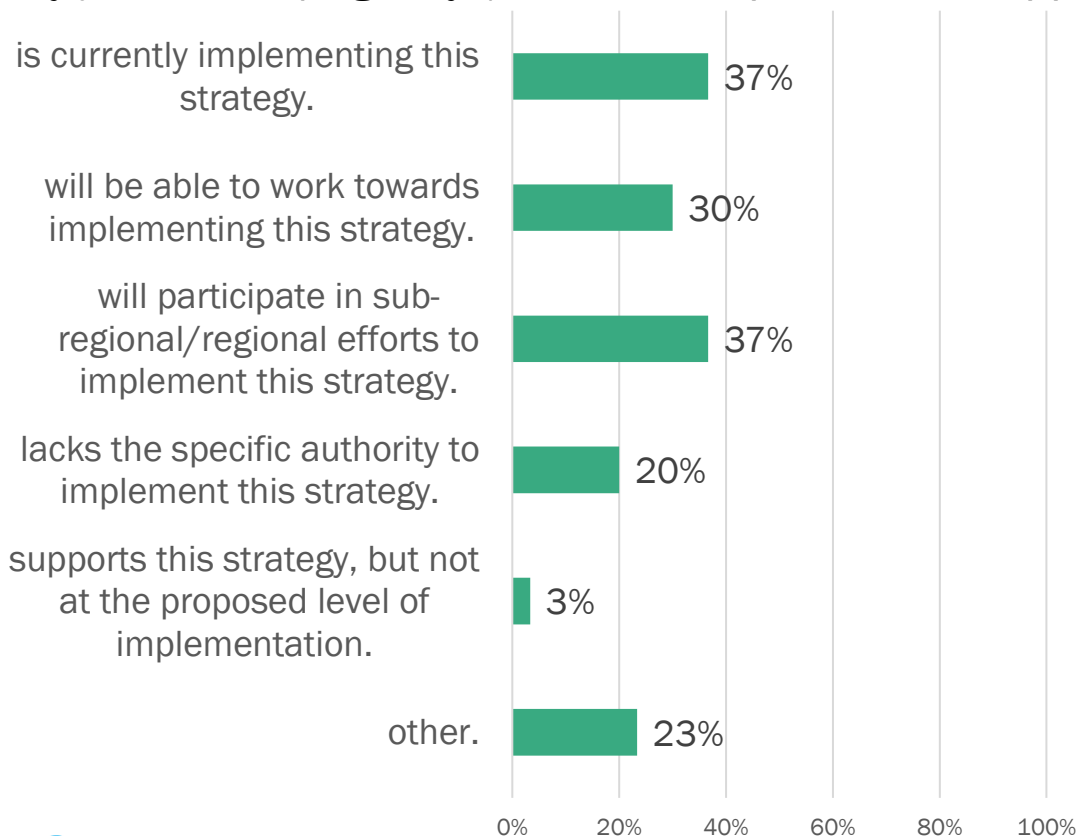
Comments: 8

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

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14. Implement traffic operational improvement measures at all eligible locations, including advanced ramp metering, enhanced incident management systems, active signal controls, and transit bus priority treatments.

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



Answered: 30

Skipped: 1

Comments: 12

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

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National Capital Region
Transportation Planning Board

ITEM 9A – Information

April 20, 2022

Climate Change Mitigation Goals and Strategies: Survey Results

Background:

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

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

Attachments:

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



APPENDIX 1. RESPONDENT COMMENTS

Climate Change Mitigation Goals and Strategies Questionnaire

Contents

A. Adopting On-road Transportation Greenhouse Gas Reduction Goals	1
1. Does your jurisdiction/agency have multi-sector GHG reduction goals? My jurisdiction/agency (please choose all responses that apply):.....	1
2. Does your jurisdiction/agency have specific GHG reduction goals for the on-road transportation sector? My jurisdiction/agency (please choose all responses that apply):.....	3
3. Does your jurisdiction/agency support the TPB formally adopting the following levels of GHG reduction goals (50 percent below 2005 by 2030, 80 percent below 2005 by 2050) for the on-road transportation sector? The TPB (please choose only one response):.....	6
B. Consideration of Greenhouse Gas Reduction in Decision Making.....	8
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?	8
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).....	10
C. On-road Transportation Greenhouse Gas Reduction Strategies to Adopt.....	12
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.	12
The TPB (please choose only one response):	12
My jurisdiction/agency (select all responses that apply):	14
2. Develop an electric vehicle charging network in the region to support an accelerated shift of light-duty passenger cars and trucks to electric vehicles.....	16
The TPB (please choose only one response):	16
My jurisdiction/agency (select all responses that apply):.....	17

APPENDIX 1. RESPONDENT COMMENTS

Climate Change Mitigation Goals and Strategies Questionnaire

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.	18
The TPB (please choose only one response):	18
My jurisdiction/agency (select all responses that apply):	19
4. The jobs and housing redistribution strategy evaluated in the CCMS was an exploratory perspective to determine GHG reduction potential and was not based on a thorough feasibility analysis. The TPB seeks your comments on the following two strategies that were examined:.....	20
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.....	21
The TPB (please choose only one response):	21
My jurisdiction/agency (select all responses that apply):	22
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.	24
5. Make all public bus transportation in the region fare-free by 2030.....	25
The TPB (please choose only one response):	25
My jurisdiction/agency (select all responses that apply):	26
6. DASH fare free implementation began September 2021. Make all public rail transportation in the region fare-free by 2030.....	27
The TPB (please choose only one response):	27
My jurisdiction/agency (select all responses that apply):	29
7. Price workplace parking for employees. In 2030, prices in Activity Centers would vary between \$12-\$14/day. In 2050, prices in Activity Centers would vary between \$12-\$14/day and be approximately \$6/day outside of Activity Centers. (2020 dollars to be adjusted for inflation)	30
The TPB (please choose only one response):	30
My jurisdiction/agency (select all responses that apply):	32
8. Reduce travel times (relative to 2020) on all public transportation bus services. In 2030, travel times are reduced by 15 percent, and in 2050, travel times are reduced by 30 percent.	33
The TPB (please choose only one response):	33
My jurisdiction/agency (select all responses that apply):	34

APPENDIX 1. RESPONDENT COMMENTS

Climate Change Mitigation Goals and Strategies Questionnaire

9. Implement projects or programs to provide walk/bike access to all TPB identified high-capacity transit stations.	35
The TPB (please choose only one response):	35
My jurisdiction/agency (select all responses that apply):	36
10. Complete the TPB's National Capital Trail Network to increase walk and bike trips throughout the day.	37
The TPB (please choose only one response):	37
My jurisdiction/agency (select all responses that apply):	38
11. Convert a higher proportion of daily work trips to telework. By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Note: teleworking in 2019 (pre-COVID period) was approximately 10 percent of daily commute trips and approximately 50 percent of the jobs in the region were telework compatible.	38
The TPB (please choose only one response):	38
My jurisdiction/agency (select all responses that apply):	40
12. Charge a new fee per vehicle mile of travel (VMT) by motorized, private, passenger vehicles in addition to the prevailing transportation fees and fuel taxes. In 2030, the fee would be 5 cents/mile and in 2050, the fee would be 10 cents/mile.	41
The TPB (please choose only one response):	41
My jurisdiction/agency (select all responses that apply):	43
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.	43
The TPB (please choose only one response):	43
My jurisdiction/agency (select all responses that apply):	45
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.	45
The TPB (please choose only one response):	45
My jurisdiction/agency (select all responses that apply):	46
Thank you! Do you have any other comments, questions, or concerns?	48

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 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) 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) 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

APPENDIX 1. RESPONDENT COMMENTS

Climate Change Mitigation Goals and Strategies Questionnaire

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 CO₂e 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 CO₂e/capita/year by 2050. Milestones include (vs. 3.7 mt in 2007): • 2020: 2.7 mt CO₂ e/capita/year • 2030: 1.7 mt CO₂ e/capita/year • 2040: 0.8 mt CO₂ 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)

- 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) 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) 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
 - 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.
- 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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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 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); 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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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. 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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Climate Change Mitigation Goals and Strategies Questionnaire

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".

ITEM 9B – 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:

- Presentation
- Memorandum - Climate Change Elements For Consideration

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
April 20, 2022



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.



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National Capital Region
Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board

FROM: Kanti Srikanth, TPB Staff Director
Erin Morrow, TPB Transportation Engineer
Dusan Vuksan, TPB Transportation Engineer
Mark Moran, TPB, Program Director, Travel Forecasting and Emissions Analysis

SUBJECT: Climate Change Mitigation Elements for Visualize 2045 – Preliminary Proposal

DATE: April 14, 2022

This memorandum presents two climate change mitigation elements that the National Capital Region Transportation Planning Board (TPB) could consider adopting for inclusion in the 2022 update of the TPB's long range transportation plan, Visualize 2045. These elements could also be added to the regional planning priorities the TPB has developed to inform future long-range transportation plans and the planning process. The intent of adding climate change mitigation considerations into the plan and planning process has been discussed by the board throughout last year and was the basis for the TPB's Climate Change Mitigation Study that was completed December of 2021.

BACKGROUND

The TPB identified, during its January 19, 2022 meeting,¹ the following two climate change elements to be considered for inclusion in Visualize 2045: (1) a set of greenhouse gas (GHG) reduction goals exclusively for the on-road transportation sector; and (2) a set of multi-pathway strategies² to reduce GHG emission in the on-road transportation sector. TPB staff conducted a survey of all TPB members,³ during February and March of 2022, to gather input from the jurisdictions and agencies represented on the TPB regarding these two elements. The survey was developed to determine the level of support for the two elements among the board members in terms of the TPB adopting them as part of its transportation planning priorities.

SURVEY STATUS

TPB members received a Climate Change Mitigation Goals and Strategies Questionnaire on February 28, 2022 and responses were due by April 1, 2022. The TPB has 44 members, of which 39 are voting members and 5 are non-voting/ex-officio members. The non-voting/ex-officio members

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

² The TPB's Climate Change Mitigation Study identified three potential pathways to reduce on-road greenhouse gases: Vehicle/Fuel Technology, VMT Reduction, and Traffic Operational Efficiencies.

³ Srikanth, Kanti. Memorandum to National Capital Region Transportation Planning Board. "Process to Solicit Member Input on Climate Change Mitigation Goals and Strategies and Incorporate TPB Action in the 2022 Update to Visualize 2045." February 10, 2022. <https://www.mwcog.org/events/2022/2/16/transportation-planning-board/>

represent federal agencies.⁴ As of April 11, 31 of the TPB voting members had responded to the survey, which implies a response rate of 70% of the 44 TPB members and 79% of the 39 voting TPB members. The 31 responses received have been compiled, reviewed, and used as the sole source for developing the preliminary on-road, transportation-sector GHG reduction goals and strategies currently proposed for the board's consideration in this memo.

PRELIMINARY CLIMATE CHANGE ELEMENTS AS PLANNING PRIORITIES

Part A of the survey focused on adopting a regional GHG reduction goal exclusively for the on-road transportation sector, which is one of the largest contributors of GHGs. Part B of the survey inquired about the member jurisdiction/agency's ability to include climate change considerations in their transportation decision making. Part C of the survey sought members' input on 15 different multi-modal and multi-pathway on-road GHG reduction strategies. These strategies included in the survey were based on the TPB's 2021 Climate Change Mitigation Study (CCMS).⁵ Responses to each of these strategies were sought on two basic aspects: (1) should the TPB adopt this goal or strategy at this time as a planning priority for the region? and (2) gauging the agency's ability to implement the strategy (if they were not already doing so). The choice of responses to the 15 strategies included adopting the strategy, conducting a more thorough examination of the strategy, or taking some other action.

By examining the closed-form responses to the questions as well as the open-form responses (i.e., comments/additional information provided by members), staff has grouped the above two climate change mitigation elements into two groups:

1. GHG reduction goals and strategies with support for adoption at this time.
2. GHG reduction goals and strategies with support for further exploration.

Generally, TPB member support for adoption was defined as the majority or a plurality of the responses had chosen that response. The remaining responses were grouped under explore further OR other. Representative comments that either qualified or expanded on the response to the question, along with staff notes, are also included herein. A summary of all comments received on every question of the survey was shared with the board members in a separate memo.⁶

⁴ Federal Highway Administration (FHWA D.C. office), Federal Transit Administration (FTA Region 3 office), National Capital Planning Commission, Metropolitan Washington Airports Authority, and National Parks Service.

⁵ ICF, Fehr & Peers, and Gallop Corporation, "TPB Climate Change Mitigation Study of 2021: Scenario Analysis Findings," Final Report (National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, January 7, 2022), <https://www.mwcog.org/tpb-climate-change-mitigation-study-of-2021/>.

⁶ Tim Canan, April 14, 202, "Climate Change Mitigation Goals and Strategies Questionnaire Results".

PRELIMINARY CLIMATE CHANGE ELEMENTS FOR CONSIDERATION

I Adopt On-road Transportation GHG Reduction Goals

No.	TPB formally adopting the following levels of GHG reduction goals (Survey Question A3)	Adopt	Explore	Other
1.	50% below on-road transportation GHG levels in 2005 by 2030 and	65%	16%	19%
2.	80% below on-road transportation GHG levels in 2005 by 2050			

Staff notes:

The latest TPB study, the CCMS, finds implementing all the strategies analyzed at the assumed levels of outcomes (see, for example, COMBO.4) would be insufficient to meet the above 2030 goal, though several of the analyzed scenarios were able to achieve the 2050 goal. The CCMS analysis found that:

1. For the year 2030, under a reference electrical grid assumption, four of the ten scenarios would be able to attain GHG emissions reductions of 33% to 38% (p. ix), levels that would be consistent with the assumptions in COG's 2030 Climate and Energy Action Plan,⁷ meaning that, if these transportation-sector emissions were combined with the assumed reductions in GHG emissions from the other sectors, the region would be able to attain an overall reduction of 50% GHG emissions compared to 2005 levels, by 2030.
2. For the year 2050, under a reference electrical grid assumption, one of the ten scenarios (COMBO.4) would be able to attain GHG emissions reductions above the 80% goal. However, if the region were able to attain a clean electrical grid, the CCMS found that six of the ten scenarios were able to attain or surpass the 80% reduction goal (p. ix).

There were two questions on the survey (Question A2 and Question B1) that staff developed to add supporting information for the TPB to decide on the adoption of a GHG reduction goal.

An initial review of responses to Survey Question A2, which asked if jurisdictions or agencies have identified on-road transportation sector GHG reduction goals, showed that 48% of respondents have goals and 21% of respondents are considering goals. However, in reviewing the comments, it appears that respondents were identifying qualitative policy objectives related to reductions of on-road GHG emissions (e.g., our jurisdiction has “goals to prioritize low carbon modes, reduce automobile dependency and VMT, and improve transit”), rather than quantitative GHG reduction goals.

An initial review of responses to Survey Question B1, which asked if an assessment of the potential for a proposed project, program, or policy to reduce GHG emissions reflected in jurisdiction's/agency's decision-making, showed that 49% of respondents are considering GHG emission reductions in their decision-making and 26% of respondents will be able to consider it. However, in reviewing the comments, staff realized that the assessments are not always technical/quantitative, but rather qualitative, meaning projects were generally accepted as reducing GHG emissions.

⁷ “Metropolitan Washington 2030 Climate and Energy Action Plan” (Washington, D.C.: Metropolitan Washington Council of Governments, November 18, 2020), <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>.

Selected member comments:

- a) The 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.
- b) Findings from the TPB's Climate Change Mitigation Study (CCMS) note that the strategies evaluated are aggressive. Further evaluation needs to be done to determine appropriate levels.
- c) 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.
- d) Because we are a small jurisdiction without jurisdiction over many aspects related to transportation emissions and have many vehicles passing through 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.
- e) 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 are not [ambitious] enough.
- f) If the TPB adopts transportation goals for GHG emissions reductions, it should be reported system/region-wide.

II. Adopt On-road Transportation GHG Reduction Strategies: ~~Strategies with Strong Support~~

The TPB survey included 15 GHG reduction strategies. As shown in Table 1, a plurality or majority of the responses to seven of these favored the TPB adopting these strategies. Below the table is a description of staff notes and selected member comments for each strategy.

Table 1 On-road transportation GHG reduction strategies that received support by respondents of the TPB survey

No.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
Strategies with Support For Adoption				
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. (Survey Question C1)	45%	42%	13%
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. (Survey Question C2)	81%	13%	6%
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. (Survey Question C3)	57%	33%	10%
4.	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. (Survey Question C8)	58%	39%	3%
5.	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. (Survey Question C10)	87%	0%	13%
7.	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. (Survey Question C14)	77%	17%	6%

Strategy C1 Convert vehicles to clean fuels.

Staff notes: In general, the CCMS did not analyze individual strategies, but rather groups of strategies, where each grouping formed one of the 10 "bottom-up" scenarios. However, scenarios VT.1 and VT.2 were, in fact, focused on one strategy: converting vehicles to clean fuel. Thus, based on the findings of the CCMS, this strategy was one of the most effective strategies analyzed. While there is general support for a strategy to convert motor vehicles to clean fuels (it received a plurality of responses), many of the respondents noted, however, that the proposed goals for clean fuel vehicles for 2030 would be unachievable.

Selected member comments:

- a) 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.
- b) 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.
- c) 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.
- d) The current Governor and House Majority believe market forces will take care these changes.
- e) TPB should adopt a more rigorous strategy like the one in my jurisdiction's climate action plan which states that 100% of the private and public transportation will need to be powered by zero emissions technology by 2035 and the jurisdiction's electric supply must be 100% carbon-free.

Strategy C2 Develop an electric vehicle charging network

Staff notes: The CCMS did not analyze the development of an EV charging network as a standalone strategy, so it did not estimate the GHG reductions from it. Rather this strategy is treated as a prerequisite to realize the strategy of converting the vehicle fleet to clean fuel, including moving toward clean electricity, via use of renewable energy sources.

Selected member comments:

- a) 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.
- b) It is clear that the sooner we begin electrification the better, and that substantial efforts are needed for the drastic conversion needed.
- c) There needs to be coordination in purchase and maintenance contracts.
- d) 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.
- e) More information needs to be researched on hydrogen fuel cells versus electric.
- f) 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.

Strategy C3 Add additional housing units, above current COG Cooperative Forecasts

Staff notes: In the CCMS, this strategy was grouped with others such as increased teleworking, reduced transit travel times, under MS.1, MS.2, and MS.3 scenarios and not analyzed independently. However, based on past studies, land use and land use changes are one of the more effective strategies to reduce vehicle miles of travel (VMT) and GHG emissions. The amount of additional housing assumed is similar to both the TPB's Long-Range Plan Task Force analysis (130,000 more housing units in 2040 versus the CCMS assumption of 126,000 new households in

2050) and the housing targets adopted by the COG Board in 2019 (75,000 new housing units by 2030 versus the CCMS assumption of 77,000 new housing units in 2030).⁸

Selected member comments:

- a) 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.
- b) 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.
- c) 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.
- d) 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.
- e) It would be worthwhile for TPB to consult with jurisdiction's housing staff, especially in relation to affordable housing and the development industry
- f) Adding housing is desired, and especially affordable housing, but this is challenging in jurisdictions without high-capacity transit.
- g) 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.

Strategy C8 Reduce travel times on all public transportation bus services

Staff notes: Past studies have shown that travelers greatly value travel time reliability, which this strategy does not directly address, and frequent service,^{9 10} which is not specifically mentioned in this strategy, though frequent service should result in shorter wait times, which should, in turn, result in reduced travel times. Also, although any improvement in transit service would likely result in a reduction in GHG emissions and could provide many other co-benefits, past studies have indicated only small reductions in GHG emissions even with large increase in transit service.

Selected member comments:

- a) 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.
- b) 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.

⁸ "Resolution Adopting Targets to Address the Region's Housing Needs," Resolution (Washington, D.C.: Metropolitan Washington Council of Governments, September 11, 2019), https://www.mwcog.org/ASSETS/1/28/10042019_-_ITEM_2_-_COG_HOUSING_RESOLUTION1.PDF.

⁹ See, for example, Catherine Vanderwaart, "High Cost of Low Bus Speeds," <https://www.mwcog.org/events/2021/10/1/tpb-regional-public-transportation-subcommittee/>.

¹⁰ ICF, "Voices of the Region Survey," Final Report (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, March 11, 2021), <https://www.mwcog.org/documents/2021/03/16/voices-of-the-region-survey-visualize-2045/>.

- c) Each agency collects and reports different metrics related to travel times. This is a difficult metric to track reliably and would require data unification prior to any strategy adoption.
- d) Too many unknowns on implementation to support at this time.
- e) The environmental benefits of this strategy should be considered relative to the costs and relative to the cost-effectiveness of other strategies.

Strategy C9 Provide walk/bike access to all TPB identified high-capacity transit stations

Staff notes: The CCMS did not analyze access improvements to high-capacity transit stations as a standalone strategy and quantify the GHG reductions from it. Although this strategy would likely result in only a very small reduction in GHG emissions, this strategy is viewed as a prerequisite to reduce VMT by increasing transit ridership and increasing non-motorized travel and would also provide many other co-benefits.

Selected member comments:

- a) 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.
- b) The TPB should adopt this strategy and ask member agencies to increase this as a funding priority.

Strategy C10 Complete the TPB's National Capital Trail Network

Staff notes: The CCMS did not analyze a network of biking and walking trails as a standalone strategy and quantify the GHG reductions from it. Although this strategy would likely result in only a very small reduction in GHG emissions, this strategy would provide many other co-benefits and reduce VMT by increasing non-motorized travel.

Selected member comments:

- a) The development of an integrated and connected trail network is essential in creating healthy lifestyles and vibrant communities.
- b) Should adopt this strategy and ask member agencies to increase this as a funding priority.
- c) Funding for implementation will need to be identified or it would need to compete for construction funds.
- d) We support this strategy, but in our jurisdiction, 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.

Strategy C14. Implement traffic operational improvement measures at all eligible locations

Staff notes: Although the CCMS found Transportation Systems Management and Operations (TSMO) strategy to be least effective in reducing GHG, this strategy is likely to have other co-benefits, including safety.

Selected member comments:

- a) My jurisdiction 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.
- b) “All eligible locations” should be more clearly defined. This strategy should be studied further to better understand the cost and benefits of implementation.
- c) Funding for implementation will need to be identified or it would need to compete for construction funds
- d) Does this strategy conflict with other strategies that encourage increased transit use and reduce reliance on SOV?

II. On-road Transportation GHG Reduction Strategies to Explore Further OR Other Action

The TPB survey included 15 GHG reduction strategies. As shown in Table 2, a plurality or majority of the responses to seven of these called for further exploring the implications and implementation actions OR to take some other action at this time. Below the table is a description of staff notes and selected member comments for each strategy.

Table 2 On-road transportation GHG reduction strategies to be explored further OR other action

Ref.	Description of Goals / GHG Reduction Strategy	Adopt	Explore	Other
Strategies with Support To Explore further OR Other Action				
1.	Take action to shift growth in jobs and housing from locations currently forecast (COG Cooperative Forecasts) to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, <u>within jurisdictional</u> boundaries, to improve the jobs-housing balance locally. (Survey Question C4a) (Regarding Survey Question C4b, please see note below)	29%	65%	6%
2.	Make all public bus transportation in the region fare-free by 2030. (Survey Question C5)	23%	73%	3%
3.	Make all public rail transportation in the region fare-free by 2030. (Survey Question C6)	7%	73%	20%
4.	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) (Survey Question C7)	27%	43%	30%
5.	Convert a higher proportion of daily work trips to telework. ¹¹ By 2030, convert 25 percent of daily work trips and by 2050 convert 40 percent of work trips to telework. (Survey Question C11)	38%	45%	17%
6.	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. (Survey Question C12)	10%	67%	23%
7.	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. (Survey Question C13)	3%	63%	34%

Note regarding Survey Question C4b, which asked 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 improving the jobs and housing balance regionally; and
- 27% chose "Other."

¹¹ 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.

Strategy C4a Shift growth in jobs and housing to locations near TPB-identified high-capacity transit stations and in COG's Regional Activity Centers, within jurisdictional boundaries.

Staff notes: As noted earlier, land use changes can be one of the most effective ways to reduce single-occupant vehicle (SOV) travel, increase transit, lower GHG emissions, and improve equity outcomes. While the closed-form response to this strategy showed weak support for this strategy of balance within jurisdictional, many of the comments indicated support for the concept noting that the TPB should consult with the local jurisdictions on this strategy.

Selected member comments:

- a) 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 action that TPB and COG can take to reduce GHG, increase sustainability, and resilience, while also addressing the tremendous equity issues is imperative.
- b) Among the core jurisdictions, there is limited opportunity to increase this strategy beyond the levels at which it's already being implemented.
- c) 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.
- d) 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.
- e) 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. 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.

Strategy C4b Shift growth in jobs and housing 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.

Staff notes: Member input on this variation of the land use strategy above, 4, was sought only with regard to the ability of the jurisdiction to take any action. The responses and the comments associated with the responses indicate that many members lack the specific authority to take any action and balancing jobs and housing within each jurisdiction would contribute to balance jobs and housing at a regional level.

Selected member comments:

- a) 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.
- b) Please consider that any "actions" will be shaped by zoning law, developer intent, potential state incentives and other factors.



- c) One problem our jurisdiction faces, and perhaps other outer jurisdictions also face, is the ability to attract Class-A office space, when the inner jurisdictions are geographically more attractive to corporate headquarters. 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.
- d) As recent analysis by TPB is showing, this is a widening gap, therefore, a regional response is required, and MWCOCG and TPB must play a role. This issue is one of the most central to addressing sustainability, and equity.
- e) 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.

Strategy C5 All public bus transportation in the region fare-free

Staff notes: CCMS scenario MS.3 (“Amplified mode shift plus road pricing”) included free transit (both bus and rail). Scenario MS.3 achieved a 26% reduction in GHG emissions, which was the largest GHG reduction of all the mode shift and travel behavior scenarios analyzed in the CCMS. Although only about 23% of respondents supported adoption of this strategy, based on the comments in the survey, the TPB could consider a scaled-back version of this strategy, such as larger subsidies for some segments of the population, such as low-income residents or the elderly.

Selected member comments:

- a) 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.
- b) Though a fare-free system should be explored and considered, it must be noted that considerable research and surveys have shown that customers prioritize service that is fast, frequent, and reliable more than cost
- c) 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.
- d) 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.

Strategy C6. Make all public rail transportation in the region fare-free

Staff notes: As noted above, the free transit option, which included both free bus and rail transit, was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3).

Selected member comments:

- a) 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.
- b) 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 realistic and



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

- c) Free rail is more expensive [than free transit bus service] and could have the unintended consequence of encouraging more people to commute greater distances because the cost of commuting would be free.
- d) 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.
- e) Respondents noted that VRE has a policy to have minimum 50% fare box recovery for operations and the Purple Line Public Private Partnership (PPP) is financial bound by bonding constraints requiring revenue from fares.

Strategy C7. Price workplace parking for employees.

Staff Notes: Pricing strategies (e.g., parking pricing, VMT taxes, gas taxes, and carbon taxes) are some of the most cost-effective strategies for reducing vehicle miles of travel (VMT) and GHG emissions, but they are also unpopular with commuters/travelers. Many studies have shown that driving a motor vehicle is underpriced¹² (both compared to what other countries pay and in terms of the negative externalities caused by driving, such as pollution and traffic injuries). When a commodity is underpriced, people tend to use too much of it, which, in the case of the private automobile, leads to congestion and increased GHG emissions. One criticism of pricing strategies is the regressive nature of taxes and fees, but these can be overcome by subsidies to low-income households.¹³ And, of course, pricing strategies generate revenue, which is often desperately needed by many transportation programs.

Selected member comments:

- a) 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.
- b) 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.
- c) 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.
- d) We have 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.

¹² See, for example, Chapter 5 of Michael Mehaffy et al., “The Road Forward: Cost-Effective Policy Measures to Decrease Local and Global Emissions from Passenger Land Transport” (KTH Royal Institute of Technology, Copenhagen Centre on Energy Efficiency, UNEP DTU Partnership, and Sustasis Foundation, 2022), https://c2e2.unepdtu.org/kms_object/the-road-forward-cost-effective-policy-measures-to-decrease-emissions-from-passenger-land-transport/.

¹³ For example, Canada currently has a carbon tax and to compensate for the cost-of-living increase of the tax, the government has said it will continue to return most of the money collected by this program through rebates, as noted in this article: John Paul Tasker, “Ottawa to Hike Federal Carbon Tax to \$170 a Tonne by 2030,” Canadian Broadcasting Corporation, December 11, 2020, <https://www.cbc.ca/news/politics/carbon-tax-hike-new-climate-plan-1.5837709>.

- e) 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.
- f) 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.

Strategy C11. Convert a higher proportion of daily work trips to telework

Staff Notes: Telework is a very effective method of reducing VMT and GHG emissions, as shown both by the CCMS and TPB's Long Range Plan Task Force analysis. Washington, D.C. and San Francisco have been rated as the top two cities in the U.S. in terms of jobs that are amenable to teleworking, with an estimate that 50% of all jobs in these two cities are amenable to telework.¹⁴

Selected member comments:

- a) 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.
- b) 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.
- c) This initiative needs additional discussion as it is fleshed out, with a focus on equity and implications related to development.
- d) More study should be conducted on this strategy to better understand the economic impacts it would have on downtown DC
- e) 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.
- f) 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.
- g) 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.

Strategy C12. Charge a new fee per vehicle mile of travel by motorized, private, passenger vehicles.

Staff Notes: This strategy was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3). As noted earlier, pricing strategies are the most economically efficient ways to reduce VMT and GHG emissions but are unpopular with the public.

¹⁴ Jonathan I. Dingel and Brent Neiman, "How Many Jobs Can Be Done at Home?," White Paper (Chicago, Illinois: University of Chicago, Booth School of Business, June 19, 2020), <https://bfi.uchicago.edu/working-paper/how-many-jobs-can-be-done-at-home/>.



Selected member comments:

- a) My jurisdiction 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. It would be recommended that this strategy include measures addressing heavy trucking and a method to differentiate between rural and urban transportation costs for private passenger vehicles.
- b) My agency is currently looking at Mileage Based User Fees (MBUF) and other solutions; however, there are considerable challenges to reconcile before adopting this strategy.
- c) 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.
- d) 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.
- e) If road transportation evolves to zero-emission vehicles, why is this necessary?
- f) Our recommendation is to study this issue, including cost-benefits and implications for equity, economic development, and housing implications.
- g) This [strategy] may be politically difficult to implement. It will also likely require coordination beyond the TPB region.

Strategy C13. Charge a “cordon fee” of \$10 per motorized vehicle trip for all vehicles entering the core of the District of Columbia.

Staff Notes: This strategy was part of the CCMS package of strategies that achieved the greatest GHG reductions of all mode shift and travel behavior strategies (MS.3). Only 3% of jurisdictions or agencies (1 response) responded affirmatively that the TPB should adopt this strategy regionally.

Selected member comments:

- a) My jurisdiction 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. There is some discomfort with this idea, though we understand the general intent.
- b) 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 tax for persons travelling to/from the core of the District of Columbia.
- c) 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.
- d) 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.
- e) 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.
- f) [This strategy] may have impacts such as discouraging future development in the core or increasing congestion outside of the core.
- g) Consider equity and socioeconomic impact.

