



Climate Change Mitigation Goals and Strategies Questionnaire

Please submit your responses online at <https://www.surveymonkey.com/r/WV6HQT9> by April 1, 2022.

TPB Member Name:

Jurisdiction/Agency:

A. Adopting On-road Transportation Greenhouse Gas Reduction Goals

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

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

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

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

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

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

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

Comments

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

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

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

Comments

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.

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

The TPB (please choose only one response):

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

Comments

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.

B. Consideration of Greenhouse Gas Reduction in Decision Making

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

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

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

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

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

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

Comments

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

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

Comments

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

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

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

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

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

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

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

The TPB (please choose only one response):

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

Comments

[The strategy should support the adoption of zero emissions vehicles in preference to those using hydrocarbon fuels.](#)

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.
- o lacks the specific authority to implement this strategy.
- o 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)

- o 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.
- o 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):

- o 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.
- o other (please describe in comment box below).

Comments

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.

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

- o is currently implementing this strategy.
- o 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.
- o supports this strategy but not at the proposed level of implementation.

- other (please describe in comment box below).

Comments

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.

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

The TPB (please choose only one response):

- o 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.
- o other (please describe in comment box below).

Comments

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.

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

- o is currently implementing this strategy.
- o 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.
- o supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

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.

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):

- o 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.
- o 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

[As part of this strategy, we support the creation of a BRT network including VA SR7.](#)

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

Comments

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.

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.
- o lacks the specific authority to implement this strategy.
- o supports this strategy but not at the proposed level of implementation.
- o 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.
- o should conduct a more comprehensive examination of the implications and implementation actions of this strategy prior to the TPB's adoption.
- o other (please describe in comment box below).

Comments

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.

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.
- o lacks the specific authority to implement this strategy.
- o supports this strategy, but not at the proposed level of implementation.
- o 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):

- o 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.
- o other (please describe in comment box below).

Comments

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

- o 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.
- o lacks the specific authority to implement this strategy.
- o supports this strategy, but not at the proposed level of implementation.
- other (please describe in comment box below).

Comments

The City does not currently have resources to support increasing community access to internet services.

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

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.

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 comments 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?

[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.