

## 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.