Planning Language Codebook

Instructions

**Coding Intent:** To understand how Metropolitan Planning Organizations (MPOs) are incorporating climate change language into the planning elements of their Long Range Transportation Plans (LRTPs)

**Sources:** The most recently approved Long Range Transportation Plans (LRTPs) for each MPO as of 2015. (Note: Do not include draft plans). Most of these LRTPs should be available on the MPO website. If you are unable to locate the most recent LRTP, contact the MPO directly. At times, the LRTPs will be split up by chapters, and will have to be downloaded separately.

**Procedure:**

1. Before beginning code, identify the most recent approved LRTP version for the MPO. Record the year published in **column B**.
2. Identify and record the total number of goals and objectives. Record in **columns E-G**.
   a. If the goals are identified as an exact replication of federally- or state-mandated goals (e.g. from MAP-21), note that in **column F**.
3. If there is a distinct section with most of the climate change language (not included in the sections we are coding), note that in **column C**. (note: this might appear in a “Challenges” or “Emerging Issues” section)
4. If there are no overall goals/objectives for the plan but there are specific goals for each chapter, note that in **column D** (note: this will mostly only be the case when the LRTP is lacking an overview section and just has chapters for each transportation element)
5. Move on to coding for each of the three levels of climate change language in each section: climate change, reducing fuel use, and modal shift. (**columns H-O**).
Elements to be Coded

Coders will code for three levels of climate change language in specific sections of each MPO’s most recently approved LRTP. Sections to be coded: Goals, Objectives. The sections may not be present in each LRTP.

Elements should be coded based on the unit of analysis that best matches the description, not necessarily what the LRTP calls the unit. For example, an objective may be called a “policy”, but if it is nested directly under a goal, it should be considered an objective.

A goal or objective might count for more than one level. E.g., it might include climate change and reducing fuel use language. In this case, it should be coded for all applicable levels. Err on the side of inclusion, taking note of judgment calls in the “Judgment Call Tracker” tab.

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Unit of analysis</th>
<th>How to code</th>
<th>Other comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goals</strong></td>
<td>List of high-level goals (usually labeled “Goals”) that guide the</td>
<td>Single goal</td>
<td>Count of the number of goals mentioning the language (not the number of times within each goal it is mentioned)</td>
<td>Language must appear in the goal language itself, not in any nested objectives or policies. Count only regional goals defined by the MPO. If the MPO has not defined its own goals for the region, and if the LRTP includes federal- or state-defined goals, then count those goals and denote in column H that this is the case. If there are no overarching goals for the entire plan, count goals in specific chapters, if applicable. Denote in column E if this is the case. 0 = 0 of stated goals relate to coding level n/a = goals not stated in plan</td>
</tr>
<tr>
<td></td>
<td>transportation planning process</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Objectives</strong></td>
<td>A sub-level of goals, providing more specific information on how the goals</td>
<td>Single objective</td>
<td>Count of the number of objectives mentioning the language</td>
<td>Almost always nested within goals May not be called anything, but if nested as bulleted points under goals, consider them objectives. May possibly be called “policies” or “actions,” but considered an objective if it is directly nested under a goal.</td>
</tr>
</tbody>
</table>
Language must appear in the objective itself (the heading), not in any nested policies or actions.

0 = 0 of stated objectives relate to coding level

n/a = objectives not stated in plan
Coding Levels & Keywords

There are three different levels of climate change language to code. You will code language for each level individually. Levels, the intent of each, and specific approved keywords are listed below. It is important to use the context around the keyword to identify how it should be coded.

Level 1: Climate Change
Definition/Intent: Reducing greenhouse gas emissions or taking other action specifically to mitigate climate change

Approved Keywords:
- Greenhouse gas
- GHG
- Climate change
- Global Warming

Do Not Count:
- Emissions (when not specified as greenhouse gas or carbon)
Level 2: Reducing Fuel Use

Definition/Intent: Reducing fossil fuels consumed by the transportation sector, by either reducing cars on the road or switching to less fuel-intensive options

Approved Keywords:
- Energy use
- Reduced fuel use/consumption
- Reduced energy dependence
- Energy independence
- Fossil fuel reliance
- VMT reduction (by getting cars off the road)
- Peak period VMT reduction
- Alternative fuel vehicles
- Non fossil fuel burning daily transit service route miles
- Energy conservation
- Travel demand reduction
- Low carbon/high mileage vehicles
- Fuel/energy efficiency

Do Not Count:
- Emissions reduction (when not specified as greenhouse gas or carbon)
- Vehicle Hours of Congestion
- Reduced trips on highways
- Minimize idle time
- Transportation demand management
Level 3: Modal Shift
Definition/Intent: Promoting alternative transportation or any solution that explicitly shifts people out of single occupancy vehicles.

Approved Keywords:
- Generally shifting people from autos to other modes
- Increasing infrastructure that supports intermodal transportation (transit riders, pedestrians, bicyclists and other alternative transportation modes)
- Integration of modes
- Improve the movement of travelers between modes of transportation
- Promoting alternative, new and innovative means other than adding general-purpose traffic lanes.
- Enhancing and expanding services for alternative modes of transportation
- Shifting lanes from SOV to HOV
- Jobs/Housing balance
- Commuter Strategies
  - Ridesharing/carpooling/vanpooling
  - Tele-work
  - Work trip mode split (increasing transit’s share)
- Public/mass transit
  - Alternative transportation trips
  - "Transit ready" communities
  - Coordination of transit with other modes
  - Transit use incentives
  - Encouraging increased public transit ridership
  - Increasing transit route miles of service
  - Increasing passenger trips/revenue mile
  - Expanding hours of service for transport
  - Increasing frequency of public transit
  - Provision of travel amenities (benches, shelters, trees, sidewalks, bike storage, bike racks on buses)
  - Integration and connectivity of transportation system.
  - Adding public transit capacity
  - Construct a regional public transportation system
  - Broaden base of public transit ridership
  - Policies that enable the use of transit
  - Improving public transit and transit accessibility
  - Increasing awareness of transit, alternative modes of transportation
• Active transportation (for transport, not recreation)
  o Active travel
  o Increasing bike/pedestrian travel for transportation
  o Improve bicycle access to all public facilities (i.e. courthouses, offices, parks, police stations, etc.)

Do Not Count:
• Compact development
• Reducing sprawl
• Anything having to do with reducing time
• Using Bike/Ped for recreation, not transit-focused
• Increasing modal choices
• "Encourage land development patterns that promote transportation efficiency"
• Adding HOV lanes (instead of shifting from SOV to HOV)
• Adding Park-n-Ride facilities
• Intermodal transportation facilities
• Parking management strategies that promote transit use
• Transportation demand management