

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ON THE ADOPTION OF ON-ROAD TRANSPORTATION GREENHOUSE GAS
REDUCTION GOALS AND STRATEGIES**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area consistent with the requirements of federal law (23 CFR, Parts 450.300 - 450.340); and

WHEREAS, the TPB is committed to developing its long-range transportation plans while also preserving and enhancing the region's environment through transportation plans emphasizing reduced congestion with reduced reliance on single-occupant motor vehicles and emphasizing projects and programs that move more people and goods efficiently; and

WHEREAS, the TPB is associated with the Metropolitan Washington Council of Governments (COG) and works closely with COG's Board of Directors ("COG Board") and its regional policy advisory committees, including the Climate, Energy and Environment Policy Committee (CEEPC), and the Region Forward Coalition, as well as the Metropolitan Washington Air Quality Committee (MWAQC) on matters of regional multi-sectoral planning; and

WHEREAS, in November 2008, the COG Board, through resolution R60-08, adopted the National Capital Region Climate Change Report that included voluntary goals to reduce greenhouse gases by 10 percent below business as usual projections by 2012, by 20 percent below 2005 levels by year 2020, and by 80 percent below 2005 levels by year 2050; and

WHEREAS, the TPB recognizes achieving reductions in criteria air pollutants and greenhouse gas (GHG) emissions as a priority and has been reporting projected on-road GHG emissions in the region's Long-Range Transportation Plan (LRTP) performance report since 2010; and

WHEREAS, the TPB, in 2010, conducted a scenario study, "What Would it Take?" that examined the type of actions needed to reduce GHG emissions specifically within the on-road transportation sector; and

WHEREAS, the TPB, between 2015 and 2016, completed a multi-sector study in collaboration with COG and MWAQC, that identified implementable and stretch local, regional, and state actions to reduce GHG emissions in four sectors (energy, transportation, land use, and built environment); and

WHEREAS, the region has been able to reduce criteria air pollutants (such as ozone and fine particulate matter) and GHG emissions since 2010, due to federal, state, and local actions across sectors, including transportation and land use, even while accommodating considerable growth in population and employment; and

WHEREAS, the region met its GHG reduction goal for 2012 with a report on the status of its 2020 goal anticipated to be published later this year; and

WHEREAS, in 2019, the Intergovernmental Panel on Climate Change (IPCC) updated its guidance to recognize that the world is already experiencing the impacts of global warming and identified 2030 as one of the earliest target years, and noting that to avoid the most severe climate impacts, GHG emissions must be significantly reduced as expeditiously as possible; and

WHEREAS, in October of 2020, the COG Board adopted a new interim-year regional GHG reduction goal of 50% reduction below 2005 levels by 2030; and

WHEREAS, in November 2020, the TPB acted to affirm the new interim regional 2030 GHG reduction goal and the region's climate resilience goals of becoming a Climate Ready Region by 2030; and

WHEREAS, COG's Climate, Energy, and Environment Policy Committee (CEEPC) adopted the 2030 Climate and Energy Action Plan (CEAP), a detailed study of GHG emissions in the region in various sectors and the strategies available within each sector to reduce these emissions; and

WHEREAS, the CEAP states that "achieving the regional goals [for 2030 and 2050] would require unprecedented, aggressive cross-sectoral action from all COG members and its state and federal partners;" and

WHEREAS, the 2030 CEAP provides a roadmap for how the region could achieve the 2030 GHG reduction goal with Priority Collaborative Actions in Climate Action Areas (sectors) including Clean Energy, Zero Energy Buildings, Zero Emission Vehicles, Mode Shift and Travel Behavior, Zero Waste, Sequestration, and Equity; and

WHEREAS, COG has not adopted GHG reduction goals for any of the above sectors, the CEAP assumes specific levels of implementation for various GHG reduction strategies within these sectors; and

WHEREAS, there is currently no federal requirement for MPOs to set goals for GHG reductions and or report GHG emissions levels resulting from its long-range transportation plans; and

WHEREAS, the TPB is committed to the transportation sector being an active partner, with the other sectors, in the region's efforts to reduce GHG emissions and meet the region's GHG reduction goals while meeting all requirements for metropolitan planning, which include addressing federally required planning factors; and

WHEREAS, in 2021, the TPB stated its desire to voluntarily adopt on-road transportation-specific GHG reduction goals and strategies as part of its long-range transportation plan and planning process so as to inform the transportation decision making of its members; and

WHEREAS, the TPB commissioned the Climate Change Mitigation Study (CCMS) of 2021 to explore several GHG reduction strategies from three pathways: Vehicle Technology and Fuels; Mode Shift and Travel Behavior; and Transportation Systems Management and Operations (TSMO); and

WHEREAS, the CCMS showed a few combinations of strategies studied could reduce GHG emissions to 80% below 2005 levels by 2050, but did not show any combination of strategies that could meet the study’s transportation-sector-specific reduction goal of 50% below 2005 levels by 2030, though there were combinations of strategies that were estimated to have the potential to reduce GHG emissions between 23% and 32% below 2005 levels by 2030; and

WHEREAS, the TPB has expressed an interest in implementing strategies found to reduce GHG emissions and hence conducted a survey of its members to determine the level of on-road transportation GHG emissions reduction goals the region could consider adopting, along with the GHG reduction strategies that the TPB could adopt as planning priorities; and

WHEREAS, the TPB conducted work sessions in April and May 2022 reviewing the result of the TPB member survey and discussing the on-road transportation sector GHG reduction goals and strategies for adoption.

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

1. Adopts regional, voluntary, on-road transportation-sector-specific GHG reduction goals of 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050; and
2. Adopts seven greenhouse gas reduction strategies, listed in Table 1 below, that have the potential to reduce on-road transportation GHG emissions; and
3. Identifies seven other greenhouse gas reduction strategies, listed in Table 2 below, as having the potential to reduce on-road GHG emissions which merit further coordinated discussion of the implementation issues among the various concerned entities of the TPB member jurisdictions and commits to participate in such discussions aiming to be able to adopt these strategies as planning priorities for the region.

Table 1 On-road GHG Reduction Strategies For Adoption As Priorities By the TPB

Ref.	Description of Strategy
1	Improve walk/bike access to all TPB identified high-capacity transit stations.
2	Increase Walk/Bike modes of travel - Complete the TPB’s National Capital Trail Network by 2030.
3	Convert private and public sector light, medium and heavy-duty vehicles, and public transit buses to clean fuels, by 2030.
4	Deploy a region-wide robust electric vehicle charging network (or refueling stations for alternate fuels).
5	Add additional housing units near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers.
6	Reduce travel times on all public transportation bus services.
7	Implement transportation system management & operations (TSMO) improvement measures at all eligible locations by 2030.

Table 2 On-road GHG Reduction Strategies To Be Explored In Coordination At Local and State Levels

Ref.	Description of Strategy
1	Take action to shift growth in jobs and housing from locations currently forecast to locations near TPB-identified high-capacity transit stations and in COG’s Regional Activity Centers to improve the jobs-housing balance locally.
2	Make all public <u>bus</u> transportation in the region fare-free by 2030.
3	Make all public <u>rail</u> transportation in the region fare-free by 2030.
4	Price workplace parking for employees – only in Activity Centers by 2030 and everywhere by 2050
5	Convert a higher proportion of daily work trips to telework by 2030 and beyond.
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.
7	Charge a “cordon fee” (Commuter tax) per motorized vehicle trip for all vehicles entering Activity Centers, by 2030.

Adopted by the Transportation Planning Board at its regular meeting on June 15, 2022