

2022 TPB Greenhouse Gas Reduction Goals and Strategies

At its June 2022 meeting, the TPB adopted [Resolution R18-2022](#) detailing new GHG reduction goals and strategies specific to the on-road transportation sector, as detailed below. This decision was informed in part by TPB and COG climate work, the findings of the TPB Climate Change Mitigation Study of 2021, TPB member considerations of the feasibility of each strategy, a TPB member survey, and discussions during two climate change mitigation work sessions in 2022.

Goals

The TPB adopted regional, voluntary, on-road transportation-sector-specific goals to reduce GHG emissions 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. These goal levels are numerically identical to the regional, non-sector-specific goals, and are also more aggressive than the contributions that had been assumed from the on-road transportation sector in COG's 2030 Climate and Energy Action Plan.



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Strategies to Implement

The TPB adopted seven greenhouse gas reduction strategies that have the potential to reduce on-road transportation GHG emissions:

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

Strategies to Explore

The TPB identified seven other greenhouse gas reduction strategies, also focused on on-road GHG emissions, which merit further discussion and study, so that they may be considered for possible future inclusion into the region's planning priorities:

- 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.
 - Make all public bus transportation in the region fare-free by 2030.
 - Make all public rail transportation in the region fare-free by 2030.
 - Price workplace parking for employees – only in Activity Centers by 2030 and everywhere by 2050.
 - Convert a higher proportion of daily work trips to telework by 2030 and beyond.
 - 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.
 - Charge a “cordon fee,” per motorized vehicle trip for all vehicles entering Activity Centers by 2030.
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