

# GREENHOUSE GAS (GHG) EMISSIONS TARGETS - UPDATE

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## Performance Based Planning and Programming (PBPP)

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# Presentation Outline

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- Greenhouse Gas (GHG) Emissions Performance Rulemaking
- State DOT Target-Setting – Change in Due Date
- TPB Methodology Update
- Next Steps and Schedule



# GHG Final Rule

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- On November 22, 2023, the Federal Highway Administration (FHWA) announced a notice of final rulemaking to establish a performance measure for greenhouse gas (GHG) emissions
- Requires State DOTs and MPOs to set declining targets for carbon dioxide (CO<sub>2</sub>) emissions on the National Highway System (NHS) as part of the PBPP process, based on reference year CY 2022.
- ❖ The TPB and the Technical Committee were briefed in January on the rulemaking, requirements, and next steps.

[January 5, 2024 Technical Committee presentation PBPP GHG Rule](#)



# State DOT Target-Setting – Change in Due Date

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- The rulemaking required State DOTs to establish initial targets by February 1, 2024, submitting an Initial State DOT GHG Report to FHWA.
- Twenty-two States subsequently challenged the rule in federal court. On January 26, 2024, FHWA issued a memo deferring the deadline to March 29, 2024.

## [FHWA Abeyance Memo, January 26, 2024](#)

- The requirement for MPOs to set targets no later than 180 days after States establishing targets remains unchanged.



# What this means for the TPB

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- TPB needs to adopt 4-year targets for the period 2022-2025 by Sep. 2024.
  - Performance will be reported in 2026 for actual 2025 data vs. the target.
- Need to adopt three geographic targets:
  - TPB metropolitan planning area.
  - Washington DC-VA-MD urban area, jointly with the Baltimore Regional Transportation Board (BRTB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO).
  - Baltimore MD urban area, jointly with BRTB.
- TPB staff are developing quantitative targets for the first two geographic areas and coordinating with BRTB staff on the third geographic target.



# TPB Methodology Update

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- MPOs have flexibility in measuring or determining performance for CO2 emissions on the NHS using the state DOT formula or other methods.
- TPB staff have evaluated several options for determining baseline emissions and forecasting future emissions, considering data availability, practicality, consistency, and simplicity.
  - TPB staff have determined that using the state DOT data and determining emissions through proportional VMT on the region's NHS network is the optimal method for measuring past emissions, including for the 2022 baseline year.
  - TPB staff are still evaluating several methodologies for forecasting future emissions and developing and setting targets.



# Next Steps and Schedule

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- TPB staff will bring a recommended methodology and draft targets to the TPB and Tech Committee in May.
  - Provide opportunity for comment and questions.
  - Need time to reach concurrent agreement with adjoining MPOs: BRTB and FAMPO.
- The TPB will be asked to adopt the required targets at its June 20 meeting.



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