

# TRANSPORTATION AND CLIMATE INITIATIVE

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## Collaboration of Northeast and Mid-Atlantic States

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COG Board of Directors  
February 12, 2020

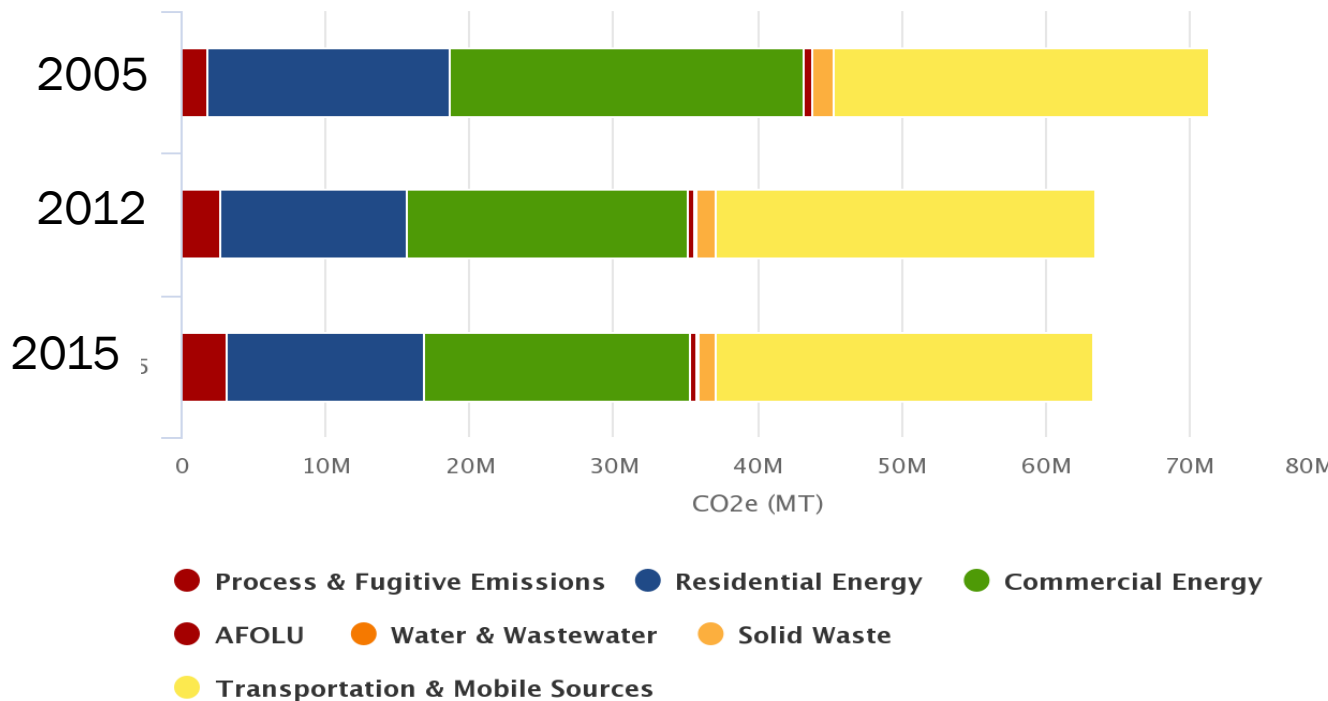
# COG's Climate Work

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- 2007: R31-07 created the COG Climate Change Initiative
- 2008: Resolution R60-08 adopted the National Capital Region Climate Change Report
- 2009: Resolution 18-09 established the Climate, Energy and Environment Policy Committee
- 2010: Greenhouse gas emission reduction goals incorporated into Region Forward
- 2010: CEEPC adopted the first regional Climate and Energy Action Plan for 2010-2012.
- 2013-2016 and 2017-2020: Updated Action Plans adopted
- 2021-2015: Action Plan under development

# Regional Greenhouse Gas Emission Sources

- Transportation-related emissions make up 41 percent of the region's GHG emissions, second only to the 52 percent from the built environment



# Regional Greenhouse Gas Initiative

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- The Transportation and Climate Initiative is modeled after the Regional Greenhouse Gas Initiative (RGGI)
- RGGI is a cooperative effort among 10 Northeast & Mid-Atlantic states (including Maryland) to cap and reduce CO<sub>2</sub> emissions from the power sector

# Transportation Sector Activities

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- 2010: “What Would it Take?” scenario study examined types of actions needed to meet COG’s regional GHG reduction goals, proportionally, in the transportation sector
- 2010 – Present: Estimating GHG reductions from region’s long range transportation plan
- 2014: TPB reaffirmed regional GHG reduction goals and partners with COG and MWAQC to explore multi-sectoral strategies to reduce GHG
- 2017: COG, TPB, and MWAQC accepted set of multi-sector consensus-based GHG reduction strategies
- 2018 - Present: Transportation departments in the District of Columbia, Maryland, and Virginia are working with TCI to explore GHG reduction strategies for transportation sector

# Transportation and Climate Initiative

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- Regional collaboration of 12 Northeast & Mid-Atlantic states (including Maryland and Virginia) and the District of Columbia to reduce carbon emissions from the transportation sector
  - June 2010: Declaration of Intent released
    - Topic areas include clean vehicles, freight analysis, and sustainable communities policies
  - December 2018: Announced intention to design a regional cap-and-invest program or other pricing mechanism
  - October 2019: Draft framework released
  - December 2019: Draft Memorandum of Understanding released outlining a proposal for a regional cap-and-invest program



# Draft Memorandum of Understanding (MOU)

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- Proposed Cap-and-invest program to
  - Regulate motor gasoline and on-road diesel fuel destined for final sale or consumption in participating jurisdictions
  - Cap CO<sub>2</sub> emissions from the transportation sector
  - Invest proceeds into projects and programs that further reduce CO<sub>2</sub> emissions
- Revenue generated would allow jurisdictions to “strategically invest” to
  - Help transition to affordable, low-carbon transportation options
  - Provide substantial public health benefits, reduce congestion, and increase economic and job opportunities
- Jurisdictions to ensure underserved communities receive equitable benefits

# Next Steps

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- Final MOU to be released in the spring
- Jurisdictions will decide whether to sign the final MOU and participate
- Cap-and-invest program could begin as early as 2022



# CEEPC Consideration of TCI

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- CEEPC has been tracking the development of TCI
  - September 2019: CEEPC briefed by Georgetown Climate Center on TCI basics
  - January 2020: CEEPC briefed by Georgetown Climate Center on TCI history and MOU terms
  - February 2020: CEEPC recommends COG Board adoption of resolution supporting further development of TCI

# TCl Resolution R10-2020

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- WHEREAS clauses
  - Reviews COG climate change policy and goals
  - Shows significance of transportation sector emissions & need to act
  - Cites history of states and District involvement in TCl
- RESOLVED clauses
  - Applauds leadership of Governors and Mayor
  - Endorses TCl as positive path forward to reduce transportation-related GHG emissions
  - Encourages continued State and District participation in developing the TCl cap-and-invest program
  - Directs transmittal to the Governors and Mayor

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