

National Caucus of Environmental Legislators

Transportation Briefing Book



NCEL

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Environmental Legislators





Introduction p. 3

1. Active Transportation p. 4

 1.1 Overview p. 4

 1.2 Legislation p. 4

 1.3 Additional Resources p. 5

2. Congestion Pricing p. 6

3. Electric Vehicles p. 7

 3.1 Overview p. 7

 3.2 Legislation p. 8

 3.3 Additional Resources..... p. 11

4. Low Carbon Fuel Standards p. 12

 4.1 Overview p. 12

 4.2 Legislation p. 13

 4.3 Additional Resources p. 13

5. Medium- and Heavy-Duty Vehicle Electrification p. 14

6. Public Transportation p. 15

7. Transit-Oriented Development p. 16

8. Vehicle Miles Traveled (VMT) p. 17

 9.1 Overview p. 17

 9.2 Legislation p. 17

 9.3 Additional Resources p. 18



Introduction

Transportation sector emissions are produced by light-, medium-, and heavy-duty vehicles, aircrafts, rail, and ships or boats. Tackling transportation emissions is critical to solving the climate crisis. In 2021, the transportation sector was the largest contributor to anthropogenic emissions in the United States, at [29% of the total](#). However, reducing emissions is not the only benefit from overhauling our current transportation system. Switching to cleaner and more varied forms of transportation increases quality of life in communities, decreases public health impacts from pollution, decreases motor vehicle injuries and fatalities, increases active lifestyles, increases mobility equity, and advances environmental justice. To achieve these benefits, it is critical that states employ transportation modes that center people in spaces, particularly people of color, rather than single-occupancy vehicles.

Transportation electrification is critical for decarbonization. States are working to make electric vehicles more affordable, charging stations more accessible, and public fleets less emissions-intensive. Moving away from internal combustion engines will improve air quality as well as reduce carbon emissions.

While electric vehicles are a key part of the solution to reducing transportation emissions, they are not the golden ticket to an improved transportation system. Single-occupant vehicles are not the most efficient form of transport, and reliance on cars requires significant infrastructure costs and resource extraction for car parts and batteries. Prioritizing active transportation and public transit are instrumental to creating thriving communities that work for everyone.

This briefing book breaks down several transportation policies being considered in states across the country. Each section includes a description of the policy, key facts and figures, and several examples of legislation passed or introduced on the state level. Sections include: [active transportation](#), [congestion pricing](#), [electric vehicles](#), [low carbon fuel standards](#), [medium- and heavy-duty vehicle electrification](#), [public transportation](#), [transit-oriented development](#) and [vehicle miles traveled](#).

In order to reduce greenhouse gas emissions at the rate necessary to prevent the worst effects of the climate crisis, these policies need to work in tandem to transition our transportation system to a low-carbon one.

****Please note that all bills following two asterisks (**) indicates bipartisan support for the legislation****



Overview

Active transportation is any self-propelled, human-powered mode of transportation, such as walking or bicycling.

Increasing access and prioritizing development of active transportation like walking and cycling reduces a household's reliance on single-occupancy vehicles and fossil-fuel dependent vehicles. Choosing a bike over a car just once a day reduces an average [individual's carbon emissions from transport by 67%](#). Increasing modes of active transportation also has implications for public health. Active commuting that incorporates cycling and walking is associated with an [11% reduction in cardiovascular risk](#).

[Communities of color are less likely to have access to safe biking and walking infrastructure](#), despite being dependent on forms of active transportation for essential travel [at higher rates than their white counterparts](#). For example, Chicago's white neighborhoods have [50% more bike lanes](#) than Black neighborhoods. Creating new bike lanes, walking paths, and other active transportation infrastructure in communities of color is critical to advancing environmental justice.

Strategies to Expand and Improve Forms of Active Transportation

- Encourage [Safe Routes to School programs](#) to enable children to walk and bike to school safely.
- Construct a [connected network of multi-use trails](#).
- Accommodate all roadway users with comprehensive street design measures such as "[complete streets](#)," including sidewalks, bicycle lanes, and share-the-road signs that provide safe and convenient travel for all users of the roadway.
- Separate motor-vehicle traffic from non-motorized traffic with physical barriers, such as the construction of [bicycle boulevards](#).
- Provide [safe and convenient bicycle and pedestrian connections](#) to public parks and recreation areas.
- Encourage [bicycle parking at workplaces and transit stops](#).
- Encourage the development of street-level shopping and restaurants along [pedestrian and bicycle routes](#). ([Center for Disease Control and Prevention](#))

Active Transportation Legislation

- ****Colorado H.B.22-1104 (enacted 2022):** Allowed transmission providers to enter into contracts to construct and maintain public recreational trails covering transmission corridors.
- **Colorado S.B.22-193 (enacted 2022):** Created the community access to electric bicycles grant program to award grant money to local governments, tribal governments, and nonprofit organizations that administer a bike share/ownership program.



- **[**Illinois H.B.0270 \(enacted 2021\)](#)**: Mandated that the state cover 100% of the cost of walking and biking infrastructure on state roads.
- **[Illinois H.B.2950 \(enacted 2021\)](#)**: allows the state and counties to spend gas tax revenue on walking and biking infrastructure and new roads.
- **[Maryland S.B.0345 \(enacted 2024\)](#)**: designates a Vision Zero Coordinator to oversee the program statewide, collaborating with various state and local agencies to execute strategies aimed at enhancing roadway safety for all users.
- **[Maryland H.B.0159/S.B.0465 \(enacted 2024\)](#)**: Adds electric bicycles to the Electric Vehicle Recharging Equipment Act, which modifies regulations for installing electric vehicle recharging equipment in condominiums, homeowners associations, and cooperative housing.
- **[New York A.8936A \(enacted 2022\)](#)**: Increases state funding for construction and improvements by the Department of Transportation where the municipality agrees to fund a complete street design feature as a component of the project.
- **[New York S.7824 \(enacted 2022\)](#)**: Required the Metropolitan Transit Agency to develop a strategic action plan to improve bicycle and pedestrian access at bridges, stations, and other facilities operated by the authority or its affiliates or subsidiaries.

Additional Resources

- **People for Bikes** has created [Legislative Strategies for Safe and Connected Bike Infrastructure](#).
- **Safe Routes Partnership** released a new report entitled, "[Making Strides: 2022 State Report Cards on Support for Walking, Bicycling, and Active Kids and Communities](#)" to track each state's progress in supporting communities where people can easily be physically active.
- **Smart Growth America** has a resource on [Complete Streets policies nationwide](#).
- **The League of American Bicyclists** has a report on [State Leadership for Safer Streets](#) and gives each state a [report card](#) on their progress.
- **The Transportation Research and Education Center** has a live [E-Bike Incentive Programs in North America table](#) to track e-bike purchase incentive programs in the United States and Canada.



Overview

[Congestion pricing](#) - sometimes called value pricing - is a way of harnessing the power of the market to reduce traffic congestion. Congestion pricing works by shifting some rush hour highway travel to other transportation modes or to off-peak periods, taking advantage of the fact that the majority of rush hour drivers on a typical urban highway are not commuters. The Federal Highway Administration groups congestion pricing into two broad categories: (1) projects involving tolls; and (2) projects not involving tolls. By disincentivizing single-occupancy vehicles during rush hour, commuters will look to other forms of transportation, which generally produce less carbon emissions, like public transportation or biking. The revenue generated through congestion pricing is often rerouted into public transit, improving the ridership experience and incentivizing higher ridership.

Congestion pricing has been very successful in cities outside of the United States. By implementing congestion pricing in [its central business district](#), London reduced emissions of particulate matter and nitrogen oxides by 12% and fossil fuel consumption and carbon dioxide emissions by 20%. See to the right different strategies for congestion pricing in the United States.

Legislation

- **[Massachusetts H.3527 \(introduced 2022\)](#)**: Creates a temporary pilot congestion pricing program for East Boston.
- **[Massachusetts H.5248 \(sent to Governor 2021\)](#)**: Creates a special commission on roadway and congestion pricing to investigate, study and make recommendations on the development and deployment of comprehensive and regionally-equitable roadway pricing and congestion pricing mechanisms
- **[New York R.672 \(enacted 2019\)](#)**: Allowed congestion pricing in New York state.

STRATEGIES INVOLVING TOLLS

- [High-Occupancy Toll Lanes \(Partial Facility Pricing\)](#)
- [Express Toll Lanes \(Partial Facility Pricing\)](#)
- [Pricing on entire roadway facilities](#)
- [Zone-based pricing, including cordon and area pricing](#)
- [Regionwide pricing](#)

STRATEGIES NOT INVOLVING TOLLS

- [High-Occupancy Vehicle lanes](#)
- [Parking pricing](#)
- [Priced vehicle sharing and dynamic ridesharing](#)
- [Pay as you drive - mileage-based fees](#)

Additional Resources

- **The Federal Highway Administration** has a [primer for institutional issues related to congestion pricing](#).
- **The Metropolitan Transportation Authority** in New York City is considering implementing congestion pricing. Look into their program [here](#).



Overview

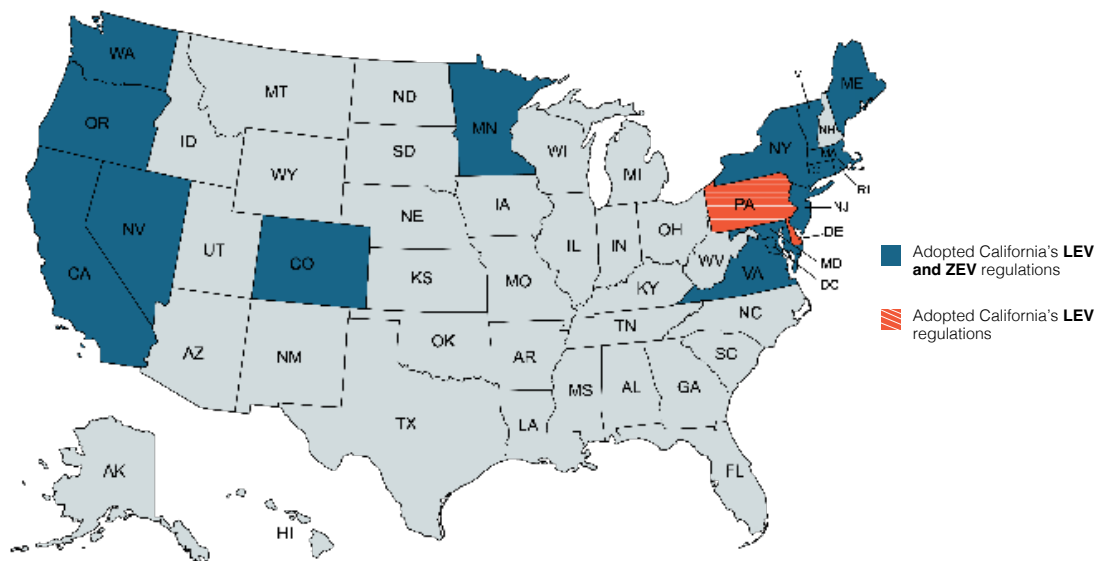
Price volatility of fossil fuels and a growing emphasis on reduction of greenhouse gas (GHG) emissions make electric vehicles (EV) and hybrids an attractive alternative to conventional internal combustion engine vehicles. States have utilized multiple policy mechanisms to spur deployment and adoption of EVs, capitalizing on benefits to energy security and both environmental and human health.

Low Emission Vehicle (LEV) Program

California adopted the first [Low-Emission Vehicle \(LEV\) regulations](#) in 1990, including three components: 1) tiers of exhaust emission standards for increasingly more stringent categories of low-emission vehicles, 2) a mechanism requiring each auto manufacturer to phase-in a progressively cleaner mix of vehicles from year to year with the option of credit banking and trading, and 3) a requirement that a specified percentage of passenger cars and light-duty trucks be zero-emission vehicles (ZEVs) with no exhaust or evaporative emissions. The most recent phase of regulation ([LEV III](#)) includes gradually stricter requirements for greenhouse gas and particulate emissions from 2015 to 2025. [Eighteen states](#), including the District of Columbia, have adopted California's LEV regulations.

Zero Emission Vehicle (ZEV) Program

California adopted the [Zero Emission Vehicle \(ZEV\) Program](#) in 1990 with a key update in 2012. In August 2022, the California Air Resources Board (CARB) adopted the [Advanced Clean Cars II](#) regulation (ACC II), which requires that 35% of model 2026 new passenger vehicles sold in California will be zero-emission vehicles (ZEV), increasing to 68% by 2030 and 100% by 2035. [Sixteen states](#), including the District of Columbia, have adopted California's ZEV regulations. With the Advanced Clean Cars II regulations, states will have to adopt the new program. So far [12 states and DC](#) have adopted ACC II.





Electric Vehicles Legislation

Batteries

- **[Vermont S.254 \(enacted 2024\)](#)**: amends Vermont's battery stewardship program to include rechargeable batteries and battery-containing products; requires a feasibility assessment, to be conducted by the Vermont Department of Environmental Conservation, of establishing end-of-life management programs for electric vehicle batteries.
- **[Washington S.B.5144 \(enacted 2023\)](#)**: requires each producer selling batteries in or into the state of Washington to participate in a state battery stewardship plan and appropriately fund a battery stewardship organization.

Charging Infrastructure and Parking

- **[Colorado HB24-1173 \(enacted 2024\)](#)**: Introduces a simplified administrative review process for permit approvals to expedite the development of EV charging systems; requires the Colorado Energy Office to publish an EV charger permitting model code by 2025.
- **[**Oregon H.B.2180 \(enacted 2021\)](#)**: Amended state building code to require that new construction of certain buildings include provisions for electrical service capacity for specified percentage of parking spaces.
- **[Rhode Island H.B.5031/S.B. 994 \(enacted 2021\)](#)**: Required the department of transportation to develop a plan for a statewide electric vehicle charging station infrastructure in order to make electric vehicle charging stations more accessible to the public.
- **[Rhode Island S.B. 899 \(enacted 2023\)](#)**: requires that new parking lots and existing parking lots that undergo an expansion of fifty percent (50%) or more create designated electric vehicle parking spaces.

Direct Sales

- **[New Jersey A.B.3216 \(enacted 2015\)](#)**: Allowed a manufacturer to directly buy from or sell to consumers a zero emission vehicle (ZEV) at a maximum of four locations.
- **[Utah H.B.369 \(enacted 2018\)](#)**: Provided for a direct-sale manufacturer license for only manufacturers that sell exclusively new electric, hydrogen fuel cell, or other vehicles fueled by "other non-fossil fuel sources" and manufacturers that are located in the United States.
- **The National Conference of State Legislatures** examines each [state's status for vehicle direct sales](#).



Electric School Buses

- **[Colorado S.B.22-193 \(enacted 2022\)](#)**: Created the electrifying school buses grant program to award grant money to school districts to help finance the purchase and maintenance of electric-powered school buses, the conversion of fossil-fuel-powered school buses to electric-powered school buses, charging infrastructure, and upgrades for electric charging infrastructure and the retirement of fossil-fuel-powered school buses.
- **[Maine L.D. 519 \(enacted 2023\)](#)**: requires the Efficiency Maine Trust to design and operate a 2-year vehicle-to-grid pilot project to use electric school buses to store energy from the electric grid during times of low demand and low usage rates and discharge the stored energy to the grid during times of high demand and high usage rates.
- **[Maryland H.B.0696 \(enacted 2022\)](#)**: Established an electric school bus pilot program administered by the Public Service Commission; authorized investor-owned electric companies to implement an electric school bus pilot program with a participating school system.

Electrifying State Fleets

- **[Hawaii S.B.1024 \(enacted 2023\)](#)**: establishes a statewide goal to achieve zero emissions across all transportation modes (ground, air, and sea) within the state.
- **[Maine L.D.1579 \(enacted 2022\)](#)**: Required the Central Fleet Management Division to reduce greenhouse gas emissions of the state fleet of light-duty motor vehicles by 75% by 2035; transition 100% of the state fleet of light-duty motor vehicles to zero-emission vehicles by 2040.
- **[Nevada A.B.262 \(enacted 2023\)](#)**: Requires every employee and department of the State to give preference to automobiles that minimize: (1) emissions and (2) the total cost of the automobile over the service life of the automobile; sets a state policy goal to transition all publicly-owned vehicles to vehicles which emit zero tailpipe emissions by 2050.
- **[Virginia S.B.575 \(enacted 2022\)](#)**: Required, beginning 2023, all agencies of the Commonwealth to utilize the total cost of ownership calculator prior to purchasing or leasing light-duty vehicles and to purchase electric vehicles unless the calculator clearly indicates that purchasing or leasing an internal combustion-engine vehicle has a lower cost of ownership.



Multi-Family Housing Charging

- **[Illinois S.B.0040 \(enacted 2023\)](#)**: requires a new single-family residence or a small multifamily residence to have at least one electric vehicle capable parking space; requires electric vehicle parking spaces for affordable housing and for an existing multi-unit residential building subject to an association that undertakes renovation.
- **[Maryland S.B.0144/H.B.0110 \(enacted 2021\)](#)**: Mandated that the Homeowner's Association shall process an application to install EV charging equipment in the same manner as for an approval of an architectural modification; required that if the application is not denied within 60 days of the application being submitted, the request shall be considered approved.
- **[Utah S.B.152 \(enacted 2022\)](#)**: Prohibited a community association from prohibiting a unit owner from installing or using a charging system.

Incentives

- **[Colorado HB 23-1272 \(enacted 2023\)](#)**: Increases the Colorado EV tax credit from \$2,000 to \$5,000 for vehicles with a manufacturer-suggested retail price under \$80,000; creates a state tax credit of \$12,000 for medium and heavy-duty electric trucks.
- **[Virginia H.B. 1979 \(enacted 2021\)](#)**: Created a rebate program for the purchase or lease of new and used electric vehicles for a \$2,500 rebate applied toward payment for the purchase and an additional \$2,000 rebate for households with income not exceeding 300 percent of the federal poverty level.
- **[Vermont H.433 \(enacted 2021\)](#)**: Created a high fuel efficiency vehicle incentive program to provide point-of-sale vouchers through the State's network of community action agencies and set income eligibility for the voucher at 80 percent of the State median income.

Rural Access

- **[Nebraska L.B.1257 \(introduced 2022\)](#)**: Appropriates available federal funds to the Nebraska Department of Transportation for the purpose of establishing an electric vehicle charging station grant program with a focus on rural areas and areas unserved or underserved by charging stations.
- **[Virginia H.B. 107 \(passed House 2024\)](#)**: creates the Electric Vehicle Rural Infrastructure Program and Fund which provides private developers up to 70 percent of the non-utility costs associated with the installation of public EV charging stations in areas that meet the criteria of a "distressed locality."
- **[Virginia H.B.2282 \(enacted 2021\)](#)**: Directed the State Corporation Commission to report on policy proposals to accelerate transportation electrification specifically in low-income, minority, and rural communities.
- **The U.S. Department of Transportation** created "[Charging Forward: A Toolkit for Planning and Funding Rural Electric Mobility Infrastructure](#)" and the **Electrification Coalition** created a report entitled, "[Electric Vehicles in Rural Communities.](#)"



Additional Resources

- **The Regulatory Assistance Project** has a [roadmap](#) for electrifying transportation with legislative and policy guides.
- **The Georgetown Climate Center** maintains [state policy resources](#) on electric vehicles.
- **The Center for Climate and Energy Solutions** has a map for [U.S. State Clean Vehicle Policies and Incentives](#) tracking.
- **The Sierra Club** produced [AchiEVe: Model Policies to Accelerate Electric Vehicle Adoption](#).
- **The National Conference of State Legislatures** examines each [state's status for vehicle direct sales](#).
- **ACEEE** has a [State Policy Tracker for State Fleet Electrification](#), and the **Electrification Coalition** has a [State Plug-In Adoption Resource Kit](#) for fleet managers and other state government officials.
- **Evergreen Collaborative** and other organizations published "[Charging Toward Justice: How States Can Lead on Racial and Economic Equity through the National Electric Vehicle Infrastructure \(NEVI\) Program](#)."



Overview

A Low Carbon Fuel Standard (LCFS) is a market-based policy used to reduce the carbon intensity of transportation fuels over time using decreasing benchmarks. Fuels that have a carbon intensity below the benchmark for a given year generate credits, and fuels above the benchmark generate deficits. Fuel suppliers must demonstrate to their assigned state agency that the fuels they supply altogether meet the benchmark.

What is Carbon Intensity?

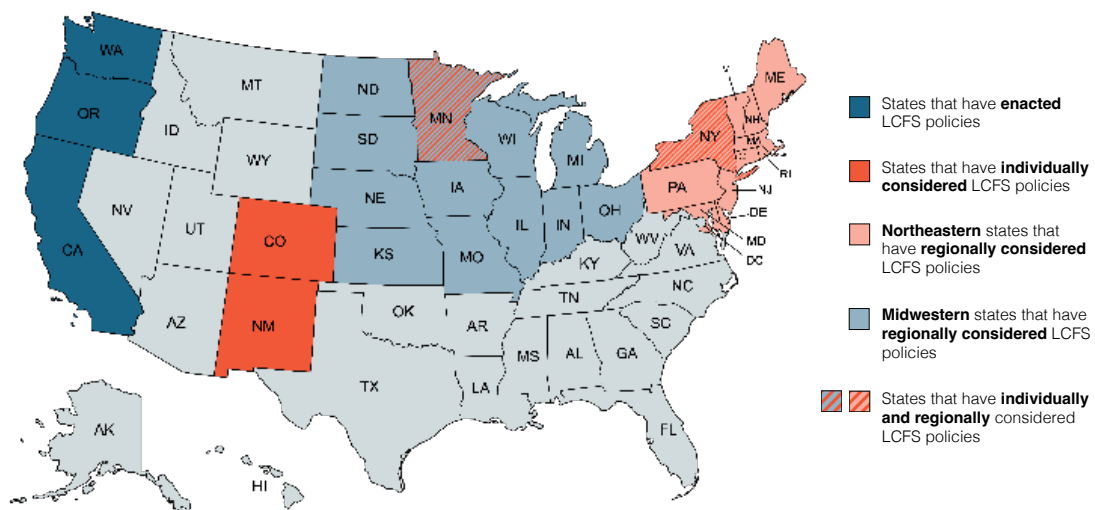
- The carbon intensity of a fuel measures the greenhouse gas emissions associated with its production, transportation, and use. Each fuel's carbon intensity is annually assessed and compared to the declining benchmark for each year.

Which states have adopted this policy?

California was the first state to adopt this policy via Executive Order in 2007, and Oregon and Washington followed suit with legislation in 2015 and 2021, respectively. California's LCFS is the most ambitious with a goal of reducing the carbon intensity of California's transportation fuels by at least 20% by 2030. In 2008, British Columbia also established a [LCFS](#) which was inspired by California's policy and was fully implemented in 2013.

Which states have considered this policy?

The Northeast/Mid-Atlantic and Midwest regions have both considered regional LCFS policies. Eleven Northeast/Mid-Atlantic states signed a [framework](#) to commit to participating in an effort to analyze low carbon fuel supply options and develop a framework for a regional LCFS in 2008. The Midwestern Governors Association advisory group on low carbon fuel policy issued a [2010 report](#) recommending an LCFS regional approach. No states in these regions have implemented an LCFS. Four states (Colorado, Minnesota, New Mexico, and New York) have recently considered implementation of state-wide LCFS.





Low Carbon Fuel Standard Legislation

- **[New Mexico H.B. 41 \(enacted 2024\)](#)**: authorizes the Environmental Improvement Board to establish fees for a clean transportation fuel standard; aims to decrease the carbon intensity of transportation fuels by at least 20% below 2018 levels by 2030 and 30% by 2040.
- **[Washington H.B.1091 \(enacted 2021\)](#)**: Directed the Department of Ecology to launch the clean fuels program by the start of 2023, with a mandate for a 20% reduction in the carbon intensity of transportation fuels by 2038.
- **[Oregon S.B.324 \(enacted 2015\)](#)**: Removed the sunset on the low carbon fuel standard (LCFS) established in 2009, allowing for full implementation requiring a 10% reduction in carbon intensity in fuels by 2025.
- **[California Executive Order S-01-07 \(enacted 2007\)](#)**: Established a goal to reduce the carbon intensity of California's transportation fuels by at least 10% by 2020. In 2018, the California Air Resources Board increased the standard to a [reduction of 20% by 2030](#).

Additional Resources

- **[California Air Resources Board website](#)** on the Low Carbon Fuel Standard.
- **The Center for Climate and Energy Solutions** has a [Low Carbon and Alternative Fuel Standard map](#) for state policy tracking.
- **The Berkeley Center for Law, Energy & the Environment** has a [fact sheet](#) on California's Low Carbon Fuel Standard.



Overview

Medium- and heavy-duty vehicles are classified as vehicles that weigh more than 10,000 pounds and include school and public transit buses, freight, and other fleet vehicles. These trucks and buses make up only 5% of vehicles on the road but account for about [24% of U.S. transportation emissions](#) and more than [60% of tailpipe nitrogen oxide \(NOx\) and particulate \(PM\) emissions](#) from active vehicles.

Targeting medium- and heavy-duty electrification is critical for reducing transportation emissions, but also for addressing historical environmental injustices. Communities of color and low-income communities are more likely to reside nearby transit centers and highways and face the brunt of the tailpipe pollution from these vehicles.

California Advanced Clean Trucks Rule and Advances Clean Fleets Rule

In June 2020, California adopted the [Advanced Clean Trucks \(ACT\) Rule](#) requiring manufacturers to begin sales of zero-emission medium- and heavy-duty trucks in 2024, with sales decreasing to between 30-50% by 2030, 40-75% by 2035, and 100% by 2045. Since then, [nine states](#) have joined California in adopting the ACT rule.

The [Advanced Clean Fleets \(ACF\)](#) complements the Advanced Clean Trucks (ACT) rule by instituting a purchase requirement for medium and heavy-duty fleets to adopt an increasing percentage of zero-emission trucks.

Why Can California Set Its Own Vehicle Standards?

- Congress carved out an [exemption in the Clean Air Act](#) that required the Environmental Protection Agency to allow California to apply its own vehicle regulations originally due to California's public health crisis from extreme smog in the 1960s. The exemption has remained as the state has continued to innovate ambitious vehicle regulations. Other states are not allowed to create their own standards under the Clean Air Act but are able to adopt California's more stringent regulations.

Legislation

- **Maryland H.B.0230 (enacted 2023):** requires the Department of the Environment to adopt regulations on or before December 1, 2023, establishing requirements for the sale of new zero-emission medium- and heavy-duty vehicles in the State.
- **Nevada A.B.184 (enacted 2023):** establishes an incentive program for the purchase of certain zero-emission medium-duty and heavy-duty vehicles.
- **New York A.4302/S.2758 (enacted 2021):** Set a statutory goal for all new light-duty vehicles sold to be zero-emissions by 2035 and all new medium- and heavy-duty vehicles by 2045.

Additional Resources

- **The Natural Resources Defense Council** has an expert blog on [Medium- and Heavy-Duty Vehicle Electrification](#)
- [What California's New Advanced Clean Car Rule Means for Other States - NCEL](#)



Overview

Public transportation, including buses, subways, light rail, commuter rail, trolleys, and ferries, has an essential role to play in the toolbox of transportation solutions available. Not only will increased ridership significantly reduce emissions, but increased public transportation usage results in better air quality, less traffic congestion, fewer accidents, and decreased noise pollution. Electrifying public transportation has become increasingly important as a tool to further reduce emissions and air quality impacts from carbon-intensive fuels.

Public Transportation and Environmental Justice

Environmental justice communities have long suffered from increased air pollution due to disproportionate proximity to highways and traffic hot spots. Communities of color also tend to rely more on public transportation, so transit policies have significant impacts on these households. Public transportation is also an instrumental tool to increase independence for the elderly and disabled population and one that is currently underutilized, with [68% of older adults](#) and [79% of younger adults with disabilities](#) believe locating “alternative transportation” if they could not drive would be “very difficult” or “somewhat difficult.”

Legislation

- **Colorado SB24-230 (enacted 2024):** imposes new fees on oil and gas production and directs revenues to clean transit projects through the Clean Transit Enterprise.
- **Illinois S.R.0241 (enacted 2023):** Urges Dept of Transportation and High Speed Railroad Commission to prepare a Statewide Integrated Network Plan, including identification of desired service points and key transfer stations, construction of a theoretical rail and bus schedule with timed transfers, etc.
- **Maine L.D. 1559 (enacted 2023):** Increased investment in public transit by \$38.6 million; provided additional support for bus transit operation funds; created community transit planning grants; strengthened planning & stakeholder process by adding new members to the Public Transit Advisory Council.
- **New Jersey A.4700 (enacted 2024):** creates a corporate transit fee: a 2.5 percent tax on corporations with over \$10 million in profits to help fund NJ Transit.
- **Washington S.B.5974 (enacted 2022):** Created a green transportation capital grant program to aid any transit authority in funding cost-effective capital projects to reduce the carbon intensity of the transportation system.

Additional Resources

- **Smart Growth America** - [The Innovative DOT: A handbook of policy and practice](#)
- **Transportation for America** - [Follow the money: Where does your state stack up on supporting transit?](#)



Overview

Transit-oriented development (TOD) is the creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high-quality train systems. When individuals have easier access to their daily activities, not only is their quality of life improved by spending less time in traffic, it also reduces the carbon footprint of that individual's daily transportation needs. TOD can also increase the public health of a community by decreasing congestion, harmful air pollutants, and deaths and injuries from motor vehicle accidents. TOD facilitates more active forms of transportation like biking and walking, which reduces obesity and the likelihood of Type 2 diabetes or heart disease.

Legislation

- **Colorado HB24-1313 (enacted 2024):** Directs cities and counties to designate one or more “Transit Centers” or districts near frequent transit that:
 - Collectively provide enough residential zoning capacity to meet a local government’s Housing Opportunity Goal
 - Offer a streamlined administrative review process for housing projects,
 - Incorporate at least three affordable housing strategies
 - Have been assessed for risk or involuntary displacement and include potential displacement mitigation strategies to protect vulnerable residents.
- ****Hawaii S.B.2898 (enacted 2022):** Established the transit-oriented development infrastructure improvement district under the Hawaii community development authority.
- **Massachusetts H.5250 (enacted 2021):** Required cities and towns in the MBTA service area to create at least one zoning district that legalizes multi-family housing construction of at least 15 units/acre.
- **Maryland H.B.0012 (enacted 2023):** Established the Transit-Oriented Development Capital Grant and Revolving Loan Fund to promote the equitable and inclusive development of transit-oriented development.
- ****Washington H.B. 1110 (enacted 2023):** Requires cities with 25,000 – 75,000 people to allow up to four housing units on all residentially-zoned lots within ¼ mile walking distance of a “major transit stop,” and cities above 75,000 people must allow up to six housing units.

DESIGNS THAT FOSTER TOD:

- Walkable design with pedestrians as the highest priority
- Train stations as a prominent feature of town centers
- Public squares fronting train stations
- Regional nodes containing a mixture of uses in close proximity (office, residential, retail, civic, etc.)
- High density, walkable districts within a 10-minute walk circle surrounding transit stations
- Transit systems including streetcar, light rail, and buses, etc
- Easy use of bicycles and scooters as daily support transport
- Ride-in bicycle parking areas within transit stations
- Bikeshare rental systems and bikeway networks integrated into transit stations
- Reduced and managed parking inside a 10-minute walk circle around a town center or transit station
- Specialized retail at stations serving commuters and locals including cafes, grocery stores, dry cleaners, etc ([Transit-Oriented Development Institute](#))

Additional Resources

- **Brookings Institute:** [Building for proximity: The role of activity centers in reducing total miles traveled](#)
- **Smart Growth America** has a resource entitled, “[The Innovative DOT: A handbook of policy and practice.](#)”
- **Department of Transportation** has a webpage of resources on [Transit-Oriented Development guidance](#)
- **The TOD Institute** has several reports on [Transit-Oriented Development.](#)



Overview

As the United States examines ways to reduce its emissions from the transportation sector, it is important to consider not only how to make existing transportation cleaner, but also how to decrease the miles driven overall. Personal vehicles in the U.S. account for [three trillion vehicle miles traveled \(VMT\)](#) each year, totaling over 14,000 miles for each licensed driver. Studies show that [the U.S. must reduce VMT by 20% before 2030](#) to limit warming to 1.5°C regardless of an ambitious increase in electric vehicle usage.

There are many co-benefits to reducing VMT, including alleviating traffic congestion, improving access to jobs and services for residents without a personal vehicle, enabling communities to reclaim streets and parking lots currently used for travel or parking, and reducing injuries and fatalities from motor vehicle accidents ([Metropolitan Area Planning Council](#)).

States have created programs to replace fuel taxes and other vehicle fees with a VMT fee or a road user fee. Other states have incorporated a reduction in VMT into the responsibility of its Department of Transportation or other state agencies.

Vehicle Miles Traveled (VMT) Legislation

VMT Fees/Road User Fees

- [Hawaii S.B.1534 \(enacted 2023\)](#): created a mileage-based road usage charge to replace state motor fuel taxes for electric vehicles; required the Department of Transportation to plan for the deployment of a state mileage-based road user charge program by 2033.
- [Nevada A.B.483 \(enacted 2019\)](#): Created a pilot program to collect odometer readings when motorists sell or register their cars to measure total miles driven statewide in pursuit of a mileage fee.
- ****Oregon S.B. 810 (enacted 2013)**: Created a permanent voluntary program in which up to 5,000 vehicles would pay 1.5 cents per mile in lieu of the fuels tax. In 2019 subsequent legislation ([Oregon H.B.2881](#)) removed the cap on the number of vehicles that could enroll in the Road User Fee Program; indexed the road usage charge rate to 5% of the per gallon state fuels tax rate; and excluded inefficient vehicles from the program.
- [Utah S.B.72 \(enacted 2019\)](#): Created a voluntary road user charge program for electric and hybrid vehicles; required the Utah Department of Transportation to submit annual reports on the program and submit a plan to enroll all vehicles by Dec. 31, 2031.



Agency Directives

- ****Colorado S.B.21-260 (enacted 2021):** Required Colorado Department of Transportation to determine the total pollution and greenhouse gas emission effect expected from future transportation projects and take steps to ensure that greenhouse gas emission levels do not exceed set reduction amounts.
- **Maryland S.B.0019 (enacted 2023):** Requiring that equity be considered when State transportation plans, reports, and goals are developed; requiring the Department of Transportation to conduct transit equity analyses and cost-benefit analyses and consult with certain communities before announcing or proposing any major service change
- **Minnesota H.F.2887 (enacted 2023):** sets requirements for state agencies to reduce GHG emissions and make plans to minimize them in accordance with statewide reduction goals.
- **Virginia H.B.2241/S.B.1331 (enacted 2017):** Created a project prioritization system with environmental quality as a factor to be considered in the state transportation funding plan.

Additional Resources

- **The National Conference of State Legislatures** has a [State Road Usage Charge Toolkit](#).
- **Smart Growth America:** [Driving Down Emissions: Transportation, Land Use, and Climate Change](#).
- **ChangeLab Solutions** reports on [How Measuring Vehicle Miles Traveled Can Promote Health Equity](#).
- **The Department of Transportation** created a [Handbook for Estimating Transportation Greenhouse Gases](#), a resource library on [Mileage-based User Fees \(VMT Fees\)](#), and a fact sheet on [VMT Per Capita](#).
- **WA Department of Transportation:** the Impact of [VMT Reduction Strategies on Selected Areas and Groups](#).
- **Street Smart** cultivated a library of resources on [Vehicle Miles Traveled](#).

