

## Vehicle Miles Traveled (VMT) Targets in States Outside NJ

Reducing the amount of vehicular travel should be a critical component of any strategy for reducing greenhouse gas emissions from the transportation sector. New Jersey Future has identified several other states that have explicitly incorporated VMT reduction targets into their larger plans for reducing greenhouse gas emissions.

### Northeast

**CT:** Goal is to reduce VMT per capita [5% by 2030](#) (from a 2019 baseline). DOT set the target and strategies include: increase Active Transportation/Complete Streets infrastructure in areas of urban/dense residential/commercial development; increase in transit frequency and access; continue to assist/partner with Municipalities who are pursuing Transit-Oriented Development; and trip reduction programs (e.g., employer-based programs).

**DE:** Goal in the Climate Action Plan is to reduce VMT [10% by 2030](#). Strategies include: travel demand (e.g., shifting travel time, mode choice, route optimization, and increasing frequency of telecommuting) and land use and development policies that promote sustainable transportation modes (e.g., walking, biking, transit, carpool).

**ME:** Goal is to reduce statewide total light-duty VMT by [10% by 2025 and 20% by 2030](#). Strategies include: establish state coordination, strengthen land use policies, and use state grant programs to encourage development that supports the reduction of VMT; increase public transportation funding to the national median of \$5 per capita by 2024; and relaunch [GO Maine](#) to significantly increase shared public commuting options by 2022.

### Other Regions

**CA:** Goal is to reduce total light-duty motor VMT by [25% by 2030 and 30% by 2045](#). Strategies include: build more housing in walkable neighborhoods, expand transit, and increase fees on drivers. The goals are not regulatory requirements, but would inform future planning processes.

Relevant legislation: [Senate Bill 743](#) requires agencies analyzing the transportation impacts of new projects to look at VMT instead of level of service (LOS) and requires projects that are projected to increase VMT to include “mitigation” measures.

**MN:** Goal is to reduce VMT per capita [20% by 2050](#) (7% statewide). Strategies include: improvement of walking, biking and transit options, not expanding road lanes faster than population growth, creation of road pricing incentives, adequate broadband access that allows for more telecommuting; and better alignment of transportation and housing investments.

**WA:** Goal set in 2008 to reduce driving per capita [30% by 2030 and 50% by 2050](#). The Nov. 2020 update to the state's climate strategy called on its DOT to “make VMT reduction, efficiency, and equity explicit priorities for transportation funding” and called on the state to tighten up the current targets. WA DOT is currently [in the process of doing this](#) and will release a final report by June 2023. In 2022, WA DOT issued a survey to local partners to gather input on the most

successful VMT strategies: “the most frequently observed success came from transit, followed by active transportation, telework, and land use measures.”

### Other Approaches

*The following states did not set specific targets, but VMT reduction is a key pillar of their GHG emission reduction strategy.*

**CO:** In Dec. 2021, CDOT adopted a [GHG Transportation Planning Standard](#), which requires CDOT and the state’s five MPOs to 1) determine the total pollution and GHG emission increase or decrease expected from future transportation projects and 2) take steps to ensure that greenhouse gas emission levels do not exceed set reduction amounts.

CO’s [GHG Pollution Reduction Roadmap](#), which identified the planning standard as one of several transportation strategies, has a section on VMT reduction strategies (see: pg. 63) that notes a *projection* of 10% VMT reduction by 2030.

**OR:** A [Statewide Transportation Strategy](#) has been jointly adopted [by multiple state agencies](#) to aid the state in achieving its GHG emission reduction goal of 75% below 1990 levels by 2050. While it does not set specific VMT targets, it includes reducing VMT per capita as a key objective, as well as sections on “Transportation Options” and “Efficient Land Use” that are aimed at reducing vehicle travel.

**NY:** [Climate Scoping Plan](#) published in Dec. 2022 sets two goals for transportation:

- By 2030, nearly all new light-duty vehicle sales and almost half of new medium- and heavy-duty vehicle sales will be zero-emission, and a substantial portion of personal transportation in urbanized areas will shift to public transportation.
- By 2050, nearly all vehicles in New York State will have zero tailpipe emissions, and New Yorkers will have substantially greater access to low-carbon modes of transportation including public transportation.
- [2 of 4 strategies](#) for the transportation sector are: “Enhance Public Transportation and Mobility Alternatives” and “Promote Smart Growth and Mobility-Oriented Development”
- **2023 UPDATE:** [Senate bill S1981](#) would establish clean energy goals of reducing the annual total of vehicle miles traveled within the state by 15% by the year 2050.
  - As of 3/24/23 - Referred to environment committee

More broadly, a 2023 report by the Natural Resources Defense Council, [Getting Transportation Right: Ranking the States in Light of New Federal Funding](#), found “17 states with a quantified goal or projection for reducing VMT” as part of their strategies for meeting GHG reduction goals. Not all of these states set specific VMT reduction targets, however. In some cases they simply indicate that reducing VMT by a certain amount is likely to be necessary to meet their GHG goals, or they model the effects on GHG of various VMT reduction scenarios without endorsing a specific target.