

# Metropolitan Washington Air Quality Committee & Climate, Energy and Environment Policy Committee

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## MEETING NOTICE

**Date: October 2, 2014**  
**Time: 12:00 pm–2:00 pm**

**Metropolitan Washington Council of Governments**  
**Board Room, 3<sup>rd</sup> Floor**  
*Lunch will be available for members at 11:30 a.m.*

**Call-in: 559-726-1000**  
**Passcode: 1092731#**

## AGENDA

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|--------------|----|--|
| <b>12:00</b> | 1. | <p><b>Public Comment Period, Approve Minutes, Chair's Remarks</b></p> <p><i>Hon. Dave Snyder, Chair, MWAQC</i><br/><i>Hon. Roger Berliner, Chair, CEEPC</i></p>  |
|              | 2. | <p><b>Transportation, Air Quality and Climate Change</b></p>   |
| <b>12:10</b> |    | <p><b>The Transportation Planning Process</b></p> <p><i>Kanti Srikanth, MWCOG, Director of Transportation Planning</i></p> <ul style="list-style-type: none"> <li>- <i>State, Local, and Regional Planning &amp; Decision Making</i></li> <li>- <i>Opportunities and Roles</i></li> </ul>  |
| <b>12:30</b> |    | <p><b>Transportation and Air Quality</b></p> <p><i>Presenter TBD from MWAQC TAC</i></p> <ul style="list-style-type: none"> <li>- <i>Impacts of Transportation on Air Quality &amp; Public Health</i></li> </ul>  |
| <b>12:45</b> |    | <p><b>Joint CEEPC/MWAQC Actions</b></p> <p><i>Hon. Dave Snyder, Chair, MWAQC</i><br/><i>Hon. Roger Berliner, Chair, CEEPC</i></p> <ul style="list-style-type: none"> <li>- <i>Q &amp; A with Presenters</i></li> <li>- <i>Discussion: How can MWAQC and CEEPC work with TPB to advance the Region's greenhouse gas and criteria pollutant emission reduction goals?</i></li> </ul> |

**RECOMMENDED ACTION: Receive briefing and discuss**

# Metropolitan Washington Air Quality Committee & Climate, Energy, and Environment Policy Committee

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AGENDA

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- 1:15      3.      MWAQCAction Item: Comment Letter on the 2014 Constrained Long Range Plan  
Sunil Kumar MWCOG, Department of Environmental Programs

RECOMMENDED ACTION: Approve comment letter

- 1:40      4.      Updates
- Ozone Season Summary  
Sunil Kumar, MWCOG, Department of Environmental Programs
  - Climate and Energy Leadership Awards  
Andrew Kambour, Chair, Air and Climate Public Advisory Committee
  - EcoDistrict Training  
Maia Davis, MWCOG, Department of Environmental Programs
  - Gold Book  
Isabel Ricker, MWCOG, Department of Environmental Programs

- 1:55      5.      Next Meeting Dates; Adjourn
- CEEPC Meeting Date: November 19, 2014, 10:00am – 12:00pm  
MWAQC Meeting Date: December 17, 2014, 10:00am – 11:30am

# THE REGIONAL TRANSPORTATION PLANNING PROCESS

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Presentation to the Joint MWAQC/CEEP Meeting  
**October 2, 2014**

**Kanti Srikanth**, Director, Department of Transportation Planning

National Capital Region Transportation Planning Board (TPB)  
Metropolitan Washington Council of Governments (COG)



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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## Presentation Outline

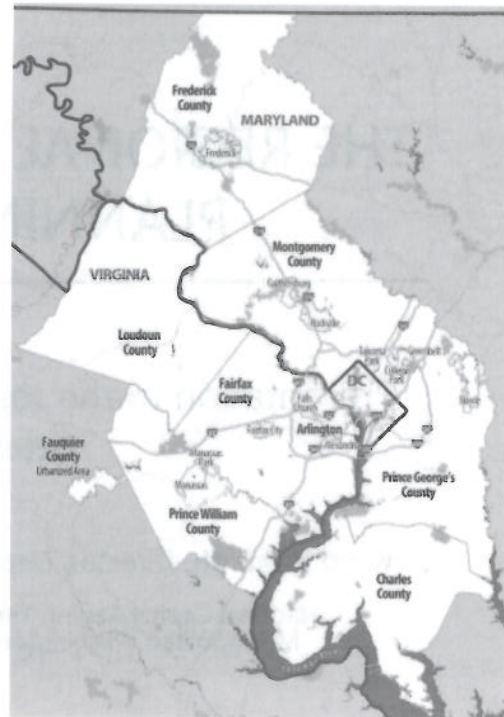
- What is the TPB?
- Federal Mandates for MPOs
- TPB Planning Process
- TPB Policy Considerations
- Progress Towards TPB Policy Goals
- TPB Initiatives Beyond Conformity
- What We Can Do

## What is the TPB?

- A regional body comprising:
  - County and City governments
  - State transportation agencies
  - State legislative bodies
  - WMATA
  - Other ex-officio entities
- Federally designated Metropolitan Planning Organization (MPO) for the Washington region

### Relationship with COG

Although staffed by COG's Department of Transportation Planning, the TPB acts independently from the COG Board of Directors.



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## Federal Mandates for MPOs

- Carry out a "continuing, cooperative, comprehensive" planning process among local, state, regional, and federal transportation partners
- Develop and approve a Constrained Long-Range Transportation Plan (CLRP) and six-year Transportation Improvement Program (TIP)
- Collect and report data about the regional transportation system related to congestion mitigation, air quality, safety, freight, and more
- In Non-Attainment or Maintenance areas:
  - Coordinate the development of the CLRP with the State Implementation Plan (SIP) development process
  - Approve only those transportation plans or programs which conform with the SIP and/or develop transportation control measures for the SIP, as needed

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# Clean Air Act Requirements

- EPA establishes National Ambient Air Quality Standards (NAAQS) for six "criteria pollutants"
- States develop State Implementation Plans (SIPs) and/or Maintenance Plans for areas found to be in Non-Attainment of EPA standards
- In Non-Attainment areas, transportation plans and programs must be consistent with the purpose of the SIP



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# Air Quality Conformity Analysis

Demonstrates that future vehicle emissions under both the CLRP and TIP will remain below the mobile emissions budgets established in the EPA-approved SIP and/or Maintenance Plan

Under federal law, the Air Quality Conformity Analysis does not include emissions from "point," "non-road," or "area" sources



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## Roles of the TPB

- Carry out the federally required planning process
- Serve as a forum for regional coordination among Local and State entities and WMATA
- Provide policy guidance and technical resources for decision-making

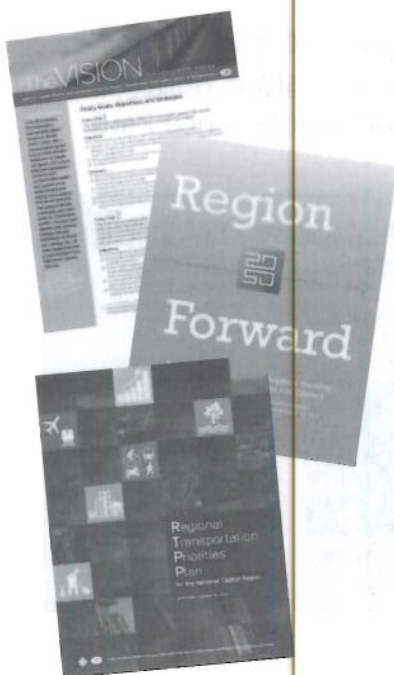
An overarching goal of the TPB is to encourage decision-makers to consider regional needs when developing local projects and programs for funding and implementation.

Successful examples of the TPB's "think regionally, act locally" approach include greater focus on Activity Centers and more development around Metrorail stations.

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## TPB/COG Policy Framework

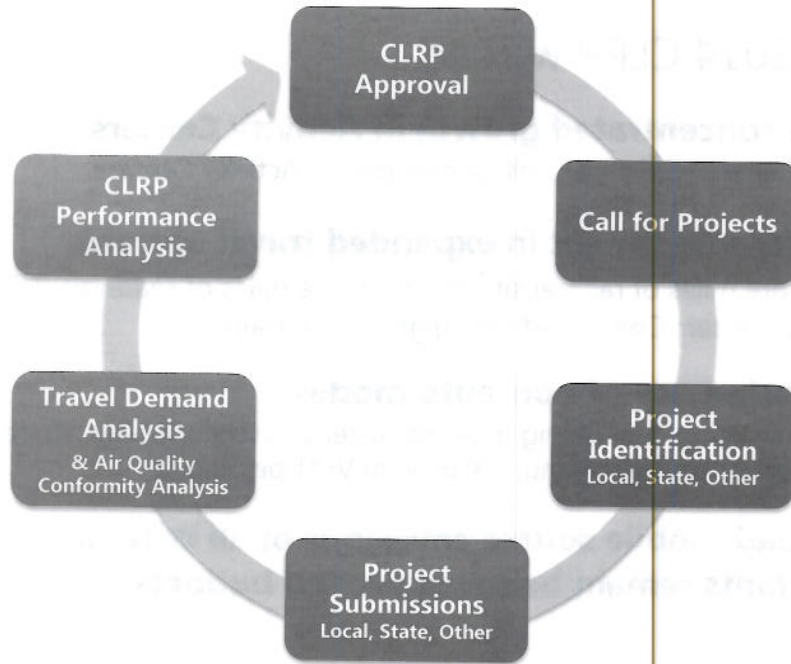


- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce

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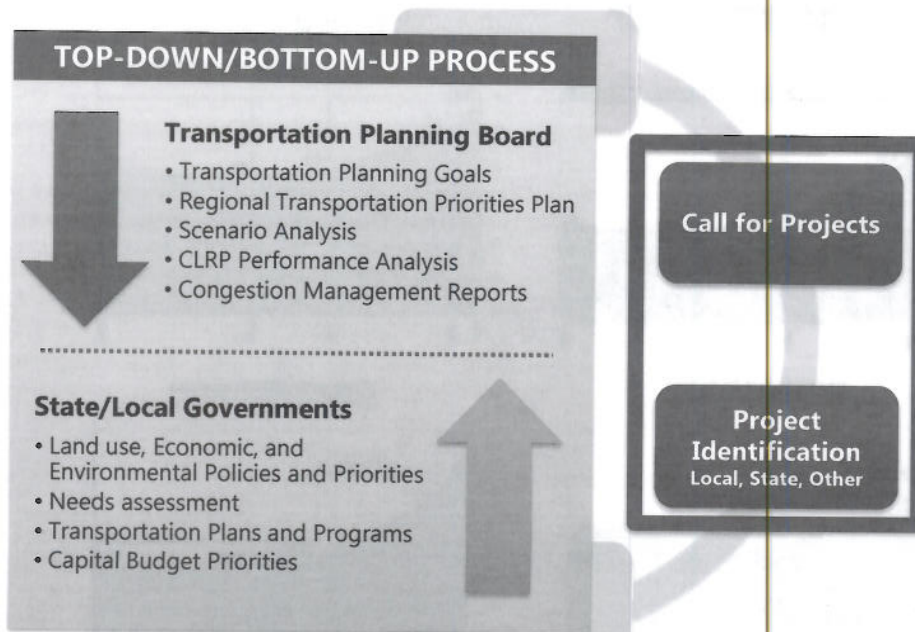
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# The Annual CLRP Cycle



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# The Annual CLRP Cycle



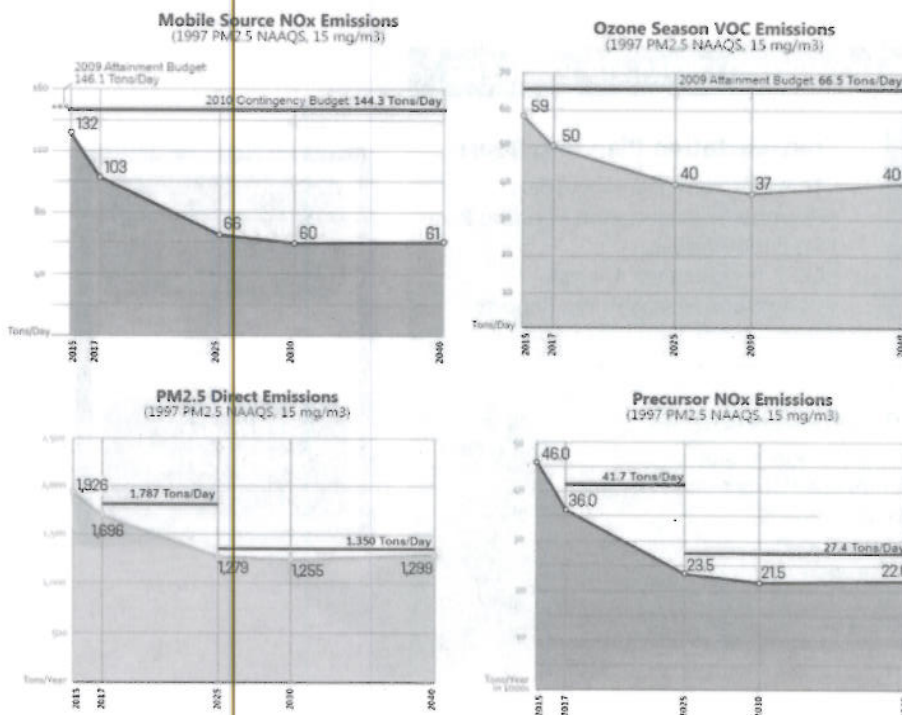
# Progress Towards TPB Policy Goals

In the 2014 CLRP we see...

- **More concentrated growth in Activity Centers**  
58% of new population, 76% of new jobs in Activity Centers
- **Greater investment in expanded travel options**  
15% more miles of rail transit, 7% more lane miles of roadway, 2/3 of Activity Centers Connected with high quality transit
- **Increasing use of non-auto modes**  
Transit, walking, and biking growing faster than auto modes, share of single driver trips declining, 2% drop in VMT per capita
- **On-road mobile source emissions of all criteria pollutants remain below approved budgets**

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# Achieving Air Quality Conformity



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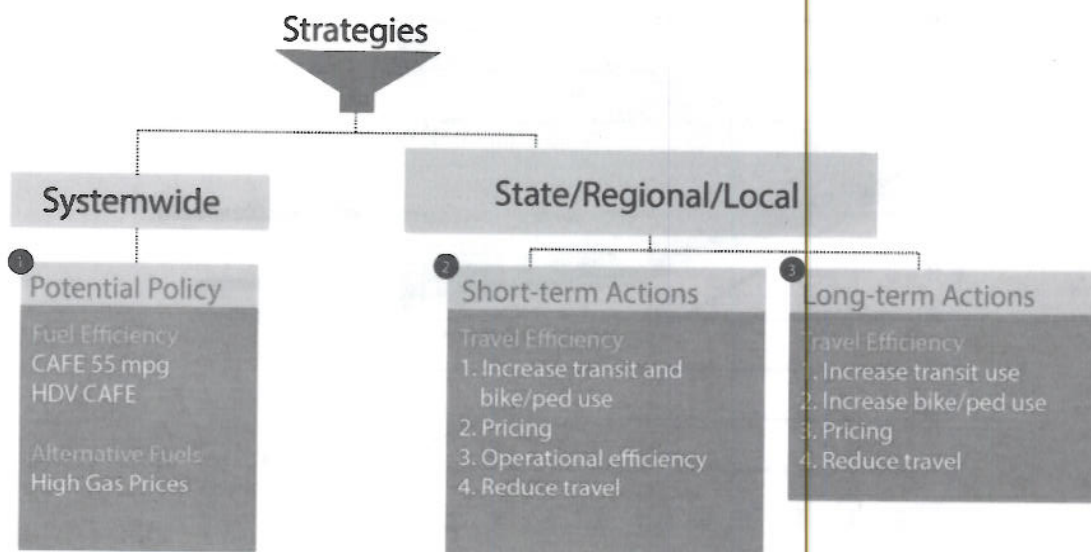
# TPB Initiatives Beyond Conformity

- RMAS: Regional Mobility and Accessibility Study (2006)
- CLRP Aspirations Scenario (2010-2013)
- Public Acceptability of Congestion Pricing (2013)
- Value Pricing Network Scenario Study (2008)
- "What Would It Take?" Scenario (2010)
  - Local/Regional/State Strategies
  - Systemwide Strategies
    - Fleet composition, fleet usage, and fuel composition

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## "What Would it Take?" Approach



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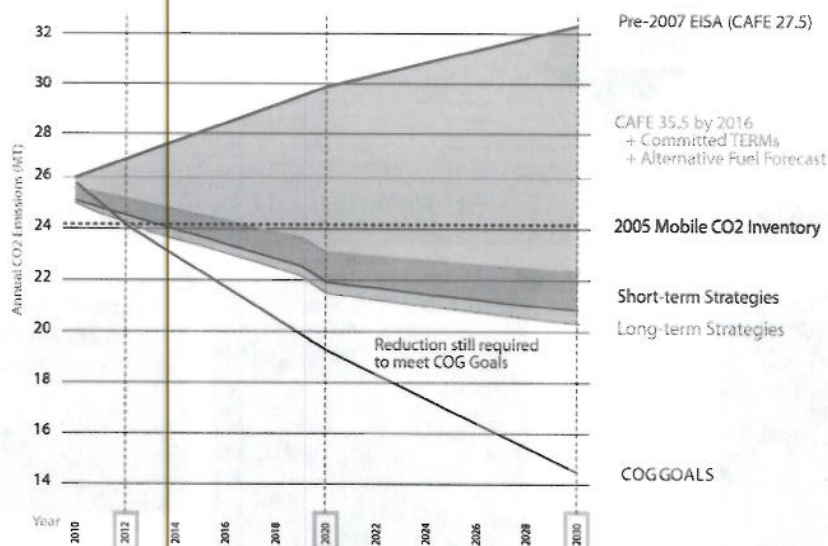
# Potential Local/Regional/State Strategies

Short-term Strategies	1. Increase transit and bike/ped use	Implement kiosks, feeder buses and circulators, real-time bus information, bus priority, free transfers, bike stations, improved bike/ped access to transit, bike sharing
	2. Pricing	Implement parking impact fees, pay-as-you drive insurance, parking cash-out subsidies
	3. Improve operational efficiency	Promote eco-driving (public education campaign), incident management, traffic signal optimization, idling reduction
	4. Reduce travel	Expand telecommuting, carpooling and vanpooling, car-sharing
Long-term Strategies	1. Increase transit use	Major transit expansion, such as the Dulles Rail line, and park and ride lots at rail stations
	2. Increase bike/ped use	Accelerated completion of the TPB Bicycle and Pedestrian Plan
	3. Pricing	Variable pricing of new and existing freeway and select arterial lanes
	4. Reduce travel	Land use strategy encouraging concentrated growth in activity centers and around transit

Such actions would require major policy and funding commitments.

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# Potential Local/Regional/State Strategies

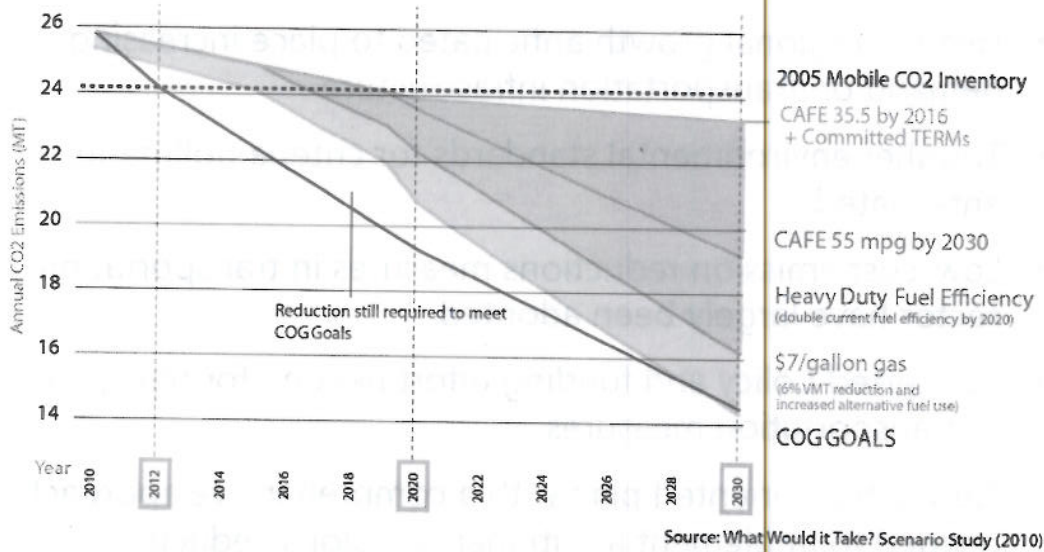


Source: What Would it Take? Scenario Study (2010)

These strategies would contribute to reductions in CO<sub>2</sub> emissions but fall considerably short of the COG goals.

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## Potential Systemwide Strategies



These strategies would provide substantial reductions to achieve COG CO2 goals.

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## Transportation Sector: Progress to Date

- Significant reductions in on-road vehicular (mobile source) emissions in the region since the mid-1990s
- Mobile emissions under the CLRP continue to remain below all federally approved emissions budgets
- The CLRP shows promising trends in achieving regional mobility and emissions goals (more to do)
- Coordination of development patterns and transportation investments effectively addressing mobility and environmental goals (more to do)
- Region continues implementing emission reduction measures outside of the CLRP

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## Transportation Sector: Future Outlook

- Healthy regional growth anticipated to place increasing demand on transportation infrastructure
- Tougher environmental standards for criteria pollutants anticipated
- Low-cost emission reductions measures in transportation sector have largely been adopted
- Concerted policy and funding effort needed for next phase of transportation measures
- New action-oriented plan with a comprehensive approach needed to implement additional emissions-reduction strategies

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## New Approach: What We Can Do

MWAQC, CEEPC, and TPB can work together to accelerate progress toward the region's greenhouse gas and criteria pollutant reduction goals

Proposed actions:

- Jointly convene multi-sector, multi-disciplinary professional working group
- Identify viable, implementable local, regional, and state actions in each sector (mobile, point, non-road, area)
- Quantify benefits, costs, and implementation schedules
- Jointly develop specific action plan for region
- Take appropriate steps towards implementation at the local, regional, and state levels

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- Ask COG to jointly convene multi-sector, multi-disciplinary professional working group to explore establishing target for screening the regional transportation plan, based on reaching the COG goal of 80% reduction by 2050, and consider how to:
    - Identify viable, implementable local, regional, and state actions in each sector (mobile, point, non-road, area)
    - Quantify benefits, costs, and implementation schedules
    - Jointly develop specific action plan for region
    - Take appropriate steps towards implementation at the local, regional, and state levels
  - Ask related committees to affirm support for the existing COG goal - to be acted on by appropriate COG committees by the end of 2014
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