

# Summary of Regional Climate Change Discussions

Presentation to Management, Operations, and Intelligent  
Transportation Systems (MOITS) Technical Subcommittee

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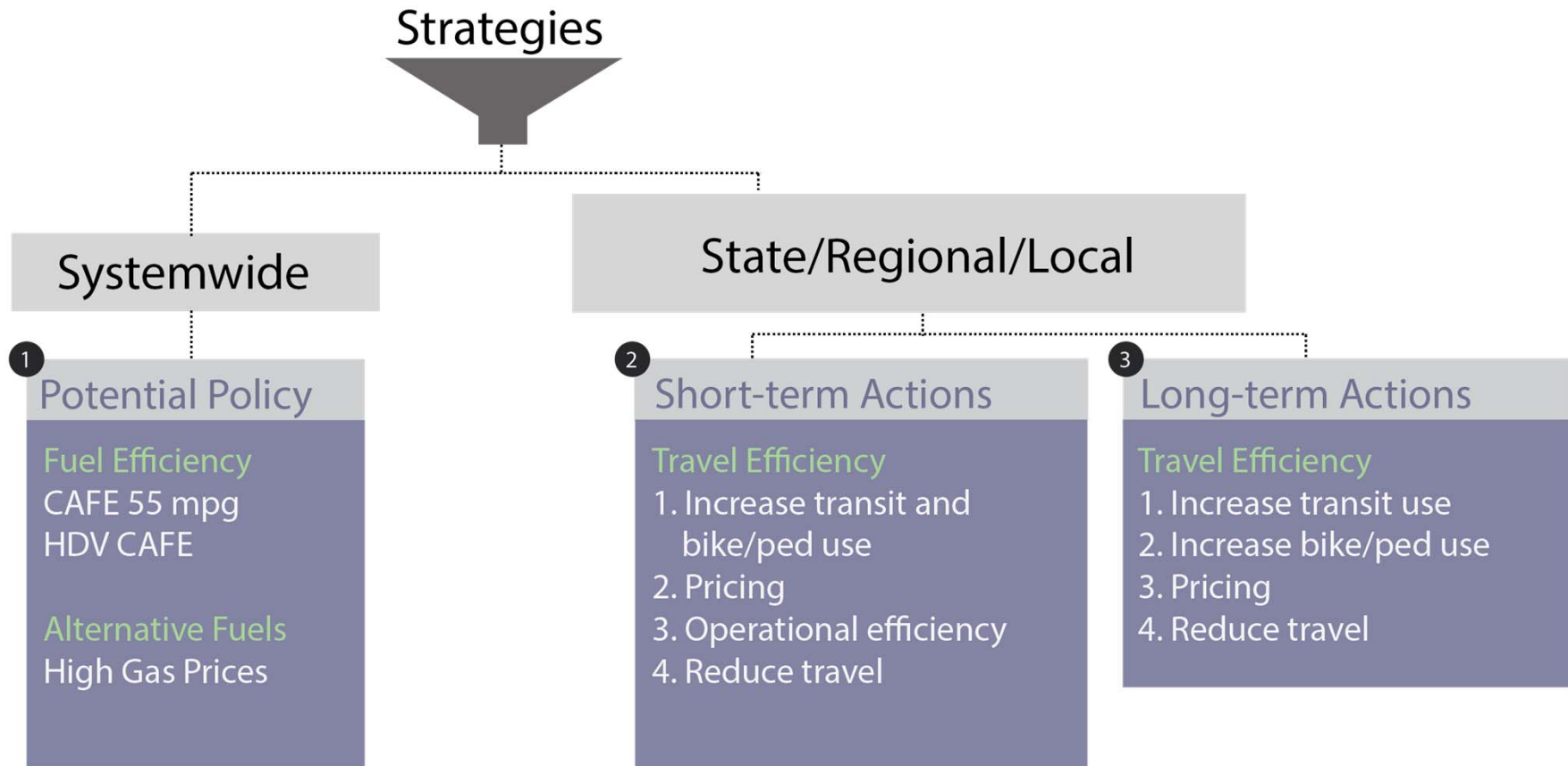
# Climate Change Planning

- Climate Change Adaptation – employment of measures that *reduce or avoid climate change impacts*, or create opportunities when changes are positive
  - Climate Change Adaptation is included under the MOITS UPWP task
- Climate Change Mitigation – employment of measures to *reduce greenhouse gas emissions*

# Climate Change Planning

- Currently, there is no federal requirement for MPOs to study greenhouse gas emissions
- In 2010, the TPB completed the “What Would it Take?” (WWIT) Scenario Study
- The WWIT study looked at how regional, multi-sector greenhouse gas reduction goals adopted by COG could be met in the transportation sector
- Strategies considered included those that improved fuel efficiency, reduced carbon intensity of fuel, reduced vehicle miles traveled, and improved operational efficiency

# “What Would it Take?” Approach



# 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

# Recent Regional Discussions on Climate Change Mitigation

- There has been discussion in COG policy committees and public comments received about how the TPB is addressing climate change mitigation in its Constrained Long Range Plan
- Director of Transportation Planning was invited to speak at the October 2, 2014 joint meeting of the Climate, Energy, and Environment Policy Committee (CEEPC) and the Metropolitan Washington Air Quality Committee (MWAQC)
- Proposed approach for how TPB/CEEPC/MWAQC can work together to address climate change

# 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**

# 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



# Letter to TPB from MWAQC and CEEPC

Our Committees also requested that COG convene a multi-sector, multi-disciplinary professional working group to explore establishing a target for screening the regional transportation plan, based on reaching the COG regional greenhouse gas reduction goals. The work would include consideration of 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 a specific action plan for the region; and
- Take appropriate steps towards implementation at the local, regional, and state levels.

# Next Steps

- Brief MOITS on action by COG and its various policy committees on the proposal to establish the multi-sector working group