



NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD

Item #5

MEMORANDUM

October 9, 2014

TO: Transportation Planning Board

FROM: Kanathur Srikanth
Director, Department of Transportation Planning

RE: Letters Sent/Received Since the September 17th TPB Meeting

The attached letters were sent/received since the September 17th TPB meeting. The letters will be reviewed under Agenda #5 of the October 15th TPB agenda.

Attachments



September 25, 2014



The Honorable Patrick Wojahn
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE - Suite 300
Washington, DC 20002-4201

Dear Mr. Wojahn:

The Washington Metropolitan Area Transit Authority (WMATA) commends the Transportation Planning Board (TPB) on its draft Constrained Long-Range Plan (CLRP). In particular, the jurisdictional commitment to full funding for Metro's State of Good Repair (SGR) through the year 2040 – the first time that jurisdictions have made such a long-term commitment to these funding needs – is a noteworthy step in providing continued transit service to the region. Failure to meet these needs would have started us back down the cycle of decline.

With this important first step complete, we urge the TPB to turn its immediate attention to the region's future economic vitality and sustainability by ensuring full funding for Metro 2025. Taking this step would be in keeping with the commitment of the Governors of Virginia and Maryland and the Mayor of the District of Columbia, who have pledged \$75M as a down payment for Metro 2025.

It is important to note that there is a pressing deadline for a critical component of the plan. In July 2015, WMATA must exercise an option with Kawasaki for additional rail cars that will be a significant step toward making the eight-car train program possible. In addition, this sum of money must be accompanied by supporting investments in traction power upgrades and yard/storage capacity in order to advance most of the eight-car train program. However, if the money required for the rail car portion of this initiative is not secured by June 30, 2015, the option will be lost.

**Washington
Metropolitan Area
Transit Authority**

600 Fifth Street, NW
Washington, DC 20001
202/962-1234

www.metroopensdoors.com

*A District of Columbia,
Maryland and Virginia
Transit Partnership*

The Honorable Patrick Wojahn
Chairman, National Capital Region
Page 2

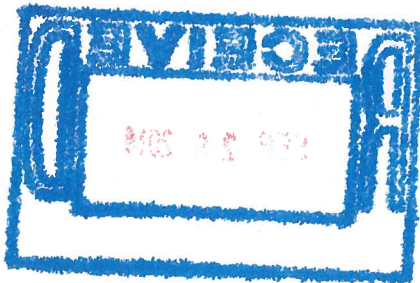
To let this opportunity pass would be costly to the region and its regional transit riders, as a new rail car contract will cost more and take much more time to implement. But even more importantly, delays in addressing the full funding needs of the Metro 2025 plan and specifically funding progress towards eight-car trains will mean lost economic growth for the entire region. Ensuring long-term funding commitments to Metro 2025 and taking the first step to provide enough funding to exercise the remaining 7000-series rail car option secures the promise of Region Forward for decades to come. We look forward to working with you and the regional jurisdictions to achieve this important goal.

Sincerely,



Richard R. Sarles
General Manager and
Chief Executive Officer

cc: WMATA Board of Directors
Chuck Bean - Metropolitan Washington Council of Governments





NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

MEMORANDUM

October 2, 2014

To: Transportation Planning Board Technical Committee

From: Daniel Sonenklar
Department of Transportation Planning

Re: 2014 CLRP Performance Analysis Update

In September 2014, the Draft 2014 CLRP was presented to the Transportation Planning Board along with drafts of the Financial, Air Quality, and Performance Analyses of the plan. Since then, two changes have been made to the Performance Analysis.

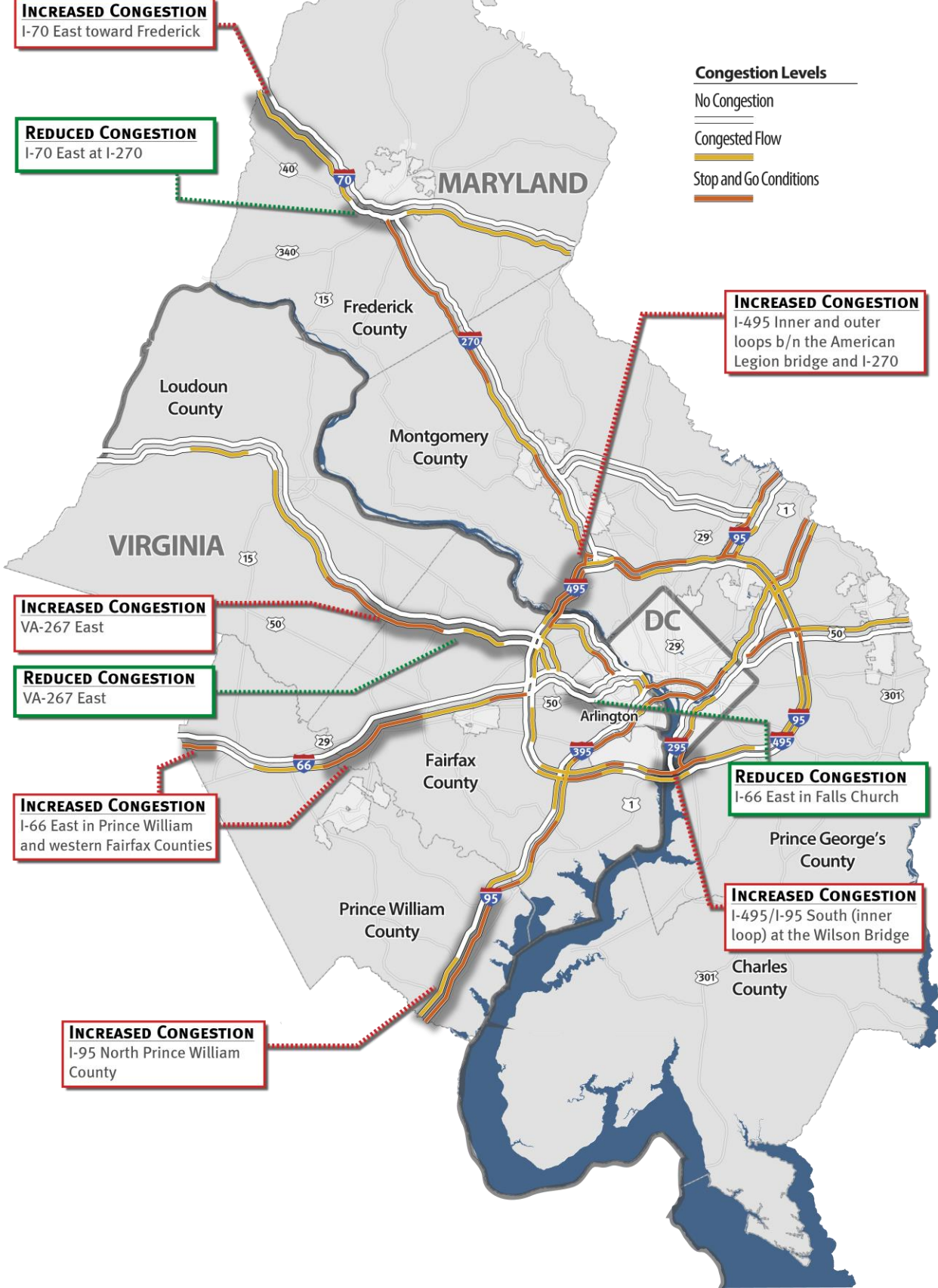
First, highway congestion maps have been created and are attached to this memo. These maps illustrate the level of morning peak-hour congestion along the regional highway system in 2015 and 2040, based on volume to capacity (V/C) ratios that are calculated in the travel demand model. Together, these maps show the expected changes in highway congestion between 2015 and 2040 based on projects included in the CLRP as well as population and employment changes. The 2040 congestion map highlights segments of the regional highway system that are expected to become substantially better or worse over this period in time.

Second, a technical correction was made to the expected changes in both overall vehicle miles travelled (VMT) and VMT per capita between 2015 and 2040. Whereas the original version of the analysis forecasted that overall VMT would increase by 20.3% and VMT per capita would decrease by 3.45% in 2040, the analysis now forecasts that overall VMT will increase by 21.6% and while VMT per capita will decrease by 2.40%. The trend indicated by these figures remains the same as previously reported.

2015 Congestion on Regional Highways



2040 Congestion on Regional Highways





U.S. Department
of Transportation
Federal Transit
Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

SEP 25 2014

Mr. Chuck Bean
Executive Director
Metropolitan Washington Council of Governments
777 North Capitol Street, NW
Washington, D.C. 20002

Re: TIGER Grant Status

Dear Mr. Bean:

I am writing in regards to the Metropolitan Washington Council of Governments' (MWCOG) Grant DC-78-0001 with the Federal Transit Administration (FTA). This grant was awarded to MWCOG for Priority Bus Transit Corridor improvements in the National Capital Region, and was funded by the American Recovery and Reinvestment Act of 2009 (ARRA), Pub. L. 111-5, as part of the initial Transportation Investment Generating Economic Recovery (TIGER) discretionary grant program. The purpose of this letter is to remind MWCOG of the statutory deadline for expending these funds and for ultimately completing the projects in this grant by September 30, 2016.

ARRA provided the Secretary of Transportation with the authority to obligate supplemental discretionary grants for a National Surface Transportation system (TIGER I) through September 30, 2011. As indicated in section 9.b of the TIGER Grant Agreement, these obligated TIGER I balances are available to MWCOG for expenditure through September 30, 2016, after which time any remaining balance in the grant will be canceled. This September 30, 2016 date is not in the ARRA statute. Rather, 31 U.S.C. § 1552, Procedures for Appropriation Accounts, provides that funds made available for a fixed period of time must be closed within five years of the end of their availability for obligation. Since TIGER I grant funds became unavailable for obligation after September 30, 2011, FTA will have no other recourse but to deobligate any remaining TIGER I funds from the MWCOG grant on October 1, 2016 and return them to Treasury.

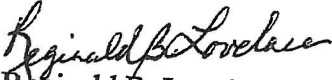
Within 30 days of the date of this letter, FTA requests that MWCOG provide a detailed schedule for completing the project activities identified in the grant and for drawing down all grant funds by the September 30, 2016 deadline. Along with the detailed schedule, MWCOG should complete the enclosed form to indicate any requests for budget revisions that may be necessary to meet the milestones in the schedule.

Mr. Chuck Bean
MWCOG TIGER Grant Status

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If you have any questions, please contact Corey Walker in the Washington, DC Metropolitan Office at (202) 219-3562 or via email at corey.walker@dot.gov.

Sincerely,


Reginald B. Lovelace
Deputy Regional Administrator

cc:

Gerald Miller, MWCOG
Eric Randall, MWCOG
Richard Sarles, WMATA
Matthew Brown, DDOT
James Smith, MDOT
Robert Smith, MTA
Melinda Peters, SHA
Jim Maslanka, City of Alexandria
Betsy Massie, PRTC

Enclosure

GRANT NO.

XX-XX-XXXX

Grantee

XXXXXXX (TEAM ID XXXX)

Note: depending on the number of prior budget revisions, add or remove columns for budget revisions #1, 2, 3, etc

Scope and ALI Descriptions	Original Budget	Budget Revision #1	Budget Revision #2	Budget Revision #3, etc	Current Revision	Change Between last budget revision (or original budget) and current revision

<p>Record of Funds Transfers Among ALL ALIs</p>	<p>Justification for Budget Revision</p> <p>Includes Summary of Documentation from Grantee that Explaining How and Why the Change Transfer Represents a Cost Savings.</p> <p>Explanations of Cost Savings Documentation Must Include Wording Explaining that it was Due to a Comparison of Budget to Actual Bids and that Project Has Been Completed as Originally Planned in Grant Scope</p>	<p>Reason Funds are Available for Transfer to Other ALIs</p> <p><i>Cost Savings / Acceleration / Other</i></p> <p><i>Only Applies to Transfer Out of ALIs</i></p>
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Metropolitan Washington Council of Governments

One Region Moving Forward

District of Columbia
Bladensburg*
Bowie
Charles County
College Park
Frederick
Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's
County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

September 30, 2014

SAMPLE of Letters Sent to:
Director Lambert, City of Alexandria
Director Brown, DDOT
Director Harf, PRTC
Secretary Smith, MDOT
General Manger Sarles, WMATA

Subject: Detailed Project Owner Completion Schedules for the TIGER Grant

Encl: (1) FTA Letter Re: TIGER Grant Status, dated September 25, 2014

Dear ,

This letter requests your agency's cooperation in responding to the attached letter sent by the Federal Transit Administration (FTA) Region III Administrator on September 25, 2014. FTA requires that Metropolitan Washington Council of Governments (MwCOG), as the ARRA grant recipient, provide a detailed schedule for completing the project activities of the TIGER Grant and for drawing down all grant funds by the September 30, 2016 deadline for the grant.

I am requesting your response, in the form of a detailed schedule for completing all project activities so as to fully award the funds no later than September 30, 2016, by close of business Friday, October 17, 2014.

As of this date, just \$19.6 million of the grant total of \$58,838,000 has been drawn down, or one-third of the total. A listing of the grant's sub-recipients and their funding information is as listed in the table below.

TIGER Grant Expenditures/Amount Remaining as of September 2014

Project Owner	Project Award Amount	Cumulative Amount Spent	Amount Remaining	Percent Spent
District Department of Transportation (DDOT)	\$ 13,091,190	\$ 1,947,368	\$ 11,143,822	15%
Maryland Department of Transportation (MDOT)	\$ 14,119,880	\$ 1,748,652	\$ 12,371,228	12%
Washington Metropolitan Area Transit Authority (WMATA)	\$ 10,893,000	\$ 110,118	\$ 10,782,883	1%
City of Alexandria	\$ 8,849,050	\$ 7,140,136	\$ 1,708,914	81%
Potomac and Rappahannock Transportation Commission (PRTC)	\$ 9,650,000	\$ 7,516,434	\$ 2,133,566	78%

*Adjunct Member

Given that the TIGER grant funds have to be fully drawn down by September 30, 2016, we believe that all work must be complete and final invoices received at MWCOG by June 30, 2016. The June deadline has been set to ensure adequate time for invoicing by contractors, payment by the implementing agencies, submission of invoices and proof of payment to MWCOG, and subsequent drawdown for reimbursement from federal funds. Implementing agencies must also submit the necessary documentation of inspected and accepted work completion for project close-out.

To complete the expenditure of the TIGER grant by June 2016, an average of two million dollars would need to be expended in each remaining month.

Detailed Schedule Submission

There is concern from FTA that several projects in the grant are at serious risk of not being completed by June 30, 2016. For all projects still in progress, a schedule of critical milestones, and the agency's commitment to the same, is requested. For projects that will need revision (to the scope or budget), please see the section below and complete the project schedule with milestones assuming the requested revisions will be approved (note the revision in the schedule). **Provide your detailed project schedules to MWCOG by Friday, October 17.**

In the event the first milestones in any critical path are not met, MWCOG will request FTA to allow cancellation of the project and re-programming of the funds to other projects that can be completed within the time remaining for the TIGER grant.

Project Revision Requests

DDOT, SHA, and WMATA have expressed their intention to request project revisions, a process which takes several months for FTA and then the USDOT Office of the Secretary to review and approve. MWCOG staff and consultants have been working with your agency staff to develop these project revision requests since the beginning of this year; however, previous deadline dates have passed.

It is critical that these revision requests be completed and submitted now. The period of several months required until these requests are approved – assuming no questions or rejections – has already delayed commencement of the projects associated with the revision requests until spring of 2015. That would leave only just over a year to complete the revised projects.

As your agency completes any project revision request, please keep in mind the deadline for completion of construction by June 30, 2016. As per FTA's request, MWCOG must provide a detailed schedule for how all projects in the TIGER Grant will be completed within the time remaining; however, previous deadline dates have passed without submittal of all necessary materials by the requesting agencies.

We appreciate your agency's implementation of the TIGER grant projects, which will provide a wealth of practical experience across the region in making bus transit more effective and efficient and meeting the aspirations of thousands of bus riders, catalyzing further investments to make bus transit more effective and efficient to meet the aspirations of thousands of bus riders.. Your leadership in completing these projects on time and schedule, to make use of the 100% Federal funds of the TIGER Grant, is most appreciated.

If you have further questions on the information and documentation which we are requesting, please feel free to contact me or my TIGER Coordinator, Eric Randall, at 202-962-3254 or erandall@mwkog.org.

Sincerely,

Kanti Srikanth
Director, Department of Transportation Planning
Metropolitan Washington Council of Governments

Cc: Chuck Bean, Executive Director, MWCOG
Reginald Lovelace, Acting Administrator, FTA Region III
Corey Walker, FTA, DC Metro Office
Eric Randall, TIGER Project Coordinator, MWCOG



THE SECRETARY OF TRANSPORTATION
WASHINGTON, DC 20590

September 9, 2014

Mr. Kanti Srikanth
Director of Transportation Planning
National Capital Region Transportation Planning Board
Washington, DC 20002



Dear Mr. Srikanth:

You know all too well that the Nation's transportation infrastructure is facing a crisis. We cannot meet the needs of a growing country and a growing economy by simply maintaining our current level of effort. We must do more. That is why President Obama is determined to use all available tools to increase our investment in the roads, bridges, railways and ports that our Nation depends upon.

In July, the President announced the Build America Investment Initiative, a new Government-wide effort to support and expand the use of innovative financing strategies, such as public-private partnerships (P3s), to help fill the Nation's infrastructure deficit. As part of this initiative, and recognizing that there is no substitute for adequate public funding, we at the U.S. Department of Transportation (USDOT) are working with the White House, the U.S. Department of Treasury, and colleagues across the Administration to find ways to harness the potential of private capital to complement Government dollars.

At USDOT, we are setting up a new one-stop shop—the Build America Transportation Investment Center—to provide resources and expertise to State and local governments, public and private developers, and investors seeking to use innovative financing strategies for transportation infrastructure projects. Some States and localities have found success in using project financing, such as loans and bonds, alongside traditional public resources, and our goal is to help project sponsors fully understand their options and assist them through the necessary processes and requirements.

The purpose of this letter is to ask your assistance in identifying a pipeline of projects that can best benefit the most from our collective attention, ideally projects that are still relatively early in the planning process. More specifically, I ask that you scan your programs for any projects that could qualify as P3s and send me your list. We are keenly interested in getting involved with projects early on so innovative financing can be a consideration as a project takes shape.

By engaging with project sponsors early on, the Build America Transportation Investment Center can help them understand the most advantageous strategies for financing the project and, perhaps, assist in assembling a package of funding and financing resources. The Center will draw upon and elevate the expertise and resources of all USDOT's modal administrations and combine their perspectives to provide a multi-modal approach to project financing. Some initial

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materials are already available at the Center's website (<http://www.dot.gov/buildamerica>). The Center has multiple resources and tools under development, and we would welcome feedback on how it can be most helpful to regions seeking to learn more about public-private partnerships and other innovative financing strategies.

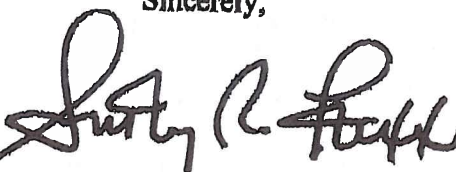
A number of States and cities have taken initiative and developed successful public-private partnerships that add private capital into this mix. In Denver, for example, the \$2.04 billion Eagle P3 Project combines Federal grants, a loan through USDOT's Transportation Infrastructure Finance and Innovation Act program, private activity bonds, sales tax revenue, county and city contributions, revenue bonds, and private equity to provide new rail transit options along three corridors in metropolitan Denver. The Eagle P3 project is being delivered as a design-build-finance-operate-maintain concession contract, and is considered the first rail-transit public-private partnership in the United States. We want to encourage and facilitate greater opportunities for the public and private sectors to collaborate on projects like this one.

Expanding innovative financing is, of course, not a substitute for adequate public funding. As we await Congressional action on a comprehensive and sustainable funding solution, the President has also introduced the GROW AMERICA Act, or Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America. This multi-year surface transportation reauthorization package will support millions of American jobs repairing and modernizing our roads, bridges, railways, and transit systems; help ensure that American businesses can compete effectively in the global economy and grow; and pave the way forward by increasing access to the ladders of opportunity that help Americans get ahead. I ask for your support of this bill as well.

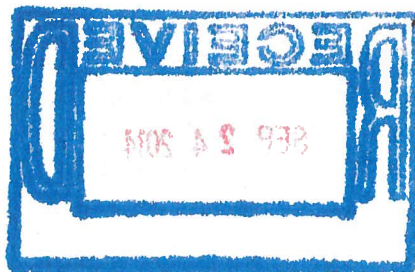
Please do not hesitate to contact me with ideas for how the Build America Transportation Investment Center can be most helpful to State and local project sponsors, and how the Build America Investment Initiative can have the greatest impact on our infrastructure deficit. Please send recommendations for this pipeline of projects to Mr. Paul Baumer, U.S. Department of Transportation's Office of Infrastructure Finance and Innovation, via email at paul.baumer@dot.gov.

I look forward to receiving your feedback as well as your list of potential P3 projects.

Sincerely,



Anthony R. Foxx



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

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4239 Ph: 202-962-3200 Fax: 202-962-3203

MEETING NOTICE

Date: October 2, 2014

Time: 12:00 pm–2:00 pm

Metropolitan Washington Council of Governments

Board Room, 3rd Floor

Lunch will be available for members at 11:30 a.m.

Call-in: 559-726-1000

Passcode: 1092731#

AGENDA

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

RECOMMENDED ACTION: Receive briefing and discuss

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

October 2, 2014

AGENDA

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- 1:15 3. **MWAQC Action 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

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)



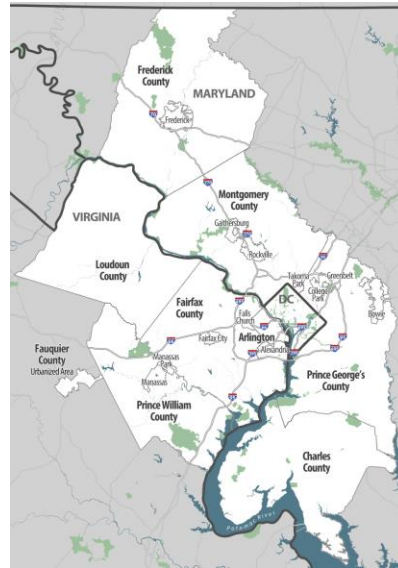
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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
- Independent Board staffed by COG's Department of Transportation Planning



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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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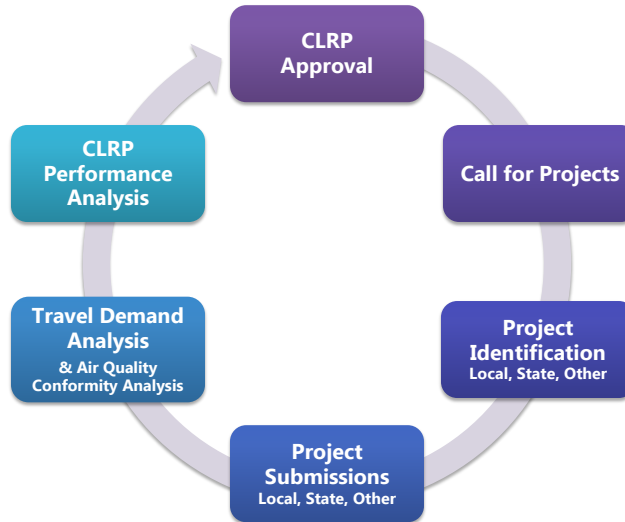
TPB/COG Policy Framework



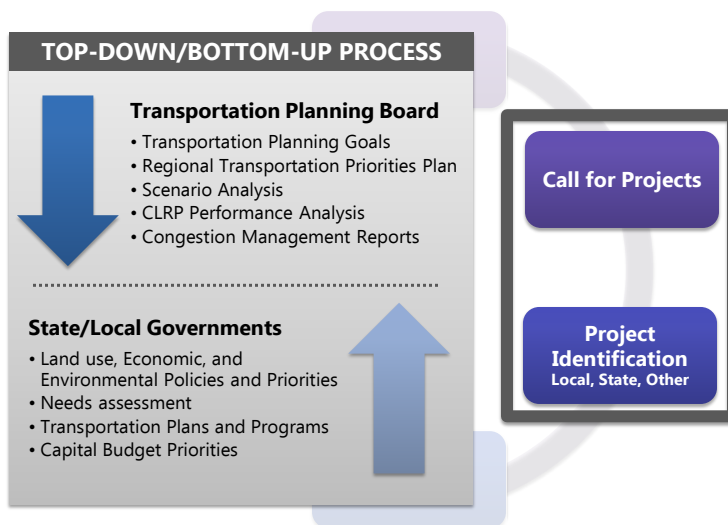
- Provide a Comprehensive Range of Transportation Options
- Promote Dynamic Activity Centers
- Ensure System Maintenance, Preservation, and Safety
- Maximize Operational Effectiveness and Safety
- Protect and Enhance the Natural Environment
- Support Interregional and International Travel and Commerce

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The Annual CLRP Cycle



The Annual CLRP Cycle



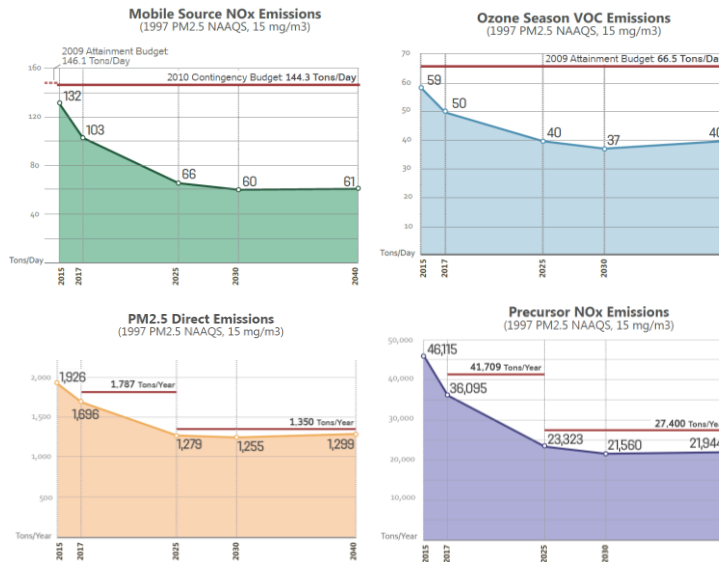
Progress Towards TPB Policy Goals

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



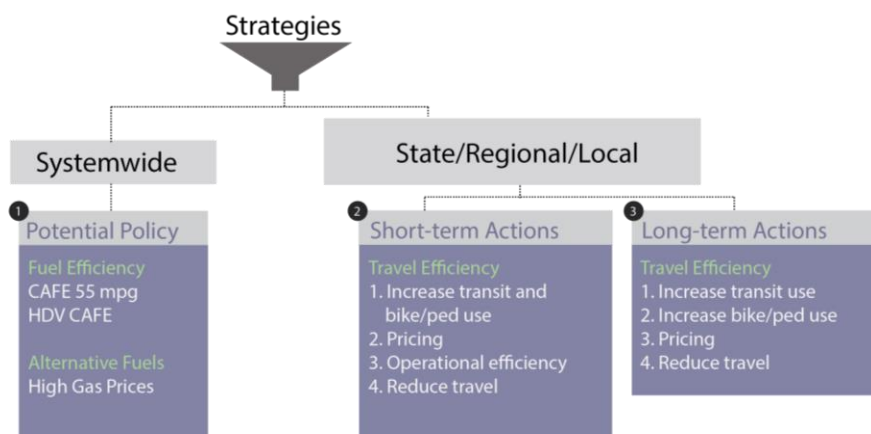
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TPB Initiatives Beyond Conformity

- 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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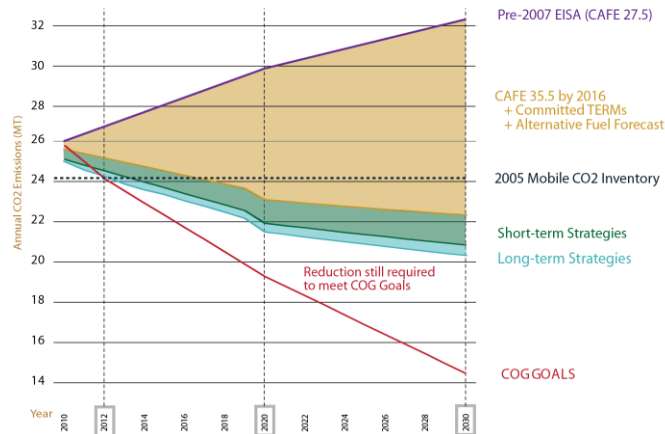
Potential Local/Regional/State Strategies

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

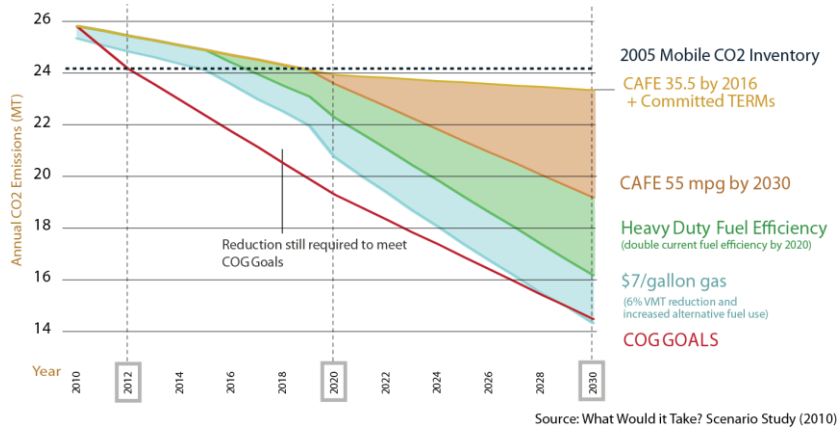


Source: What Would it Take? Scenario Study (2010)

These strategies would contribute to reductions in CO2 emissions but fall considerably short of the COG goals.

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Potential Systemwide Strategies



These strategies would provide substantial reductions toward achieving 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