

Item #6

**Linking Greenhouse Gas Emissions
Reductions to Metropolitan Transportation
Planning**

**Presentation to the
TPB Technical Committee**

December 5, 2008

COG Climate Change Report

On November 12, 2008, the COG Board approved the National Capital Region Climate Change Report with significant greenhouse gas reduction goals for the region, and recommendations to:

- Collaborate with the TPB to evaluate how a process modeled after the current regional metropolitan planning process for transportation and air quality planning might be adapted to address greenhouse gas emissions.
- Consult with other regions around the country to broadly evaluate options for regional approaches to greenhouse gas emissions (e.g. California SB375).

TPB Comments on CC Report

September 17, 2008 letter to COG Board:

- Cumulative greenhouse gas (GHG) emissions should be analyzed
- More information needed on applicability of Clean Air Act to GHG emissions before a regional conformity process is considered
- Costs, cost-effectiveness, cost/benefit relationships for GHG measures are needed
- TPB will assess GHG measures for transportation through “What Would It Take?” Scenario Study
- New COG governance structure for GHG should include MWAQC membership at a minimum

What is the TPB Currently Doing?

- Developing baseline GHG projections for transportation through 2030
- Analyzing a “What Would It Take?” Scenario for GHG reduction, including fuel efficiency, alternative fuels, travel efficiency
- Seeking GHG reduction strategies that could be included in the CLRP Aspirations Scenario, and potentially the 2010 CLRP
- Using goals set in COG Climate Change Report

How Were Goals Set in the COG CC Report?

- Recommended goals “consistent with the climate science and the goals adopted by the state and local governments in the Washington region”
- Proposed COG goals:
 - * Return to 2005 levels by 2012 (10 percent reduction from “business as usual”)
 - * 20% below 2005 levels by 2020
 - * 80% below 2005 levels by 2050

“Carbon Dioxide Is a Global Pollutant”

- “A ton of emissions from any point on the globe (at a given time) would have the same effect on the atmospheric concentration of CO₂”
- “The most cost-effective method of achieving a given atmospheric concentration of CO₂ would be to undertake the lowest-cost emission reductions, regardless of where those opportunities were located”

Congressional Budget office, “Policy Options for Reducing CO₂ Emissions,” February 2008

What Are Possible Alternatives For The TPB?

- Do more? What more could be done?
- Do something different? What?

ONE ALTERNATIVE FOR DOING MORE: SB375

In addition to what the TPB is currently doing, California's SB375

- Has a process for setting GHG reduction targets for light duty vehicles for each metropolitan planning organization (MPO)
- Defines a "Sustainable Communities Strategy" and an "Alternative Planning Strategy" to be prepared by MPOs
- Provides significant role for State Air Resources Board

Setting GHG Reduction Targets

The State Air Resources Board shall:

- Provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively, no later than September 30, 2010.
- Appoint a Regional Targets Advisory Committee by January 31, 2009 to recommend factors to be considered and methodologies to be used for setting targets.
- Prior to setting targets, exchange technical information with the metropolitan planning organization and the affected air district, and release draft targets by June 30, 2010.

The Sustainable Communities Strategy

- Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations.
- The sustainable communities strategy shall reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets.

The Alternative Planning Strategy

If the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy showing how these greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

Review By State Air Resources Board

Review of the sustainable communities strategy or an alternative planning strategy by the state board shall be limited to acceptance or rejection of the metropolitan planning organization's determination that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets. At a minimum, the metropolitan planning organization must obtain state board acceptance of the alternative planning strategy.

SB375 as a Model for Linking Greenhouse Gas Reductions to Metropolitan Transportation Planning

Based on discussions at the October 29-31, 2008 AMPO Annual Meeting in Seattle, California SB 375 is being considered a potential model for addressing greenhouse gas reduction in the 2009 Authorization of Federal Surface Transportation Programs, with EPA assuming the role of the State Air Resources Board in California.

In Summary, TPB Could:

- (1) Continue on its present course, and monitor developments at the state and national levels
- (2) “Ramp up” now to adapt the target setting and “sustainable communities strategy”/“alternative planning strategy” approach from California’s SB 375
- (3) Investigate other alternatives