

Possible Federal Greenhouse Gas Requirements for Metropolitan Planning Organizations

Agency Workshop on the MAG Regional Transportation Plan

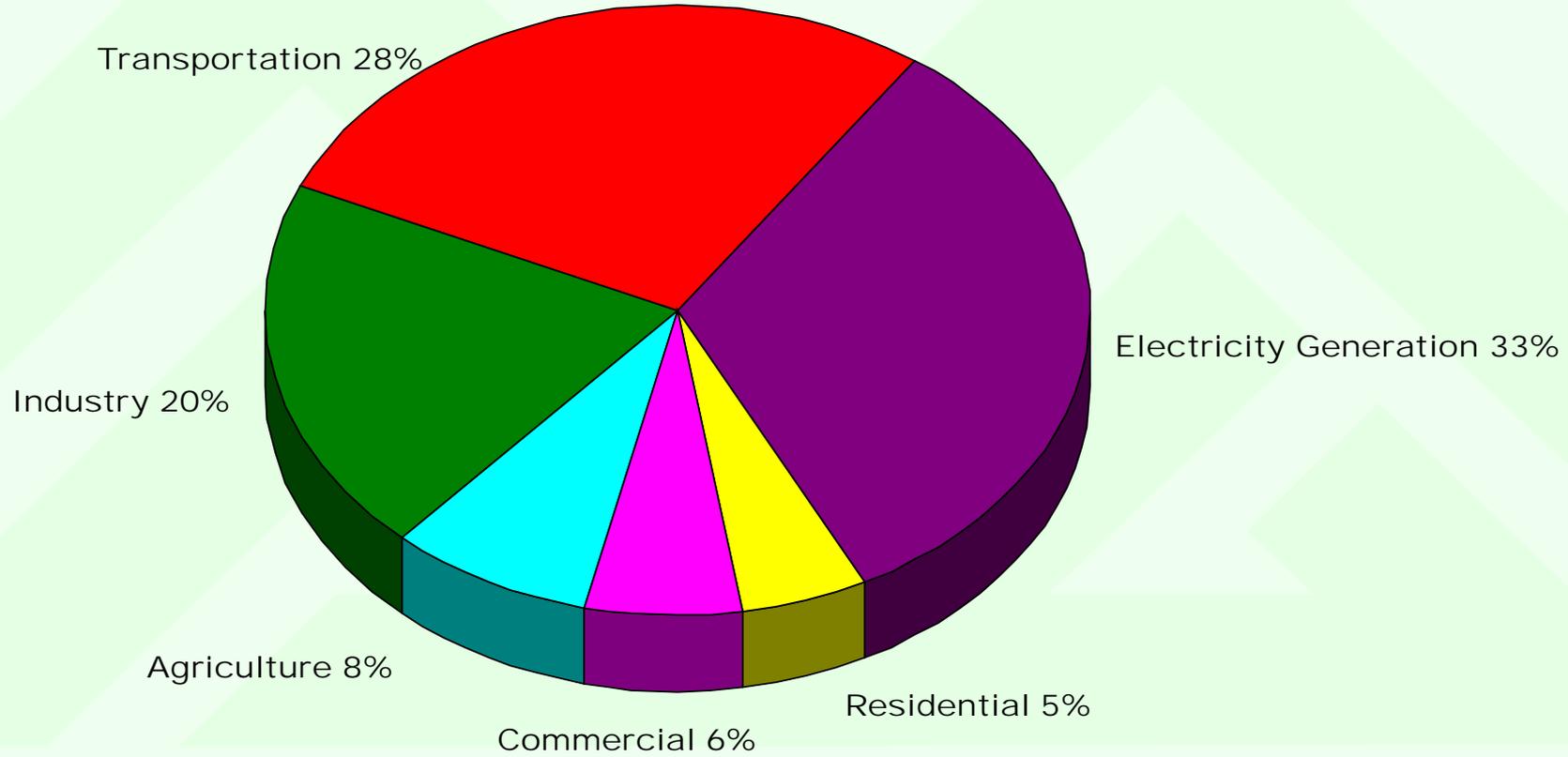
November 9, 2009



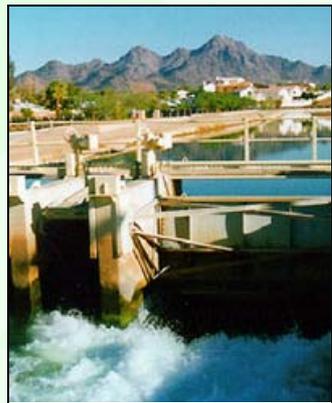
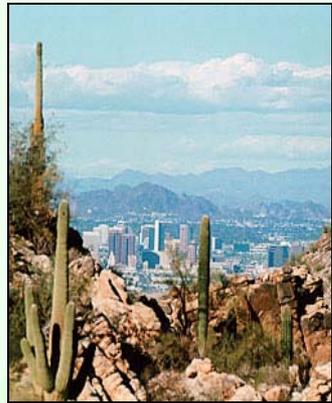


Sources of U.S Greenhouse Gas Emissions (2006)

Carbon Dioxide Equivalent Emissions



Source: EPA Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2006 (April 2008)



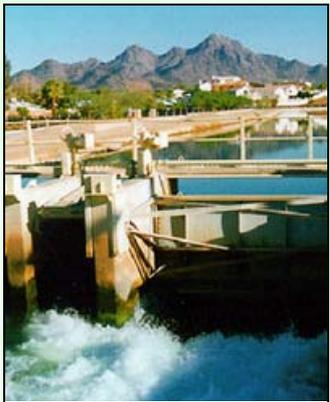
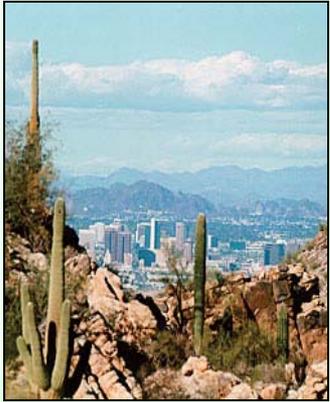
Clean Energy Jobs and American Power Act Kerry – Boxer Bill – S. 1733

- **Introduced in the U.S. Senate September 30, 2009.**
- **Reduces 2005 carbon emissions levels by 20% by 2020, 42% by 2030, and 80% by 2050.**
- **Establishes a State and Local Energy Efficiency Fund to provide resources for planning clean transportation:**
 - 5% to support transportation planning
 - 10% for transportation investments that reduce emissions
 - 25% for the energy block grant program
- **If passed, would need to be reconciled with the American Clean Energy and Security Act of 2009 (H.R. 2454) passed by the House on June 26, 2009.**

ENVIRONMENTAL
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Clean Energy Jobs and American Power Act – Key Transportation Provisions

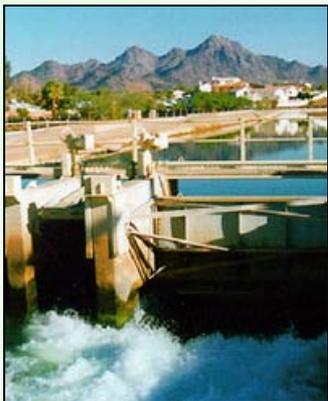
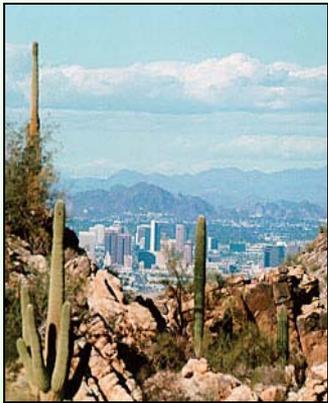
- **Substantially similar to H.R. 2454.**
- **Adds Part C – Transportation Emissions, Section 831. Greenhouse Gas Emission Reductions Through Transportation Efficiency to Title VIII of the Clean Air Act.**
- **Amends Title VIII of the Clean Air Act to require EPA to establish greenhouse gas (GHG) emission standards for new heavy-duty vehicles and engines, and for nonroad vehicles and engines.**



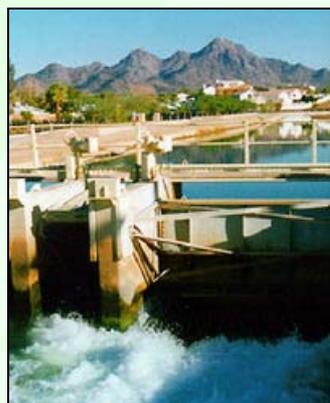
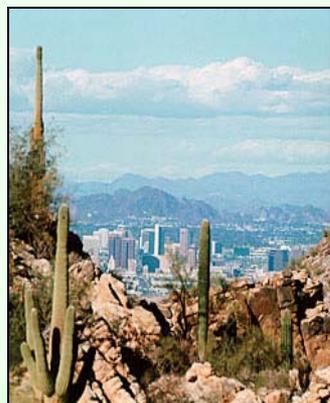


Clean Energy Jobs and American Power Act – Key Transportation Provisions

- **EPA in consultation with the DOT to establish:**
 - National transportation-related GHG emission reduction goals commensurate with overall cap and trade goals
 - Standardized emissions models and related methods to be used for GHG emission reduction targets, projections, and measurement and assessment of actual surface transportation-related emissions toward achievement of targets
 - Methods of data collection
 - Publication and distribution of successful strategies employed by States, MPOs, and others
- **Final regulations 18 months after enactment and assessments every 6 years.**

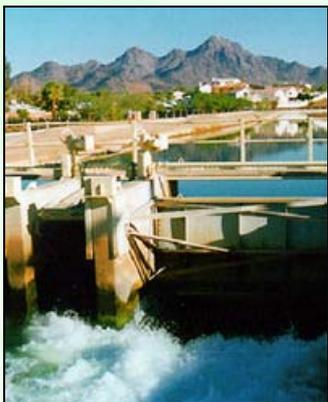
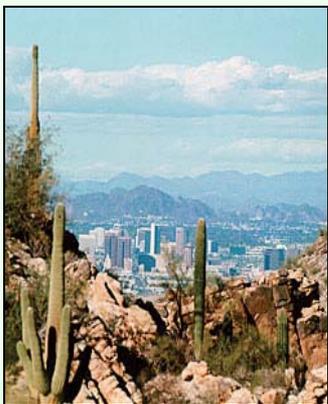


Clean Energy Jobs and Power Act – Metropolitan Planning Organization Requirements



- **Amends Title 23 Section 134 planning factors to include:**
 - Sustainability and livability
 - Reduce surface transportation-related GHG emissions and reliance on oil
 - Adapt to the effects of climate change
 - Protect public health
 - Promote consistency between transportation improvements and housing and land use patterns
- **MPOs in Transportation Management Areas must develop targets and strategies for GHG reductions to meet targets. Due in 2 years after final DOT regulations.**

Clean Energy Jobs and Power Act – Metropolitan Planning Organization Requirements

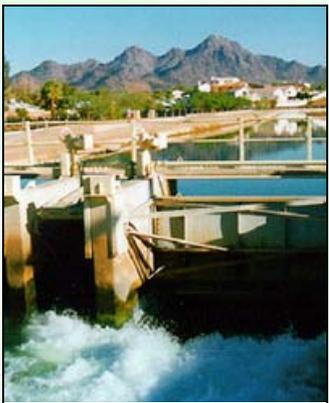
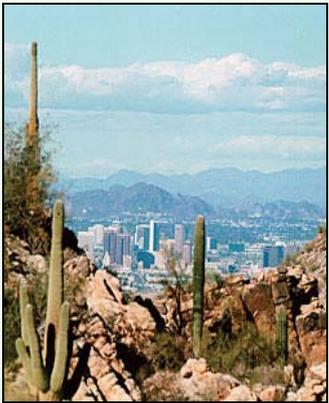


- **Must consult with state air agencies in setting targets and selecting strategies.**
- **Must cooperate with state land use , resource management and environmental agencies.**
- **Targets must demonstrate progress in stabilizing and reducing transportation GHG emissions.**
- **Includes a list of possible strategies:**
 - Increase transit ridership
 - Increase walking, bicycling and other forms of nonmotorized transportation
 - Implementation of zoning and other land use regulations and plans to support infill and transit oriented development

Clean Energy Jobs and Power Act – Metropolitan Planning Organization Requirements

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ENVIRONMENTAL
PROGRAMS

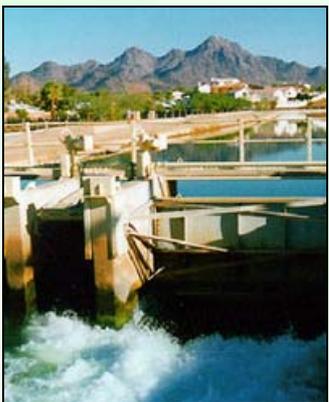
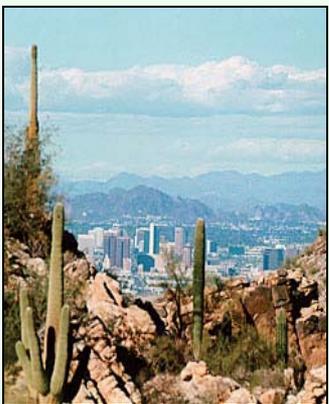


- Travel demand management programs – carpool, vanpool or car-share projects, transportation pricing measures, parking policies and programs to promote telecommuting, flexible work schedules, and satellite work centers
- Transportation system operation improvements – intelligent transportation systems and congestion system management
- Intercity passenger rail
- Intercity bus improvements
- Freight rail improvements
- Use of materials or equipment for construction or maintenance of transportation projects that reduce GHG emissions
- Public facilities for supplying electricity to electric and hybrid-electric vehicles
- Other efforts

Clean Energy Jobs and Power Act – Metropolitan Planning Organization Requirements

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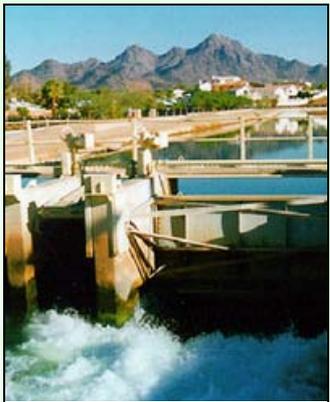
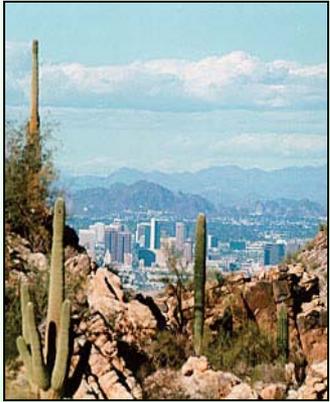
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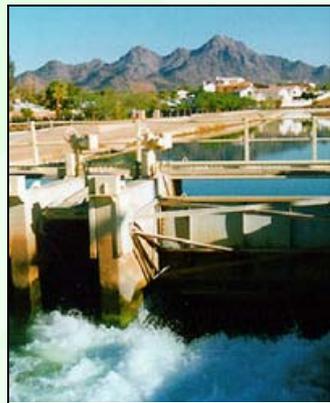
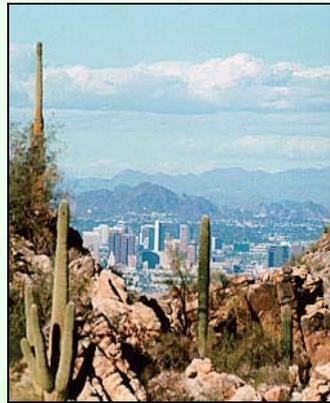
- **DOT and EPA must approve the plan and determine that plan is likely to achieve the GHG targets.**
- **Creates a grant program to assist MPOs in developing GHG reduction targets and implementing strategies. Funds distributed on per capita basis, 5% of grant funds can be used for planning purposes.**
- **Failure to comply with the requirements (targets) will not impact the certification standards.**
- **Similar requirements for statewide transportation planning, and metropolitan and statewide public transportation planning.**

American Clean Energy and Security Act of 2009 – Waxman-Markey Bill – H.R. 2454

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- **Passed by the U.S. House of Representatives on June 26, 2009.**
- **Reduces carbon emissions from major U.S. sources by 17% by 2020 and over 80% by 2050 compared to 2005 levels.**
- **Requires electric utilities to meet 20% of their demand through renewable energy sources and energy efficiency by 2020.**
- **Invests in clean energy technologies and energy efficiency, including electric and other advanced technology vehicles - \$20 billion.**
- **Establishes new energy – saving standards for new buildings and appliances.**
- **Protects consumers from energy price increases.**

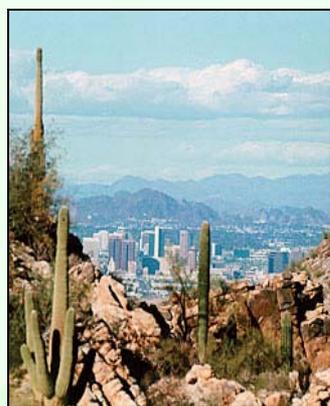


American Clean Energy and Security Act of 2009 – Key Transportation Provisions

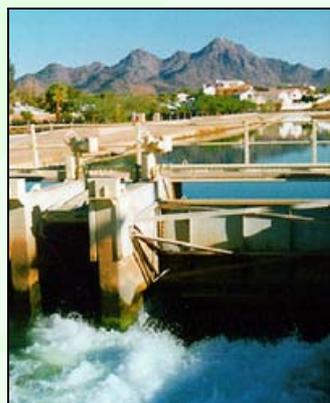
- **Adds Part D – Transportation Emissions, Section 841. Greenhouse Gas Emission Reductions through Transportation Efficiency to Title VIII of the Clean Air Act.**
- **Amends Title VIII of the Clean Air Act to require EPA to establish greenhouse gas (GHG) emission standards for new heavy-duty vehicles and engines, and for nonroad vehicles and engines.**
- **EPA in consultation with the DOT to establish:**
 - Greenhouse gas emission reduction goals for surface transportation
 - Models and methodologies for developing surface transportation related greenhouse gas emission reduction targets



American Clean Energy and Security Act of 2009 – Key Transportation Provisions

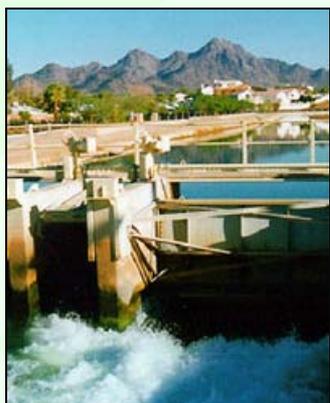
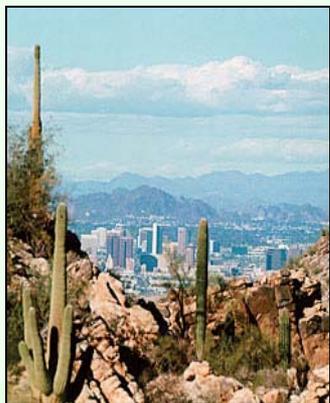


- **EPA may establish provision for averaging, banking, and trading of greenhouse gas emissions credits within the categories of motor vehicles and engines, nonroad vehicles and engines (including marine vessels), and aircraft and aircraft engines.**
- **Final regulations from EPA 18 months from enactment and assessments every 6 years.**



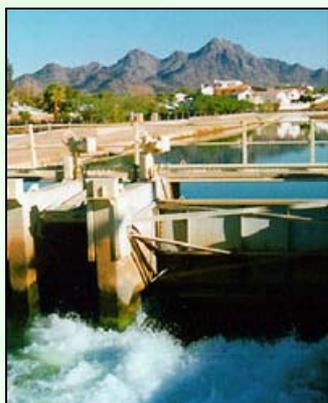
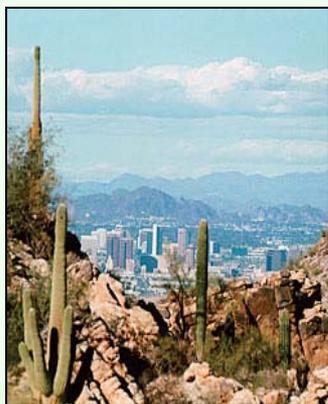
American Clean Energy and Security Act of 2009 – Metropolitan Planning Organization Requirements

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- **Amends metropolitan transportation planning by incorporating it with new national interests:**
 - Reliance on oil
 - Impacts on the environment
 - Transportation – related GHG emissions
- **Amends metropolitan transportation planning by incorporating it with new planning considerations:**
 - Sustainability and livability
 - Reduce surface transportation – related GHG emissions and reliance on oil
 - Adapt to the effects of climate change
 - Public health
 - Promote consistency between transportation improvements and housing and land use patterns

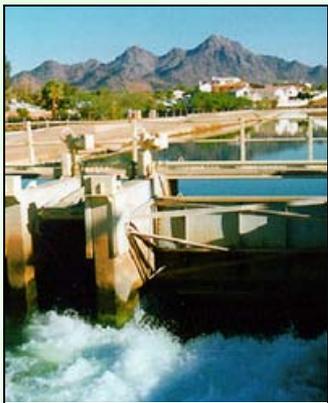
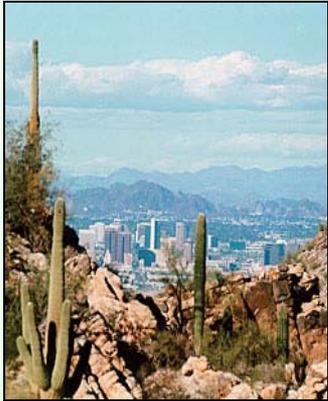
American Clean Energy and Security Act of 2009 – Metropolitan Planning Organization Requirements



- **Must include a GHG emissions reduction process by including emission reduction targets and strategies in the transportation planning process, 1 year after final rules.**
- **Must demonstrate progress in stabilizing and reducing GHG emissions.**
- **Use models and methodologies set by EPA and DOT.**
- **Address sources of surface transportation – related GHG emissions and contribute to achieving national GHG reduction goals.**
- **Include efforts to increase:**
 - Public transit ridership
 - Walking
 - Bicycling
 - Other nonmotorized transportation

American Clean Energy and Security Act of 2009 – Metropolitan Planning Organization Requirements

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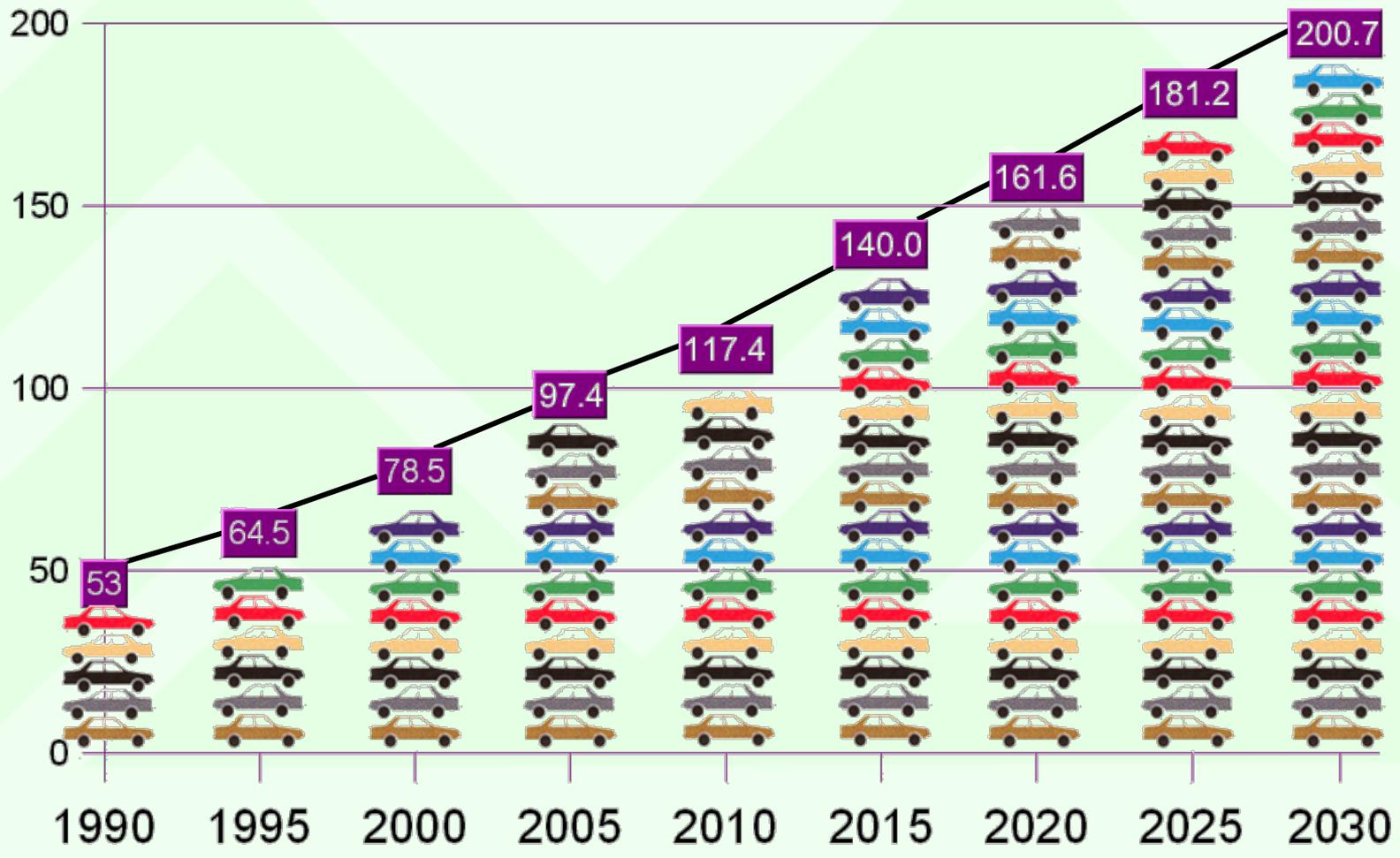


- **Consult with other agencies and organizations:**
 - Air quality
 - Public health
 - Housing
 - Transportation
- **Must use a public website to give reduction targets, strategies, and analysis of impacts.**
- **If the MPO fails to meet these requirements, the DOT Secretary will not certify that the MPO has met the transportation planning requirements.**
- **Similar requirements for state transportation planning process.**



VMT Growth in MAG Region

(in millions per weekday)



Source: Traffic assignments for the 2007 MAG Conformity Analysis



Key Transportation Control Measures in MAG Air Quality and Transportation Plans



- Regional Rideshare
- Regional Trip Reduction
- Travel Reduction
- Telework and Ozone Outreach
- Paved Unpaved Roads
- PM-10 Certified Street Sweepers
- Transit
- Park and Ride Lots
- Traffic Flow Improvements
- Bicycle and Pedestrian Projects
- Vanpools



For more information

Lindy Bauer, MAG (602) 254-6300

www.mag.maricopa.gov

