

Looking at Greenhouse Gases

Vehicle emissions of carbon dioxide, the major cause of global warming, will be nearly 50 percent higher in 2030 than today, according to a recent analysis conducted by the Transportation Planning Board. But the rate of that increase could be cut in half if tougher vehicle standards that were recently proposed in California were implemented here in the Washington region.

At the TPB meeting on June 20, Ron Kirby, Director of Transportation Planning for the TPB, presented an

analysis of forecasted vehicle emissions of carbon dioxide (CO₂), which is considered the primary greenhouse gas. He explained that transportation is responsible for just under 30 percent of total CO₂ emissions nationwide.

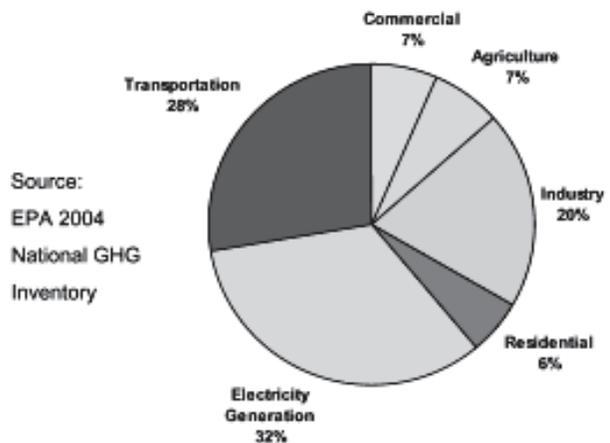
CO₂ levels are expected to rise by 48 percent between 2002 and 2030. This increase contrasts sharply with the steep declines expected for volatile organic compounds (VOCs) and nitrogen oxide (NO_x), which will decrease 87 percent and 61 percent, respectively. The TPB has historically forecasted VOC and NO_x emissions levels as part of the federally required air quality conformity process, but it has not forecasted CO₂ emissions until now.

In his presentation to the TPB, Mr. Kirby explained that VOC and NO_x are declining because a variety of emission controls are in place and highly polluting cars are gradually being taken off the road. Comparable controls for carbon dioxide are not in place and as a

The more we drive, the more we burn fuel, the more carbon dioxide we produce.

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Sources of Greenhouse Emissions



Taxi Task Force Slated for Approval

On July 18, the Transportation Planning Board is scheduled to approve the establishment of the Regional Taxicab Regulators Task Force.

During the past year, taxicab staff from jurisdictions and agencies in the region have been meeting on an ad hoc basis to share information and discuss common taxicab regulation issues. The group has requested that it be given formal status as a task force of the TPB.

At the TPB meeting on June 20, Doreen Thompson, interim chair of the D.C. Taxicab Commission, explained the purpose and need for the next task force. "There are a lot of critical concerns confronting regulators in the region," she said. "There are concerns about

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Greenhouse Gases

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result, CO2 emissions from the transportation sector are expected to grow steadily.

Tightening up fuel efficiency

Mr. Kirby said the increase in CO2 is due to two factors: a continuing decline in fuel efficiency and a continuing increase in driving.

Tougher fuel efficiency standards are under discussion in Congress and at the state level.

A pending proposal in California for low-emission vehicles, known as CAL LEV II, would apply more stringent emission standards for greenhouse gases, including CO2, methane, nitrous oxide and other pollutants. Eleven other states, including Maryland, plan to adopt CAL LEV II standards, but these states are all waiting on EPA approval of a waiver that will be allow the program to begin in California.

Mr. Kirby noted that hybrid ownership in the Washington region has risen significantly in recent years, but nonetheless, total hybrid ownership was less than half of one percent of total vehicles in the region. He said the vehicle standards under discussion in Congress and in California "would essentially require manufacturers to sell a much larger share of hybrids or very fuel-efficient vehicles."

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At the TPB meeting on June 20, the board voted to forward the CO2 analysis to the region's Congressional delegation, along with an expression of the board's concern that the EPA waiver should not be delayed.

More driving, more carbon dioxide

But Mr. Kirby emphasized that vehicle standards is only one part of the answer. The other key challenge is the continuing growth in vehicle miles of travel (VMT), a measure of how

Transportation Forecasts for 2030: CO2 Increasing While Other Key Emissions Decline

	2002	2030	% Change
Households	2,893,646	4,162,621	44%
Employment	1,742,117	2,463,893	41%
Annual Vehicle Miles of Travel (VMT) (000,000's)	39,212	53,726	37%
Nitrogen Oxide (NOx) (tons/day)	259.232	34.899	-87%
Volatile Organic Compounds (VOC) (tons/day)	101.117	39.41	-61%
Carbon Dioxide (CO2) (tons/day)	23,273,168	34,340,922	48%
CO2 (tons/day) with regionwide CAL LEV II vehicles	23,273,168	28,458,000	22%

Vehicle emissions of carbon dioxide are anticipated to increase 48 percent by 2030, compared to substantial decreases in NOx and VOC. If vehicle standards recently proposed in California were implemented in our region, CO2 would only increase 22 percent.

much the public is driving.

"The more we drive, the more we burn fuel, the more carbon dioxide we produce," said Kirby.

In his presentation, Mr. Kirby emphasized that even with California car standards in place, there would still be a 22 percent growth in CO2 by 2030. This continued increase correlates with a growth in VMT of 37 percent.

The TPB's scenario study, the Regional Mobility and Accessibility Study, has examined alternative growth scenarios with the goal of reducing the amount of driving in the region. The scenarios have shown that VMT can be reduced, but the changes have only been one to two

percent. However, Mr. Kirby noted that the scenarios themselves have looked at very modest changes. For example, the land use scenarios only shifted approximately 5 percent of households that are expected to be in place in 2030. In the future, Mr. Kirby suggested, the scenario study might want to examine more dramatic land use and transportation changes to produce larger reductions in VMT and in CO2 emissions.

The CO2 analysis will be presented to COG's new Climate Change Committee, which is in the process of developing an inventory of current and anticipated greenhouse gas emissions from all sources not just vehicles.

For more information, visit www.mwcog.org/transportation/tpb and see Item 9 under the June 20 meeting. ■

Taxi Task Force *continued from page 1*

enforcement, concerns about how to increase efficiencies, and concerns about how to increase service to the passengers, the people who matter."

The group will encourage cooperation and information sharing among taxi regulators and will work on a developing a draft reciprocity agreement that would allow taxis to pick up passengers in places other than their home jurisdictions.

The task force will meet bimonthly. Membership on the task force is open to any jurisdiction in the region that regulates taxis. Ms. Thompson will serve as chair for the first year.

For more information, visit www.mwcog.org/transportation/tpb and see Item 8 under the June 20 meeting. ■

Other June Agenda Items

The TPB's June 20 agenda also included the following items:

- Approval of an amendment to the 2006 Constrained Long-Range Plan and FY 2007-2012 Transportation Improvement Program (TIP) to include construction of an interchange at US 15/340 and Jefferson Technology Park in Frederick County. As part of this action, the TPB approved an air quality conformity determination for the project.
- Report on the TPB work session on the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- Briefing on the status of the 14th Street Bridge Corridor Environmental Impact Statement (EIS). ■

Upcoming July Agenda

The TPB's July 18 agenda will include the following items:

- Approval of the establishment of a Regional Taxicab Regulators Task Force.

- Briefing on the dismissed complaint against the TPB in the Intercounty Connector (ICC) lawsuit.
- Briefing on the responses to TPB comments on the Freight Railroad Realignment Feasibility Study conducted by the National Capital Planning Commission (NCPC).
- Briefing on visualization of the Constrained Long-Range Plan (CLRP) and land use information.
- Briefing on the draft TPB Participation Plan.
- Briefing on a draft report on TPB scenario study outreach activities and feedback summary.
- Status report on the Transportation/Land-Use Connections (TLC) pilot program. ■

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Calendar of Events

Dates and times subject to change. All meetings are at COG unless otherwise indicated. If you are in need of special assistance to participate in meetings, please call (202) 962-3315 or (202) 962-3213 (TDD). Bicycle racks are located in the parking garage at 777 N. Capitol St., NE (Enter from 1st Street).

July 2007

- 6 TPB Technical Committee (9 am)
- 6 TPB Steering Committee (noon)
- 12 TPB Citizens Advisory Committee (6 pm)
- 17 Employer Outreach Committee (10 am)
- 17 Commuter Connections Subcommittee (noon)
- 17 Bicycle and Pedestrian Subcommittee (1 pm)
- 18 Task Force on Value Pricing for Transportation (10:30 am)
- 18 Transportation Planning Board (noon)**
- 20 Travel Forecasting Subcommittee (9:30 am)
- 24 Travel Management Subcommittee (9 am)
- 24 Regional Bus Subcommittee (noon)
- 26 Aviation Technical Subcommittee (10:30 am)
- 26 TPB Access for All Advisory Committee (2 pm)
- 31 Safety Subcommittee (10 am)

August 2007

No meetings in August

September 2007

- 7 TPB Technical Committee (9 am)
- 7 TPB Steering Committee (noon)
- 11 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 12 Bike to Work Day Steering Committee (10 am)
- 13 TPB Citizens Advisory Committee (6 pm)
- 14 Joint Technical Working Group on the Regional Mobility and Accessibility Study (noon)
- 18 Regional Transportation Demand Management (TDM) Marketing Group (10 am)
- 18 Bicycle & Pedestrian Subcommittee (1 pm)
- 18 Commuter Connections Subcommittee (noon)
- 18 Commuter Connections Ridematching Committee (2 pm)
- 19 Task Force on Value Pricing for Transportation (10:30 am)
- 19 Transportation Planning Board (noon)**
- 21 Travel Forecasting Subcommittee (9:30 am)
- 25 Travel Management Subcommittee (9 am)
- 25 Regional Bus Subcommittee (noon)
- 27 Aviation Technical Subcommittee (10:30 am)

October 2007

- 5 TPB Technical Committee (9 am)
- 5 TPB Steering Committee (noon)
- 9 Management, Operations and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces Joint Meeting (12:30 pm)
- 11 TPB Citizens Advisory Committee (6 pm)
- 16 Employer Outreach Committee (10 am)
- 16 Transportation Demand Management (TDM) Evaluation Group (noon)
- 17 Transportation Planning Board (noon)**
- 23 Travel Management Subcommittee (9 am)
- 23 Regional Bus Subcommittee (noon)

This document is available in alternative formats upon request. Please contact John Swanson at jswanson@mwkog.org, (202) 962-3295 or (202) 962-3213 (TDD). Allow seven working days for preparation of material.

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