

MWCOG Greenhouse Gas (GHG) Multi-Sector Working Group (MSWG)

Transportation Sector GHG Reduction Strategies from February 27, 2015
Transportation Subgroup Brainstorming Session and submissions from MSWG
members (DRAFT)

Fuel Efficiency/Low Carbon Fuel

1. Evaluate the potential GHG emissions reductions from different alternative fuel types for public sector fleet vehicles and encourage their best use.
2. Encourage the best use of different alternative/low carbon fuels and vehicle technologies in school bus and local transit bus fleets.
3. Establish shared facilities for school and transit bus fleets with alternative fuel.
4. Convert transit/school bus garages to alternative fuels (example: convert one garage per jurisdiction to 100% alternative fuel).
5. Increase funding for alternative fuel buses.
6. Examine off-road construction vehicles emissions standards and potential use of alternative fuels.
7. Locally adopt higher Corporate Average Fuel Economy Standards (CAFE).
8. Implement local programs to phase out/remove “dirtiest” fuel types in the region.
9. Examine the impact Fund a “Cash for Clunkers” program to encourage replacement for older, less fuel efficient vehicles.
10. Increase the percentage of electric vehicles in public sector fleets. (example: 25% of fleet purchases/year)
11. Offer incentives for private sector purchase of electric vehicles.

System and Operational Efficiency

1. Apply cost-effective roadway improvements to bottlenecks, reducing congestion/idling, and improving safety.
2. Lower maximum speed limits (and include GHG surcharge in enforcement) with public education component.
3. Support Complete Streets policies.
4. Implement operational improvements such as:
 - a. Traffic calming
 - b. Intersection efficiency improvements
 - c. Roundabouts
 - d. Signal retiming
5. Prohibit commercial truck activity during peak periods in congested areas.
6. Promote Eco-Driving practices.

7. Examine the potential system efficiency improvements from autonomous vehicles (including vehicle-to-vehicle and vehicle-to-infrastructure technologies) based on future outlooks.
8. Implement integrated corridor management (ICM) on freeway and major arterial corridors.
9. Evaluate local effectiveness of night-time only deliveries to large scale businesses (grocery stores, big-box retail).
10. Implement cordon pricing.
11. Implement congestion pricing.

Reduce Growth in Vehicle-miles Traveled (VMT) and Vehicle Trips (VT)

1. Eliminate free parking in activity centers /adjust parking fees.
2. Encourage 50% or more non-auto driver mode share at selected activity centers by enforcement through development approval process.
3. Shift short transit access auto trips to walk/bike or other non-polluting modes.
4. Require improved street inter-connectivity through development approval process .
5. Increase the scale and reach of the Commuter Connections program.
6. Optimize park and ride facilities in the region including preferential access.
7. Examine all parking policies in all areas of the (including off-street, on-street fees, and minimum parking requirements in zoning) and make appropriate changes for different area types.
8. Implement road space rationing based on license plate numbers (odd-even license plate policy).
9. Increase promotion of Safe Routes to School to encourage non-motorized travel.
10. Offer free transit rides for school children.
11. Provide incentive for first-time transit users.
12. Eliminate tax benefits for parking and transit or level the playing field, i.e., both have the same level of subsidy.

Strategies for Other Sectors that Support Transportation Strategies

1. Encourage tree planting and urban forestry in transportation rights of way.
2. Examine school facility location requirements.
3. Adapt building codes and zoning to allow for electric vehicle infrastructure.
4. Establish regional guidelines for electric vehicle-readiness in site designs for residential and commercial development.
5. Enhance/improve existing development
 - a. Retrofit street interconnections
 - b. Retrofit existing buildings
 - c. Make dense transit accessible areas even better: bike lanes, sidewalks, etc.
 - d. Analyze opportunities for urban design and accessibility improvements in suburban and rural areas

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6. Encourage land use mixing (i.e. MXD PUD's) and placement (e.g., exurban job sites on radial corridors) which can reduce VMT and increase non-peak, less congested traffic flows, respectively.
7. Evaluate impact of using smog-eating materials in construction and reducing older cars/yard equipment in Activity Centers.