

Potential Reductions in VMT and Associated GHG Emissions :

Recent Data from New York State

Public Comment for May 2009
Meeting of California Air Resources Board (CARB)
SB 375 Regional Targets Advisory Committee (RTAC)

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Increasing Interest in VMT Reductions among “Leadership States”

- Washington State
Adopted State Goal with per capita reduction in VMT
(SB 6001, HB 2815)
- California
Adopted AB 32 and SB 375 planning process for
Sustainable Community Strategy (SCS)
- New York State
Established Interagency VMT Working Group with
specific goals

Increasing Interest in VMT Reductions Among Urban Metro Regions

Selected Regional Scenario Analysis Results

- Sacramento Metro Region
 - 2050 horizon (2004) -26.0% vmt off BAU
- Denver Metro Region
 - 2035 horizon (2007) - 6.2% vmt off BAU
- Albany Metro Region
 - 2015 horizon (1995) - 2.8% vmt off BAU

11 States and DC as “VMT Peer Group” in 2000

State	Total VMT (millions)	Estimated Population	Annual VMT per capita
District of Columbia	3,498	571,042	6,126
New York	129,057	19,000,135	6,792
Hawaii	8,543	1,212,113	7,048
Alaska	4,613	627,533	7,351
Rhode Island	8,359	1,050,836	7,955
New Jersey	67,446	8,434,216	7,997
Illinois	102,866	12,440,970	8,268
Massachusetts	52,796	6,362,604	8,298
Pennsylvania	102,337	12,286,905	8,329
Nevada	17,639	2,018,456	8,739
Connecticut	30,756	3,412,539	9,013
California	306,649	34,008,499	9,017
Washington	53,330	5,912,036	9,021

Composition and Goal of New York State VMT Interagency Working Group

Composition:

New York should initiate an interagency working group headed by the NYS Department of Environmental Conservation, with collaboration by the NYS Department of Transportation, NYSERDA, the Metropolitan Transportation Authority, the New York/New Jersey Port Authority, the Office of General Services, and other appropriate state entities to develop a strategy to reduce vehicle miles traveled (VMT) and increase vehicle efficiency.

Goal:

Development of an integrated plan to achieve a statewide target of a 10 percent reduction in Vehicle Miles Traveled (VMT) from projected levels in 10 years.

International Context shows that per capita VMT varies significantly

- Even holding per capita income constant, cities vary a great deal in their pcvmt.
- History and Geography appears to matter a great deal
- Yet Income Levels, History, and Geography do not explain differences fully
- So Plans and Policies matter, as well as behavior in response to choices available

Portland, Oregon Example

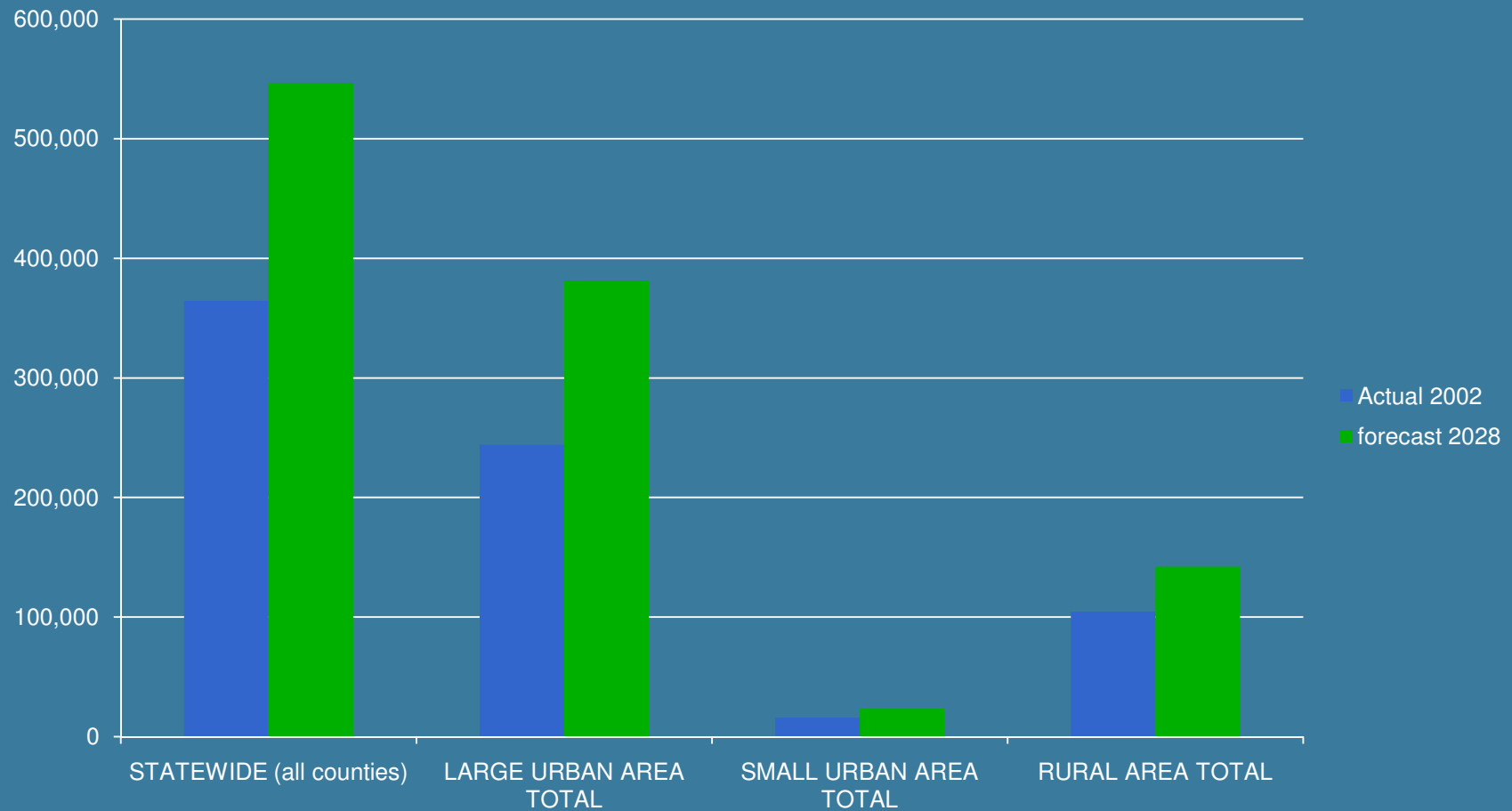
Data from Travel Survey (Portland Metro)

- Region-wide 21.79 dvmt pc
- Multonah County 17.34 dvmt pc
- Good Transit Only 12.38 dvmt pc
- Transit and Mixed Use 9.80 dvmt pc

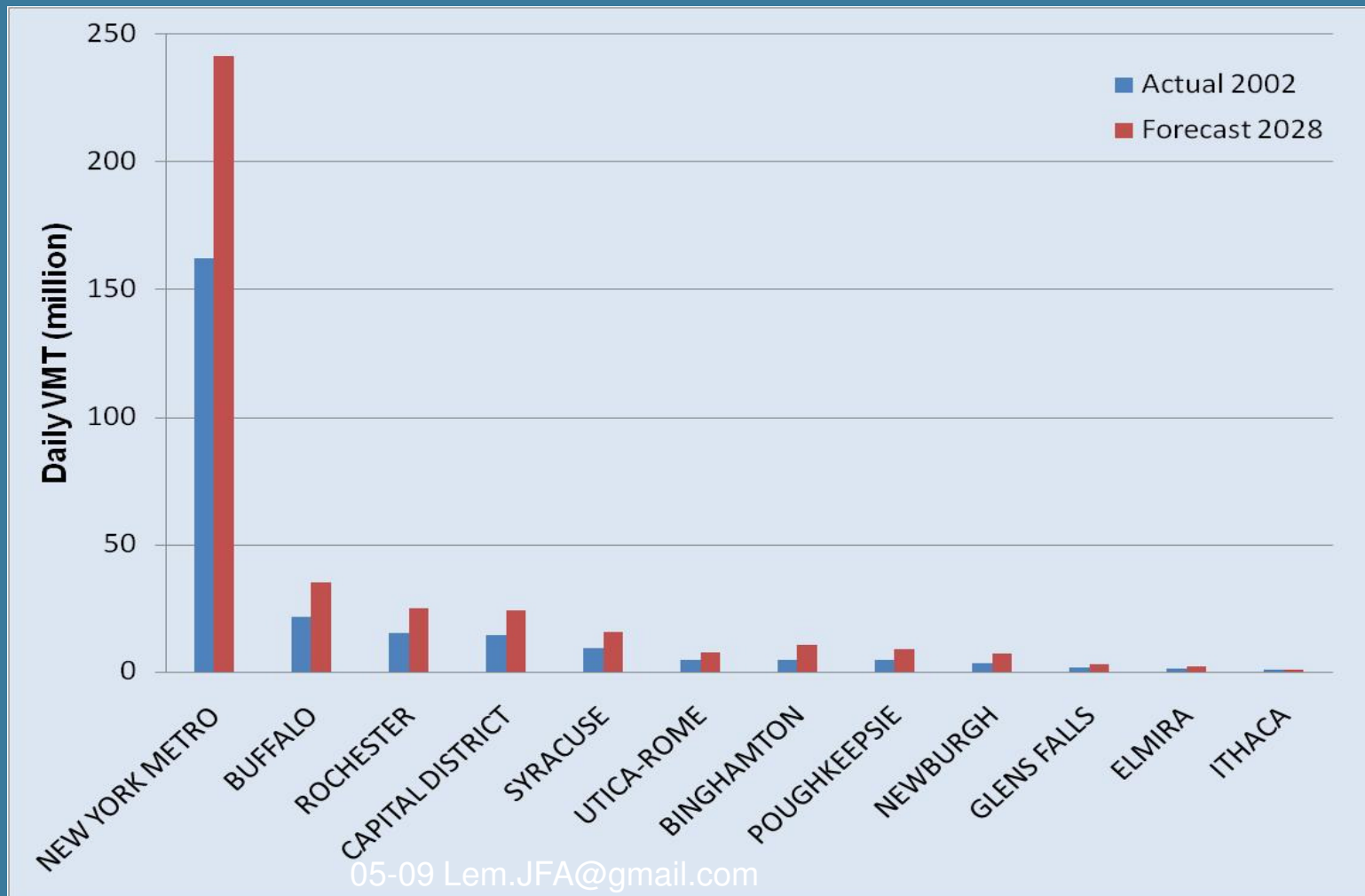
VMT Profile of New York State

- NYSDOT forecasts VMT to increase by 50% from 2002 to 2028 (final forecast year)
- Large urban area VMT projected to increase from 66% of statewide total in 2002 to 69% in 2028
 - 45% in the New York Metro Area
 - 59% in 4 largest (NY Metro, Buffalo, Rochester, Albany)
- Rural area VMT projected to decrease from 29% in 2002 to 26% in 2028

Historic and Forecast NYS DVMT



DVMT in NYS Large Urban Areas



Per Capita DVMT (2002) for NYS Major Urban Regions

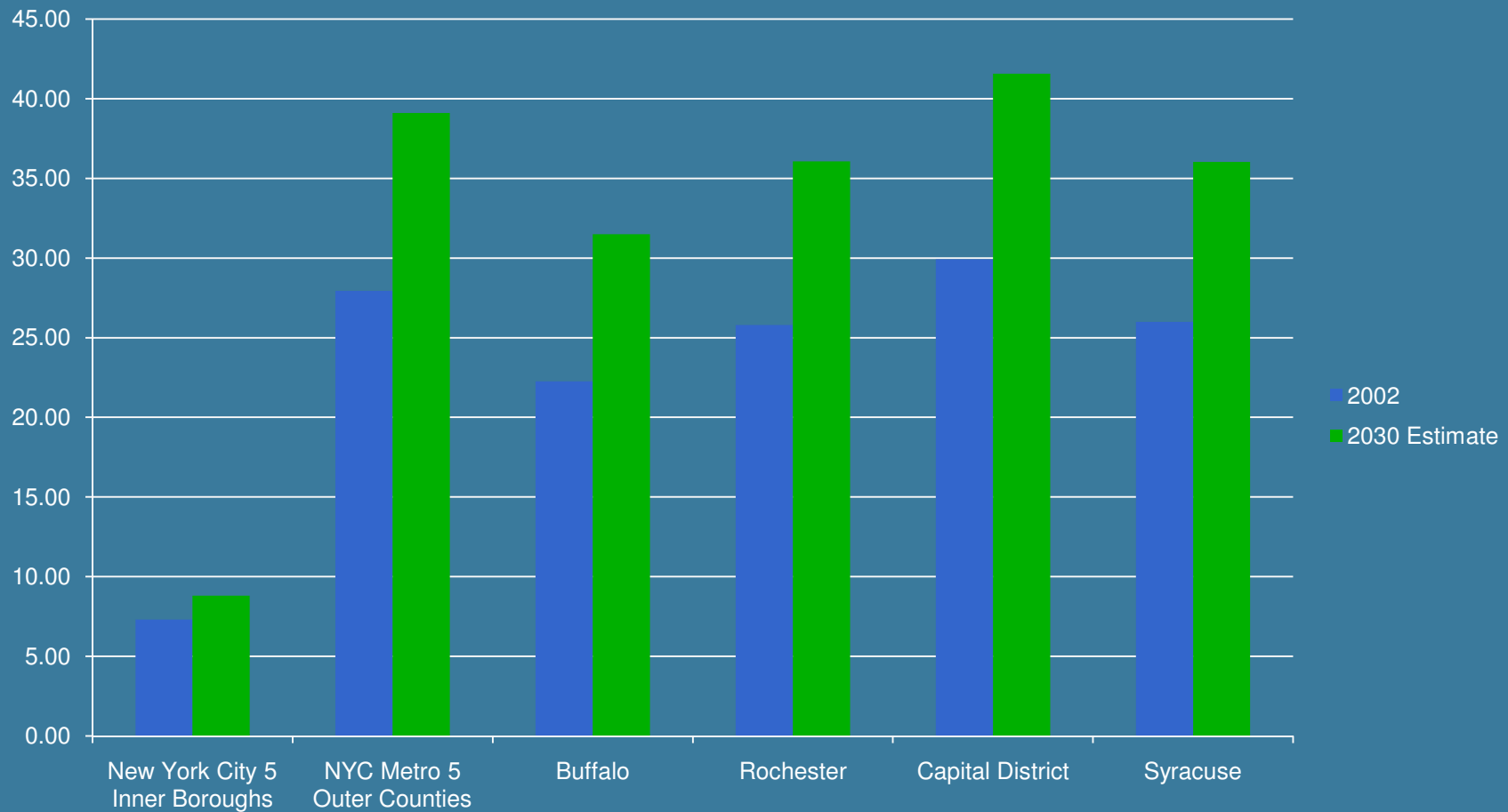
New York City – 10 county region

- 5 Inner Boroughs: 7.30 dvmt/cap
 - Bronx: 7.10
 - Kings: 5.17
 - New York (Manhattan): 6.52
 - Queens: 9.11
 - Richmond: 13.31
- 5 outer counties: 27.94 dvmt/cap
 - Nassau, Suffolk, Putnam, Rockland, Westchester

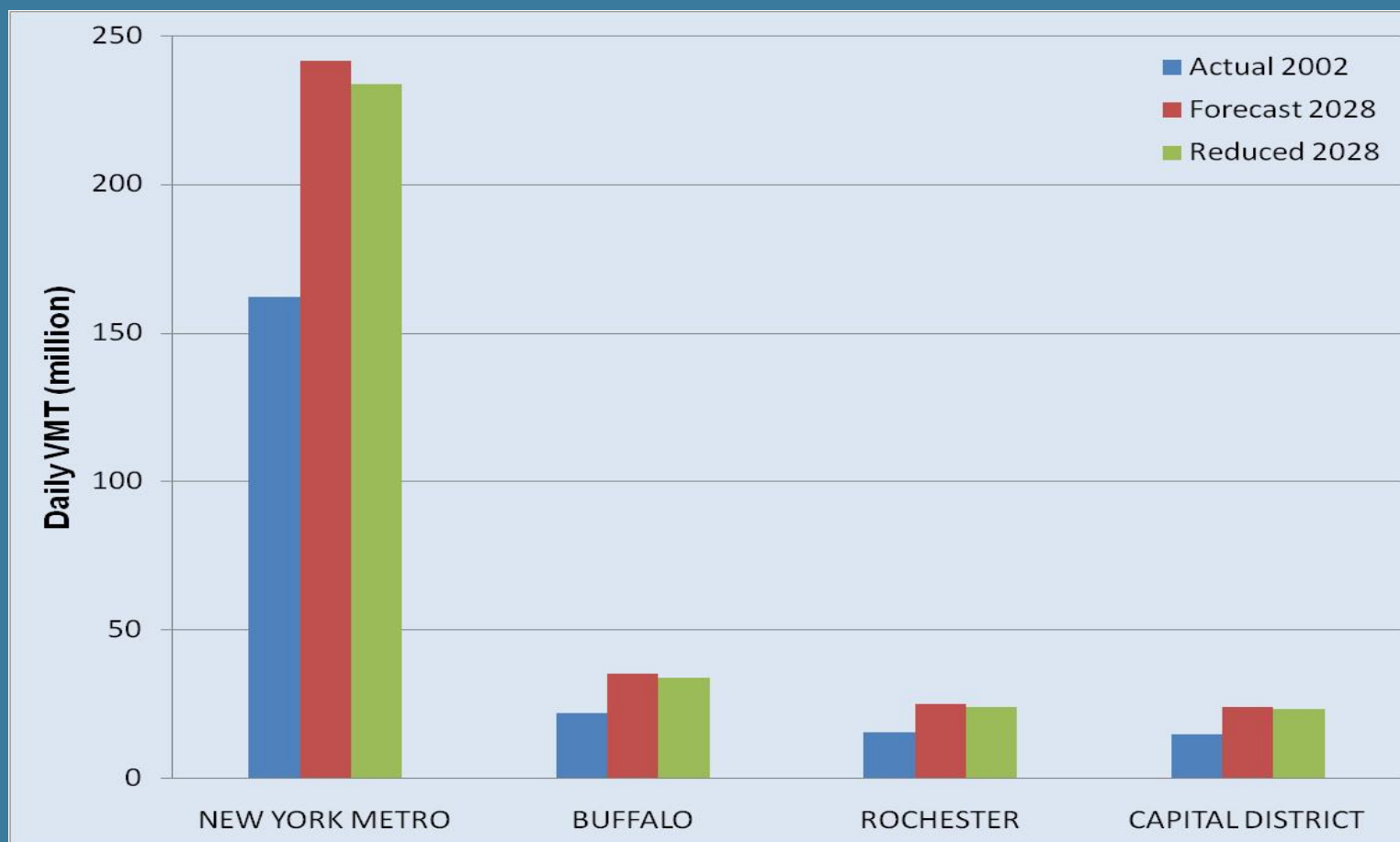
Per Capita DVMT (2002) for NYS Major Urban Regions

- Buffalo Region (2 counties): 22.25
- Rochester Region (2 counties): 25.79
- Capital District (4 counties): 29.92

Historic and Projected Per Capita VMT for Largest NYS Urban Metro Regions



Scenario of 10% VMT Reduction off Projected Growth in Largest NYS Urban Areas



NYS Scenario Estimated Results

	Daily VMT Reduction (mil miles)	Annual Fuel Reduction (mil gallons)	Annual Emissions Reduction (MMCO ₂ e)
New York City & 5 Counties	7.9	123.1	1.5
Buffalo	1.3	21.0	0.3
Rochester	1.0	15.0	0.2
Capital District	0.9	14.5	0.2
Total	11.1	173.7	2.2