

RTAC Revised Key Questions

Question 1

What are the key factors most directly within the control of MPOs that influence greenhouse gas emissions from passenger vehicle use? How do land use, the transportation system, and pricing specifically affect emissions? What is the magnitude of these factors under a variety of conditions?

Question 2

How do economic and other factors affect the magnitude of change possible in the land use and transportation sectors? This includes such factors as the price of gas and other variables that affect the price of travel, consumer preferences, especially for housing, the economics of different development patterns, environmental considerations, social equity issues, funding levels available for different types of transportation investments, and local government tax structure and other fiscal considerations.

Question 3

What are acceptable data quality and modeling tool standards for implementing various methodologies to process the factors into targets? Are the various models synchronized with their air quality counterparts? What improvements are needed, what assistance can the state provide in expediting these improvements, and which can be made in time to meet the first round of targets? If not, what are the alternatives? What is the cost to make those improvements?

Question 4

What support can state agencies provide to MPOs in the form of implementation tools, (i.e. policies or programs/grants in addition to the modeling issues addressed in #3 above)?

Question 5

How should passenger vehicle trips that cross regional and sub-regional boundaries be treated? What factors need to be considered for trips crossing state boundaries?

Question 6

Should goods movement trips be considered relative to their impact on passenger vehicle emissions?

Question 7

What metric(s) should be used to express regional targets? What are the pros and cons of the various choices? For example, should the metric(s) be per capita or total greenhouse gas emissions for a region? Should the metric(s) be relative to current conditions or a future year baseline? How should the metric(s) account for differences between regions, e.g. growth rates, incomes, current jobs-housing balance? What monitoring programs are needed to assess the usefulness of the metric(s) over time?

Question 8

How should the benefits of external factors such as low-carbon fuel and vehicle efficiency regulations be treated?

Question 9

How can the various methods be evaluated to see if they support the goal of setting the most ambitious achievable targets?