

Memorandum

TO: Michael Walsh

FROM: Chris Porter

CC: Marty Milkovits (CS)

DATE: November 28, 2017

RE: Notes from Carbon Free Boston Transportation Advisory Group Kickoff Meeting,
November 13, 2017

Chris Porter of CS presented the proposed transportation modeling approach and then took comments from the TAG. Major discussion points are summarized below.

General Modeling Issues

- Approach does not account for effects of price of travel on trip generation or trip length. (Jennie) Auto ownership not a very good predictor of VMT and emissions; trip generation and length are important. These factors are also sensitive to land use – VMT varies widely by neighborhood. (Eric S.)
- What about emissions of commuters who move out of the city? (Hong-Hanh) This led to a discussion of population projections and whether they are fixed or variable. Note that Boston has discussed population projections with MAPC but they may not match the regional forecasts. Keeping employment in Boston will have more significant effect than keeping population in Boston. (Peter F.) Increasing population and/or employment within Boston's boundaries could be an important GHG strategy but will make the accounting more complicated compared to fixed control totals. (Chris P.)
- Need to account for elasticity of travel with respect to travel time and cost - induced demand. Undermines ability of policies to reduce VMT since freed-up road capacity will be absorbed by other trips. (Jules W.)
- Need to account for existing policies in baseline. (Jules)
- City of Boston noted interest in equity impacts – distribution of costs and benefits by group. Forming social equity advisory group. (Alison) Need metric for benefits to underserved populations, e.g., induced person-miles of travel served. (Henry)

Strategy-Specific Issues

- Shared mobility and connected/autonomous vehicles will be “game changers.” Consider potential for optimized vehicle sizes, e.g., 8-12 passenger vehicles. (Henry)
- Consider congestion pricing with preference to multi-person vehicles? Convenience, reliability, and timing much more important than price. Pricing should be seamless. (Henry)
- Zero-carbon goal in 2050 means zero fossil fuel vehicle sales in 2030. (Henry)
- How aspirational are we being with respect to transit? E.g., Focus 40? Commuter rail electrification? North-South Rail Link? (Marc – Transit Matters)
- Consider “low parking districts” – residential TDM. (Marc)
- Look at through travel; Boston = locus. (Peter F)
- Bicycling: look at safe/connected routes – not just any facility. Also e-bikes. (Peter)
- Consider projects to decrease road capacity - e.g., Rutherford Ave. (Peter)

What Does Boston Want?

- Build on recent plans including realistic and aspirational goals. (Jon L.)
- Have already done lots of planning. Need ammunition to sell action plan, including info on benefits as well as costs. Look at strategies with long-term and large impacts; things we need to start doing now to move the needle. How can we get to neutrality? What scale of implementation is needed? Don’t waste time with things that have incremental impact. (Alison)
- Consider performance evaluation – incorporate metrics into modeling? (Hong-Hanh)
- What is revenue potential of strategies? (Peter)
- Consider redundancies and multiplicative/synergistic effects. (Alison)

Next Steps for TAG

- Next meeting after initial model runs (late winter) - ?
- Provide interim feedback in small groups as needed.