



# Montgomery County Climate Action Plan

## Transportation Actions



**VISION:** Montgomery County safely, affordably, and sustainably moves people and connects places.

- Transition to 100% zero emissions transportation and expand supporting infrastructure
- Provide clean, efficient, frequent, and reliable public transit.
- Reduce use of personal automobiles and increase use of transit and active transportation options like biking, walking, and micromobility services with safe, supportive infrastructure and land use, along with greater use of transportation demand management to achieve trip reduction.
- Introduce new technologies and approaches to transition to a green transportation system.

### ACTIONS:

- T-1: Expand Public Transit
- T-2: Expand Active Transportation and Micromobility Network
- T-3: Private Vehicle Electrification Incentives and Disincentives
- T-4: Constrains Cars in Urban Areas, Limit Major New Road Construction
- T-5: Zero Emissions Public Buses and School Buses
- T-6: Electrify County and Public Agencies Fleet
- T-7: Expand the Electric Vehicle Charging Network
- T-8: Transportation Demand Management and Telework Strategies
- T-9: Traffic Management Systems
- T-10: Electric Vehicle Car Share Program for Low-Income Communities
- T-11: Off-Road Vehicle and Equipment Electrification
- T-12: Advocate for a Vehicle Carbon/ Gas Tax or VMT Tax
- T-13: Advocate for Rail Alternative Fuels

### SUMMARY:

In 2018, 42% of the County’s greenhouse gas (GHG) emissions came from the transportation sector. 100% of private and public transportation options in the County will need to be powered by zero emissions technologies by 2035. In addition, the County’s electric supply must be 100% carbon-free.

Private vehicle trips will need to decrease, and the proportion of bus, rail, and bicycle trips taken will need to double. To accomplish this mode shift, it will be critical to implement supportive land use policies and transportation demand management strategies.

Electrification of vehicles is the primary focus of the transportation actions because the County already heavily supports a mix of land use types, infrastructure, and programs that promote active transportation for daily needs. Vehicle electrification can be implemented more rapidly and produce immediate impacts. Vehicle electrification in the county is projected to produce 75-85% of the transportation reductions needed.

The County will need to provide programs and resources such as educational campaigns and financing tools to support both transportation demand management strategies and electric vehicle (EV) adoption. An expansive, accessible public EV charging infrastructure network will be needed to enable widespread EV adoption. The implications for electric power demand loads and construction of new and expanded EV infrastructure will need to be evaluated. In addition, federal or state-level action to phase out the sale of gas-powered vehicles would support the achievement of the County’s transportation emissions targets.

Read the [Annual Climate Work Plan](#) for the current status of Transportation Actions.



In 2018, 42% of the County's greenhouse gas (GHG) emissions came from the transportation sector and 36% came from on-road transportation such as cars and buses. On-road transportation presents the greatest opportunity for emissions reduction through electrification and trip reduction. 100% of private and public transportation options in the County will need to be powered by zero emissions technologies by 2035. In addition, the County's electric supply must be 100% carbon-free by 2030.

Private vehicle trips will need to be reduced to 60% of total trips. The proportion of bus, rail, and bicycle trips taken will need to double. It is also essential to use transportation demand management strategies to increase the proportion of transit, biking, walking, teleworking, and all other alternatives to single-occupant vehicle trips. To accomplish this mode shift, it will be critical to implement supportive land use policies.

Electrification of vehicles is the primary focus of the 2035 transport emissions reduction pathway because the County already heavily supports a mix of land use types, infrastructure, transportation-friendly land use policies, and programs that promote active transportation for daily needs. Vehicle electrification can be implemented more rapidly, and the impacts are immediate.

Vehicle electrification in the county is projects to produce 75-85% of the transportation reductions needed. Current and future supportive land use, increases in active transportation, expanded use of transportation demand management strategies, and the other mode shifts can account for the remaining 15– 25% of emissions needed.

To achieve its transportation targets, the County will need to ensure that the appropriate programs, policies, and infrastructure are in place for the community to participate in both mode shifting and transportation electrification efforts. The County will need to provide programs and resources, such as educational campaigns and financing tools, to support both transportation demand management strategies and electric vehicle (EV) adoption. An expansive, accessible public EV charging infrastructure network will be needed to enable widespread EV adoption. The implications for electric power demand loads and construction of new and expanded EV infrastructure will need to be evaluated.

In addition, federal or state-level action to phase out the sale of gas-powered vehicles would support the achievement of the County's transportation emissions targets.