



Transportation & Land Use TWG Meeting #2 Summary

Tuesday, April 24, 2018

10:00 AM-11:00 AM

Online Meeting

Facilitators: Nils Frenkel (Navigant), Danielle Vitoff (Navigant), Emily Damon (Navigant)

Recap: the Vision and Priorities

- Review of synthesized vision from Steering Committee and Technical Working Groups:
 - Innovative and forward-looking
 - San Antonio specific (focus on equity)
 - Broad community engagement and buy-in
 - A community where all residents are Climate Ready
- Review of Transportation & Land Use TWG's Vision
 - Integrated, reliable, multimodal transportation system for the future
 - Cultural shift away from single-occupancy vehicles; individuals taking personal responsibility for transportation and land use impacts
 - Connect the 13 regional centers, and beyond, while reducing impervious cover
 - Connect to other groups working on similar issues
- Review of Transportation & Land Use TWG's Priorities
 - Reduce single vehicle usage, specifically on short trips (<2 miles)
 - Increase funding for VIA (start identifying resources)
 - Move transit from a coverage model to frequency (first/last mile can be run by private or public companies)
 - Consider the link between transportation and housing
 - Ensure affordable housing through private-public partnerships
 - Encourage employers to support employee commuting members that move beyond telecommuting
 - Include sustainability in infrastructure projects that are happening
 - Do things right instead of the minimum to check a box
- Introduction to Danielle Vitoff, Navigant's Project Manager for the CAAP
- Focus on an audacious goal; a lot of work to be done for the CAAP in a short period of time

Administration: Process, Timeline, and Expectations

- Reviewed timeline through February 2019
- 2-month looping process between online and in-person meetings
- Overview of April Community Engagement Activities
 - CAAP team met with and presented to numerous organizations and had a presence at many public
- Homework will be assigned at each meeting so that pertinent input can be gathered, recorded, and made available to the planning process. The homework assigned today will be used for the in-person meeting.
- Reviewed Steering Committee Chair and Technical Working Group Liaisons:
 - Anita Ledbetter, Steering Committee Chair
 - Dr. Olufemi Osidele, Energy & Buildings TWG Liaison
 - Jeffrey Arndt, Transportation & Land Use TWG Liaison
 - Sara Beesley, Water & Natural Resources TWG Liaison
 - Jessica Guerrero, Climate Equity TWG Liaison

- Dr. Carlos A. Garcia, Waste & Consumption TWG Liaison

2016 GHG Inventory Update

- Reviewed key differences between 2014 and 2016 protocol requirements.
- With the data received to date, the 2016 GHG Community Inventory is projected to be between -8% to +8% from the 2014 GHG Community Inventory.
- There might be a slight decrease, but data will continue to be refined.
- Most likely, there will also be a slight decrease in per capita GHG emissions.
- Per GPD emissions will most likely be significantly lower due to the increase in population and potential decrease in emissions.
- CPS Energy's Electricity Mix has reduced in GHG intensity due to a cleaner fuel mix and increased renewable energy generation.
- Another reason for potential decrease in GHGs could be attributed to milder temperatures in 2016, especially in November 2016.
- The Global Warming Potentials (GWP) of GHGs on 2016 are based a different guidance document from 2014. It is now based on the Intergovernmental Panel on Climate Change (IPCC).
- Emissions in the buildings sector reduced slightly while transportation emissions increased slightly. Other sectors remained relatively the same. The largest opportunity for GHG reductions are still going to be in the buildings and transportation sectors.
- Transportation Sector Assumptions
 - The 2016 GHG inventory will assume the same vehicle type split and fuel source split as 2014.
 - Personal vehicle use data is from TXDOT. Data received from TXDOT is daily vehicle miles traveled (VMT) which increased by 5% from 2014-2016.
 - Vehicle type split does not include EVs in 2014 but would like to include in 2016. Vehicle type split is from an ICLEI guidance document.
 - Feedback requested regarding assumptions
- Public transit fuel consumption from VIA is accurate data from VIA, not an assumption.
- River barge data was not included in the 2014 GHG inventory but will be included in the 2016 GHG inventory.
 - Additional considerations/comments/Q&A:
 - Energy use per capita is not the same throughout the city. Certain sectors of the city consume much more energy per capita than others.
 - Q: What is the assumption for EV adoption?/A: Still building out that model with additional data sources.

GHG Projection & Target

- Developing multiple scenarios to get to a Paris Compliant target. Between the various science-based target methodologies (i.e. absolute reduction, intensity reduction, and sectoral approach), sectoral approach makes the most sense for San Antonio because it looks at each sector and sets more meaningful targets.
- San Antonio Business-as-Usual (BAU) assumptions used for the 2014 inventory are currently being used for the 2016 inventory. Feedback requested for BAU assumptions.

Reduction Strategies and Resources

- Discussed examples around combustion vehicle reduction, priority development areas, and car-free high-density neighborhoods. (e.g. a day without cars in Paris, France; Oakland, CA prioritizes transit-oriented development, etc.)
- Additional resources on slide 42

traveled by hybrid or EVs. This assumed vehicle/fuel type split is an area where we welcome input and suggested data sources.

- Are strategies to take CO₂ out of the air under consideration in this CAAP? Won't this be needed to achieve Paris Accord in San Antonio? If so, which TWG should address this?
 - Response: Great question. Generally, CO₂ sequestration (taking CO₂ out of the air) is not as cost effective as other GHG abatement measures such as energy efficiency and renewable energy. However, we will confirm that this is the case for San Antonio as part of this process, and it may well become a strategy CoSA uses in the longer-term. Responding to the second part of this question – “will sequestration be needed to achieve the Paris Accord in San Antonio” - the answer is not necessarily. The Paris Accord and target guidance mandate certain GHG reductions to stay in line with a 2 degree Celsius global average temperature rise. Cities and companies are free to reduce GHGs through any strategies they choose, and will typically prioritize GHG reduction actions according to cost effectiveness and reduction potential.
- What about per capita water consumption for BAU?
- We already provide free on-street parking for hybrid and electric cars.
- The SA Tomorrow Comp Plan calls for regional centers. The MPO 2040 plan adopted a different land development scenario.
- Great work by staff with this platform. Like the engagement and the ability to converse with others and the presentation