



Climate Change Committee

Landwatch/AMBAG Correspondence

May 20, 2021



Today's Item

Today: Discuss the two issues

1. Local streets-only VMT allocation vs. origin/destination VMT allocation
2. 2015 HPMS methodology change

Future Meeting: Make Decision on how to move forward



Local Streets Only?

HPMS: Highway Performance Monitoring System

- This is the basis for the AMBAG GHG inventories
- AMBAG model uses “miles traveled on local roads” rather than an origin-destination model
 - LandWatch example: “as far as Carmel is concerned, a trip to downtown Carmel from Monterey would have the same emissions as a trip that started in Salinas or Soledad”
 - This hypothetical example does not include travel to/from Carmel by visitors, perhaps from more distant origins.
- LandWatch takes issue with this “local roads” calculation.



HPMS Methodology Change

HPMS Methodology changed in 2015

- 2014: 85,400 daily VMT (miles traveled on local roads)
- 2015: 47,250 VMT (decrease of 44%)
- 31,200,000 VMT / year down to 17,200,000 VMT / year

AMBAG Draft 2018 GHG Report

- 2010: 14,437 Tons of CO₂
- 2015: 7,845 Tons (decrease of 46%)

LandWatch has flagged this as an issue – a decrease in VMT that is clearly not “real”



AMBAG Response

- AMBAG inventories a “tool to start the conversation about GHG emissions.”
- These inventories “comply” [with the protocols] and are “consistent across years and jurisdictions.”
- VMT
 - “This methodology and data source was chosen because PRD data is readily and uniformly available for every year and every jurisdiction in the AMBAG region.
- HPMS Methodology Change
 - Change acknowledged in 2015 Report
 - Difficult to “disentangle” the effects of the change on the resulting VMT calculations



LandWatch Response

Related to VMT methodologies

“ The critical consequence of an “in-boundary” approach to a GHG inventory is that cities using it would have no accountability for, and no incentives to mitigate, transportation GHG emissions generated as a consequence of local government decisions that affect vehicle miles traveled, e.g., land use decisions that affect the jobs/housing balance and decisions about circulation policies.”

- For example: The city of Monterey is not “responsible” for a car travelling from Seaside (or San Francisco) to Carmel...

HPMS Methodology Change

We [suggest] that AMBAG ... “scale the HPMS data prior to 2015 to be consistent 2015 levels in order to address the dramatic step change in [reported] VMT estimates that occurred.”



Climate Committee Decisions

Related to VMT methodologies

- Continue to use local-streets only methodology, or...
- Develop [with the help of consultants] an origin-destination model (at potential extra cost)

HPMS Methodology Change

- Keep the revised VMT as-is, without adjusting the baseline 2005 transportation sector (pre-methodology change) estimates, or...
- Adjust 2005 transportation sector GHG estimates to better account for transportation sector emissions



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Questions and Discussion