



**GREATER GREATER  
WASHINGTON**

# **A clean transportation system for the DMV needs to move away from private vehicles in 2024**

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**DMV Stakeholder Challenge on Mobility and Clean  
Transportation**

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The Washington, DC region is great  and it can be greater.

# Introduction

- Goals of a “clean transportation” system:
  - Moves everyone who wants to move, with
  - Dramatically lower emissions than today
- Cars will never be the answer - including electric cars
- The barrier is getting the DMV to go all-in on mode shift.



# Cars go last. Right now they still go first.

- Transit, walking, and biking are at the center of our strategy
  - They move more people
  - They create a fraction of the emissions (if any) of even EVs
  - Cars get more people killed than any object other than guns
- Cars are out of reach for low-income households



# How do we get serious about mode shift?

- Fund WMATA
  - For 2024, yes, and
  - The region needs a long-term plan
- Take road pricing (congestion pricing) out of realm of advocacy and into the realm of policy creation
  - People drive cars unless they are sufficiently motivated not to do so
  - \$ motivates people
  - \$ funds transit
  - Lots of regions do this or are considering it.
  - The DMV should, too.



# What if we do it/what if we don't?



- Benefits of a big regional push for mode shift
  - Access to jobs and services
  - Removes barrier of “return to office” (/cities?) goals
  - Lower emissions
  - Health gains
- Consequences of not centering mode shift
  - Some people will make fewer emissions with each EV trip, and some (low-income) people just won't make trips
  - An economy where some can move and some can't?



Regarding Mobility and Clean Transportation, to achieve the DMV Region's Climate, Health & Equity goals, a critical obstacle to collectively overcome in 12 months is:

**Regional leaders must decide to center mode shift in our clean transportation strategy, and make everything else secondary to that goal.**



Thank you.  
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