

# District Government's Approach to Mobility

November 8, 2023

Deputy Mayor for Operations and Infrastructure Keith Anderson

## District Government and Clean Transportation

#### **Mayor Muriel Bowser:**

"If we are going to make progress on addressing climate change and global warming in our country, it's going to be cities and states leading the way."

- Sustainable DC 2.o
- CleanEnergy DC Omnibus Amendment Act of 2018
- moveDC 2021
- Climate Commitment Amendment Act of 2022
- Transportation Electrification Roadmap

DMOI convenes and aligns its agencies to facilitate a sustainable city that works.

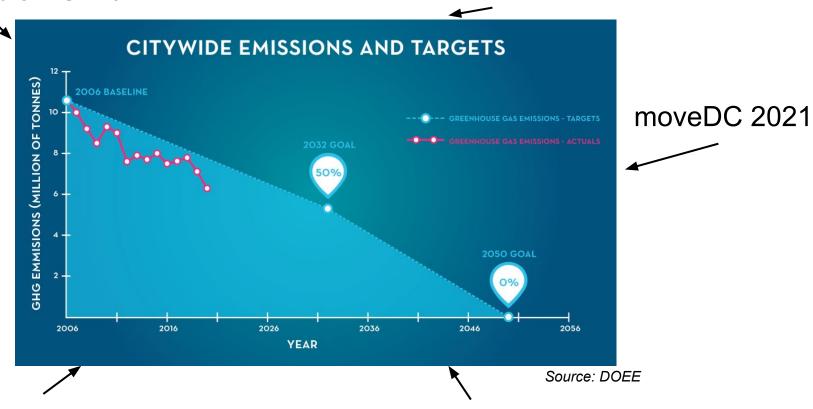


Source: MoveDC

## **Commitments and Laws**

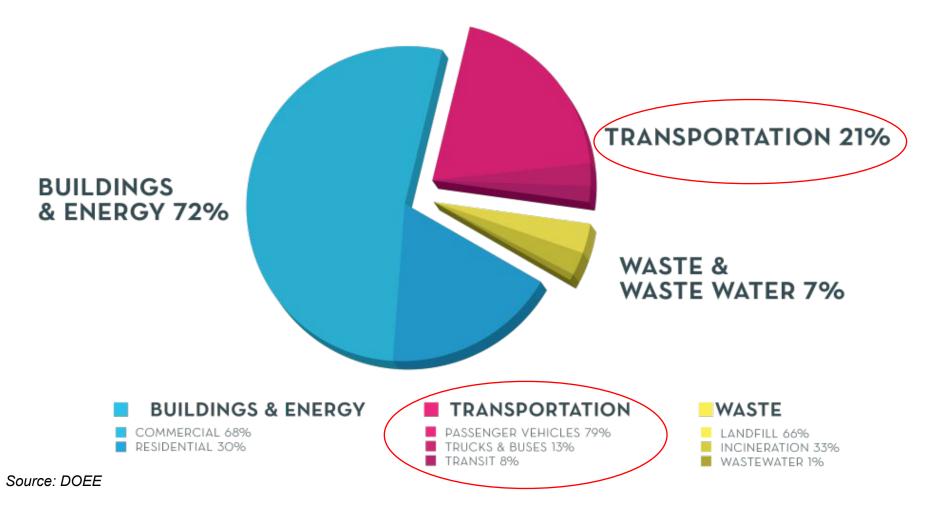
Sustainable DC 2.o

Climate Commitment Amendment Act of 2022



CleanEnergy DC Omnibus Amendment Act of 2018 Transportation Electrification Roadmap

### **2020 EMISSIONS BY SECTOR**







# Walking the Walk: D.C. and Electrification

- Transportation Electrification Working Group (TEWG)
  - Established by City Administrator Order 2023-1 on March 3, 2023
  - Three subcommittees: Policy and Funding; Fleet and Public Charging; and Public Engagement
- National Electric Vehicle Infrastructure (NEVI) formula funding
  - Approximately \$16.7 million in federal funding over FY22-26 for DDOT
- District Fleet: Zero Emissions Vehicle Procurement (when available) by 2026

So, what does this look like in practice?

**2026:** District government purchasing or leasing only ZEV (except where not readily available on the market)<sup>1</sup>

2030: 25% vehicle registrations are ZEV<sup>1</sup> 2045: District public buses, high-capacity private passenger/light-duty vehicles, and commercial fleets are electric<sup>1</sup>

2023

2021: 100%
replacement of
public buses,
including school
buses, with electric
public buses upon
the end of their
useful life<sup>2</sup>

**2030:** 50%

**2035**: 75%

**2040**: 90%

**2045**: 100%

% of public buses, passenger and light-duty vehicles associated with privately-owned fleets with a capacity of 50+ passenger or light-duty vehicles licensed to operate by the District of Columbia, commercial motor carriers, limousine service vehicles, and taxis certified to operate by the District of Columbia shall be low-or zero-emission vehicles. <sup>2</sup>