

**Project Information Form**

Project Title	White Paper on the Effectiveness of Land Use and Demand Strategies in Reducing Vehicles-Miles-Traveled and GHG Emissions -- Passenger
University	UC Davis
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Funding Source(s) and Amounts Provided (by each agency or organization)	\$30,533 US DOT \$12,000 Cal Trans
Total Project Cost	\$42,533
Agency ID or Contract Number	DTRT13-G-UTC29
Start and End Dates	June 30, 2014 to January 30, 2015
Brief Description of Research Project	Reducing vehicle miles traveled (VMT) would generate many benefits. These include alleviating traffic congestion, reducing air pollution, reducing greenhouse gas emissions, reducing our dependence on foreign oil, improving public health through increased exercise, and enhancing interactions within our communities. There are plenty of policy ideas for how to reduce VMT and GHG emissions from passenger vehicles. Road and parking pricing, mixed use zoning, investments in alternative modes, and household travel planning programs represent just a small sample of the possibilities. These policies can be costly, they may require substantial political capital, and/or they may have an effect only over the long-run. Planners and local government officials aiming to affect VMT must choose among them. To choose wisely, it is necessary to know – in addition to its cost, likelihood of political acceptance, and any co-benefits – how much each policy option will actually affect VMT and GHG emissions.

Describe Implementation of Research Outcomes (or why not implemented)  (Attach Any Photos)	
Impacts/Benefits of Implementation (actual, not anticipated)	
Web Links  <ul style="list-style-type: none"> <li>• Reports</li> <li>• Project website</li> </ul>	<a href="http://ncst.ucdavis.edu/white-paper/usc-ct-to-003-wp2-2a">http://ncst.ucdavis.edu/white-paper/usc-ct-to-003-wp2-2a</a>