

Summary of Transportation Policy Board Engagement Session May 11, 2017

Topic: Climate Change

At its May 11 meeting, the Transportation Policy Board heard a brief report on the Transportation 2040 Four-Part Greenhouse Gas (GHG) Strategy and progress that has been made since 2010. As part of the Transportation 2040 update, the strategy, which aims to reduce GHG emissions through land use, user fees, technology, and transportation choices, will be recalibrated to see where additional gains could be made in each of the four categories. In addition, the Board was briefed on the regional greenhouse gas emission reduction targets recently adopted by the Puget Sound Clean Air Agency (PSCAA).

As part of the breakout sessions, the Board was asked to consider the following:

- Provide feedback to staff on the current Four-Part Greenhouse Gas Strategy, consisting of assumptions on land use, user fees, technology, and choices.
- Discuss how PSRC should address the PSCAA regional targets: Do we want to simply refer to the targets that have been adopted by the PSCAA, or do we want to own, or adopt, the targets?

Summary of Board Engagement Session

Four-Part Greenhouse Gas Strategy

There was consensus that the components of the Four-Part Greenhouse Gas Strategy are the right components to address. Comments regarding specific elements of the strategy are provided below:

- It's important to address the jobs / housing balance issue in order to further reduce vehicle miles traveled and emissions.
- It's also important to consider housing affordability as part of the discussion.
- Need to consider social and geographic equity in our strategies.
- Be explicit about strategies to encourage more walking, noting that these elements may not be as adequately captured in PSRC's modeling and analysis.
- How are parking facilities and charges considered?
- Need to better understand and account for the interrelationship among the four components of the overall strategy.
- Continue to work on providing better data and analytics, and provide additional information on scenarios and "what's next" within each category.
- Technology is important, but not at the expense of movement within the other components.
- Don't lose sight of the larger goals such as safety, health, and social equity.

PSCAA Regional Greenhouse Gas Emission Reduction Targets

There was general support for PSRC adopting the PSCAA targets, but with a need to fully understand what it means to adopt, and the implications for future planning work, funding, etc. Additional comments regarding the targets include:

- Adopting the targets would demonstrate collaboration and regional leadership.
- Consider setting sub-metrics such as vehicle miles traveled per capita, mode split, etc.
- The region needs to be flexible to respond to changing dynamics and conditions.
- If we adopt targets, how rigorous will we be in ensuring we meet them? What does this mean to our planning and programs?
- Working towards meeting the targets should be applied with an equity lens.
- This work will continue as the region moves forward in planning for growth in 2050.
- An inventory of targets adopted by local jurisdictions should be conducted.

Staff will prepare additional information and analyses for board consideration and further discussion in the fall.