Coordination on the Four-Part Greenhouse Gas Strategy

Transportation Policy Board
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Figure 9: Washington Greenhouse Gas Emissions, 1990-2013

Washington State Greenhouse Gas Emissions

WA Greenhouse Gas Emissions - 2013

- Transportation: 43%
  - On-road: 71%
  - Aviation: 16%
  - Marine: 9%
  - Rail: 2%
  - Natural gas: 2%

- Electricity: 19%
- Residential / Commercial / Industrial: 22%
- Agriculture: 6%
- Waste Management: 4%
- Industrial Processes: 5%
- Fossil Fuel Industry: 1%

PSRC’s analysis = on-road mobile sources
Four-Part Greenhouse Gas Strategy

**Land Use**
- Implement VISION 2040
  - Jobs housing balance
  - Centers, transit oriented development and efficient Communities

**User Fees**
- Implement roadway pricing to support VMT reduction and reduce travel delay emissions

**Choices**
- Expand transportation choices that reduce GHG emissions

**Technology**
- Support development of technology to dramatically reduce tailpipe emissions
Draft Regional Transportation Plan includes:

- Regional Growth Strategy, as expressed in adopted jurisdictional targets
- Regional integrated transit network, regional bicycle network, projects & programs
- Proposed financial strategy, including express toll lanes, road usage charge, parking fees, certain facility tolls, etc.
- Adopted CAFÉ and GHG vehicle standards, regional vehicle fleet characteristics, WA state parameters for fuel content, inspection programs, etc.
- Draft plan modeling results in 2040 emissions ~24% below 2006 levels
Beyond adopted targets and growth strategy

• Focusing greater development / concentration of growth through 2050 around transit stations
  • From 30% in baseline to 50-75% of new growth
  • ~2-4% further emission reductions

Beyond investments in draft plan

• Improved analysis capabilities for pedestrian access to transit
• Increase in telework, alternative work schedules, etc.
  • ~1-2% further emission reductions
Additional Reductions Potential

Beyond user fees in draft plan
- Continued research on impact of various pricing mechanisms
- Modest changes in pricing assumptions
  - ~5% further emission reductions

Beyond adopted standards
- Updated future technology scenarios:
  - Increased % of EVs in fleet
  - Further fuel and heavy duty improvements
  - ~20-40% further emission reductions
Potential Regional Action Steps

- VISION 2050
  - TOD implementation
  - Zoning and development changes
- Continued policy focus on multimodal investments, access to transit
  - Policies and research to support telework and/or alternative work schedules
- Support implementation of pricing
- Support EV implementation
  - Zoning and other improvements to accommodate fast charging stations
  - Incentives / rebates / education for EV ownership and charging infrastructure
  - Policies and support for EVs in shared ride / car-sharing services
  - Engage with current activities such as Electrify America, Clean Fleets
  - Continue collaboration / coordination with PSCAA
Potential Next Steps

• Continue collaboration with PSCAA

• Monitor progress and report back to Board at regular intervals

• Begin research / engagement on additional steps