DRAFT Update – PSCAA Transportation Greenhouse Gas (GHG) Emissions Reduction Process

Transportation Policy Board
PSRC
March 8, 2018

Clean, healthy air for everyone, everywhere, all the time.
GHG Reduction Strategy Update

• **Background** -
  – PSCAA Regional GHG Emissions Reduction Targets
  – Focus on Transportation
  – Candidate Action Evaluation Process

• **Overview of Top Three Candidate Action Areas**
  – Potential Agency roles
  – Synergies, Uncertainty

• **Questions and Discussion**
PSCAA strengthened targets in 2017:

• **Reduce regional greenhouse gas (GHG) equivalent emissions:**
  - 50% by 2030
  - 80% by 2050
  - compared to 1990
Focus on Transportation & Mobile (includes on-road and off-road)
PSCAA staff evaluated 11 candidate actions
  • Applied 11 criteria
  • Included focus group input on equity considerations

Evaluation highlighted three areas needed to achieve meaningful emission reduction:
  – Cleaner vehicles ("Technology" in PSRC plan)
  – Cleaner fuels
  – Mode shift ("Land use", "Choices", and "User Fees" in PSRC plan)

PSCAA staff shared initial evaluation results with their Advisory and Board in February
Preliminary Emission Reduction Scenarios

Draft Puget Sound All Mobile GHG Emissions: History, Projection, and Goals

- History
- with no action and population growth
- with on-the-books actions
- PSCAA Goals

Graph showing emission trends from 1990 to 2040.
DRAFT Puget Sound All Mobile GHG Emissions: History and "Ambitious" Scenario
GHG Emission Reduction Focus Areas
Cleaner vehicles

• Zero Emission Vehicle (ZEV) Adoption
  – Incentives/fees to promote adoption
  – Requirements for specific vehicle types and uses
  – Leverage current Clean Cities activities
Promote Alternative Fuel Use
  – Regional Low Carbon Fuel Standard (LCFS)
    • Degree of certainty & flexibility
  – Administrative role & Technical role
Low Carbon Fuel Standard

- The goal of the LCFS is to reduce the carbon intensity (CI) of the transportation fuel pool by 16%* by 2030.

- Carbon Intensity: Lifecycle GHG emissions of fuel from extraction, conversion, transport, and combustion of the fuel.

- An LCFS is designed for certainty and flexibility.
GHG Emission Reduction Focus Areas

Staff Recommendation:

• Influence and increase Mode Shift
  – Continue/Strengthen work with partners (Puget Sound Regional Council, etc.)
  – Evaluate mechanisms to promote change: Indirect Source Rule
  – User fees (e.g. road usage charges)
Potential Actions and roles

- Some actions were considered, but not enacted by legislature
  - Low Carbon Fuel Standard

- Address Zero Emission Vehicle standards
  - Clean Cities: expand and build on
  - Ex: Autonomous and Transportation Network Companies (e.g. Uber/Lyft) and VMT

- Mode-shift
  - Leverage and build upon T2040 & VISION2050
  - User Fees – engage to promote VMT reduction
  - Indirect Source Rule evaluation
• Synergies between areas

• Limited ability to predict technologies & markets.
  – ZEV
  – Alternative fuels

• Climate is changing – robust actions are needed
Next Steps and Questions

• We anticipate receiving direction from PSCAA Board during 2018

• Questions on information discussed today?
Thank you

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