What Would It Take

Transportation and Climate Change in the Washington Region

MWAQC TAC
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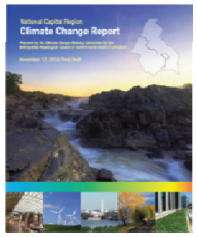
Why "What Would it Take"?

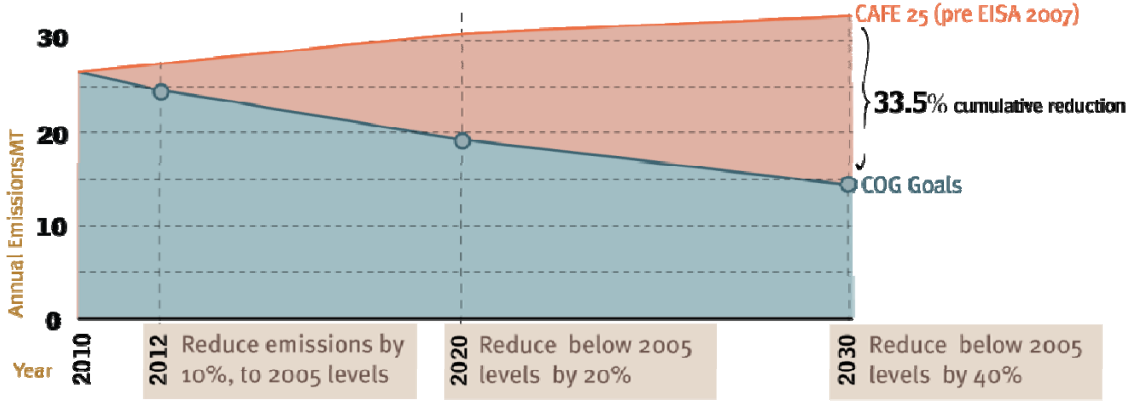
purpose | baseline | analysis | results | conclusions

1



Build off regional climate action momentum

2



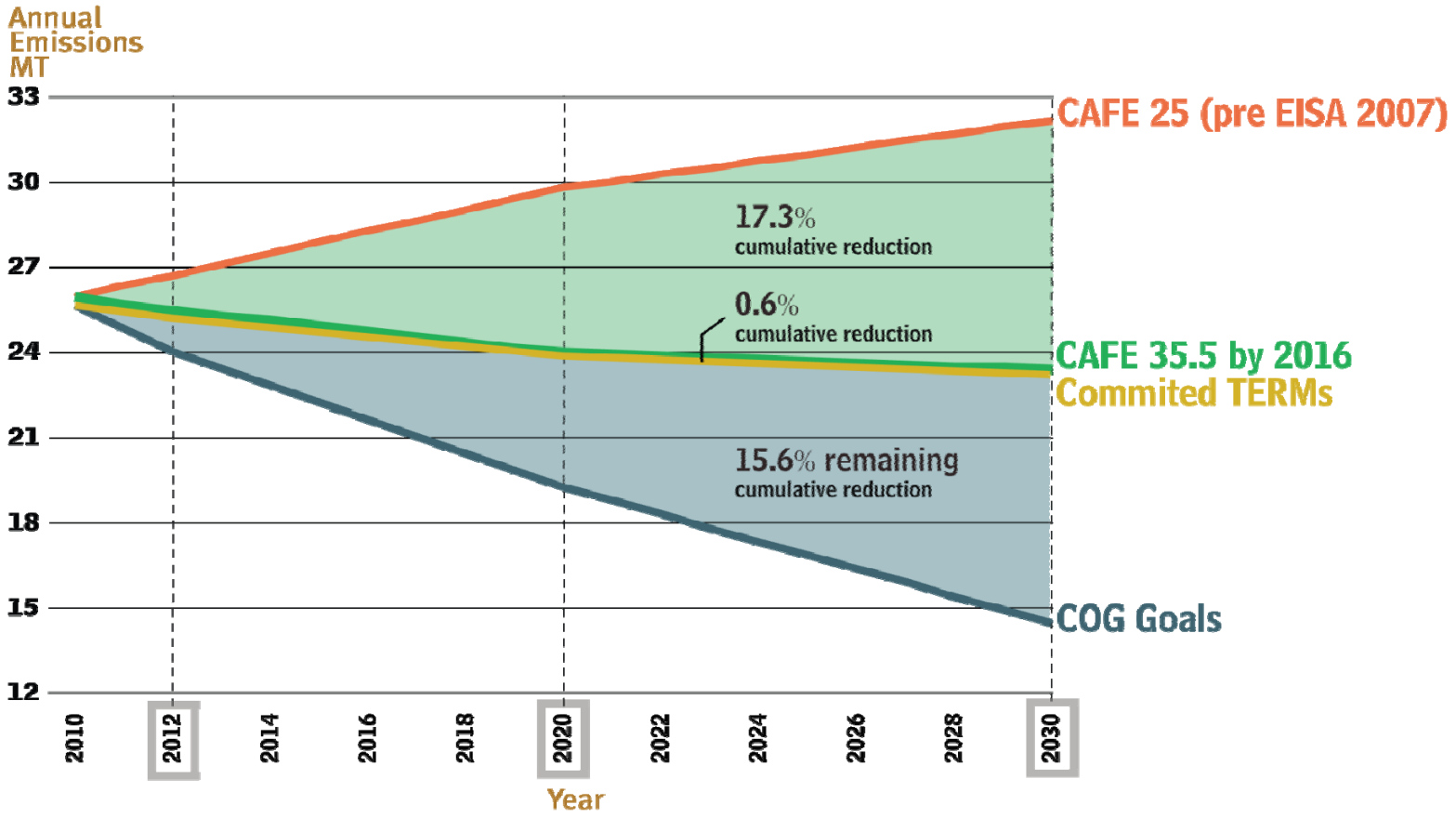
To see how we can meet these goals in transportation

3

Support local jurisdictions by identifying **effective, cost-effective, and feasible** strategies to adopt

What's Our GHG Baseline?

purpose | baseline | analysis | results | conclusions



Committed TERMS refers to the full TERM Tracking Sheet, including: Access and service improvements to transit, bike/ped projects, rideshare assistance programs, telecommute programs, traffic improvements, engine technology programs

What are the Emissions Sources?

purpose | baseline | analysis | results | conclusions

There are 3 major areas affecting transportation emissions

1 

The composition of the fleet

fuel efficiency, heavy/light duty split

2 

The fuel we put in our fleet

gasoline, diesel, alternative fuels (electricity, ethanol, biofuels)

3 

How we use our fleet

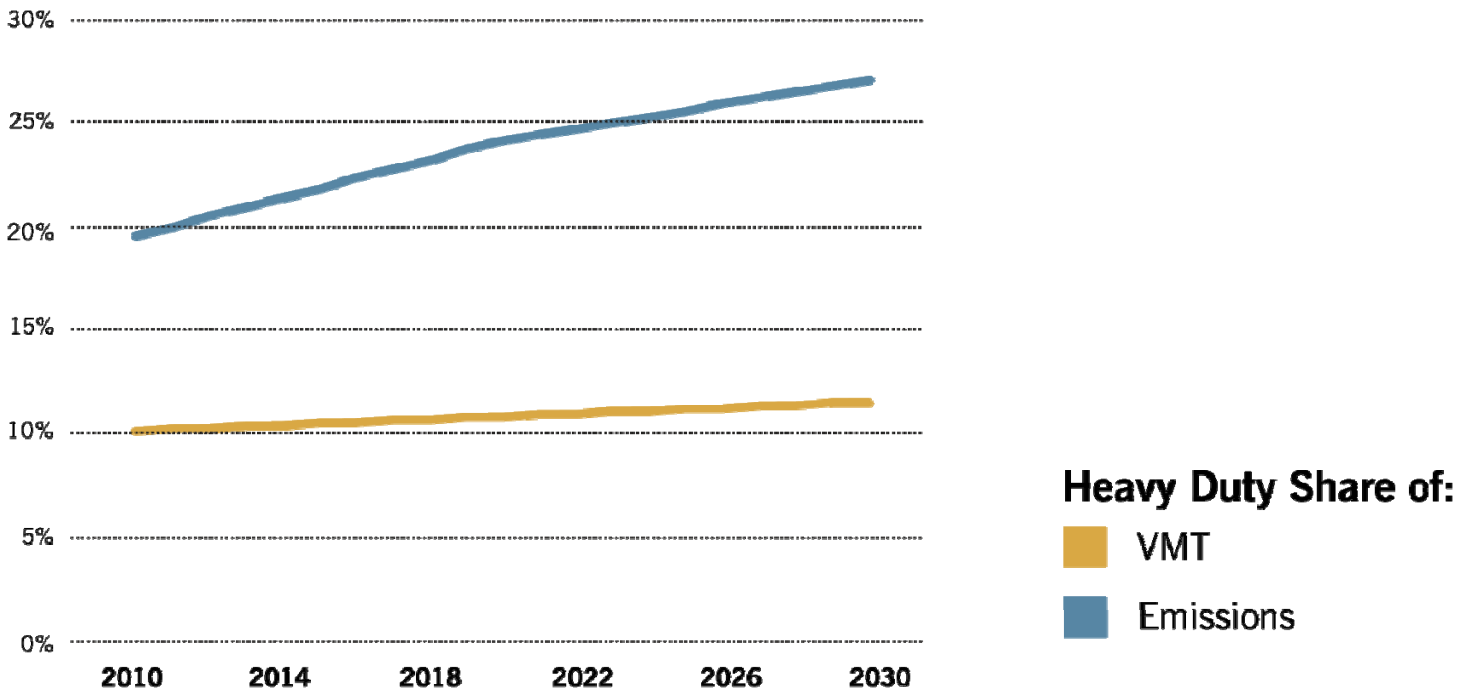
trip lengths, purpose, and mode, vehicle occupancy, congestion

What Does Our Fleet Look Like?

purpose | baseline | analysis | results | conclusions

Trucks account for a growing share of CO_2 emissions

Heavy Duty Share of Total VMT and CO_2 Emissions

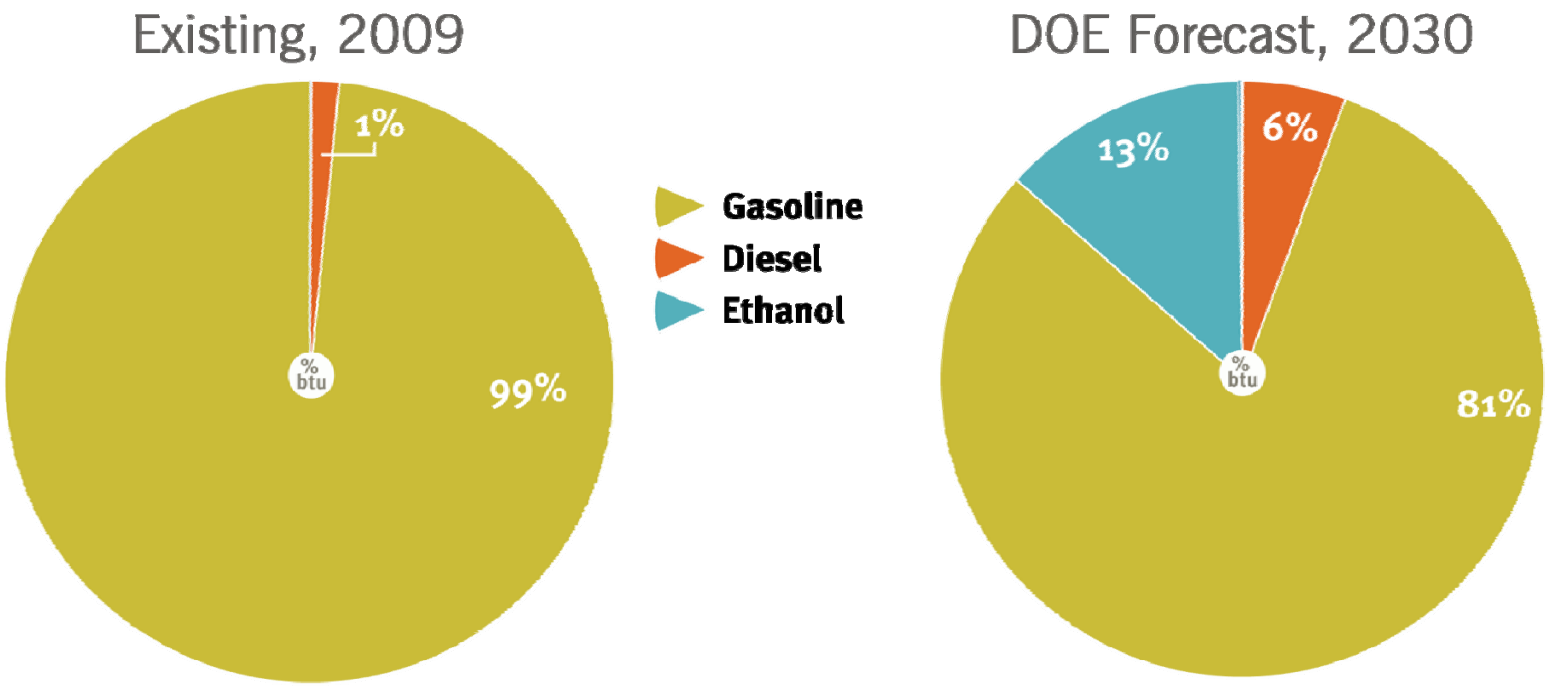


What's Our Fuel Mix?

purpose | baseline | analysis | results | conclusions

There is a lot of room for increasing alternative fuel use

National Light Duty Fuel Mix

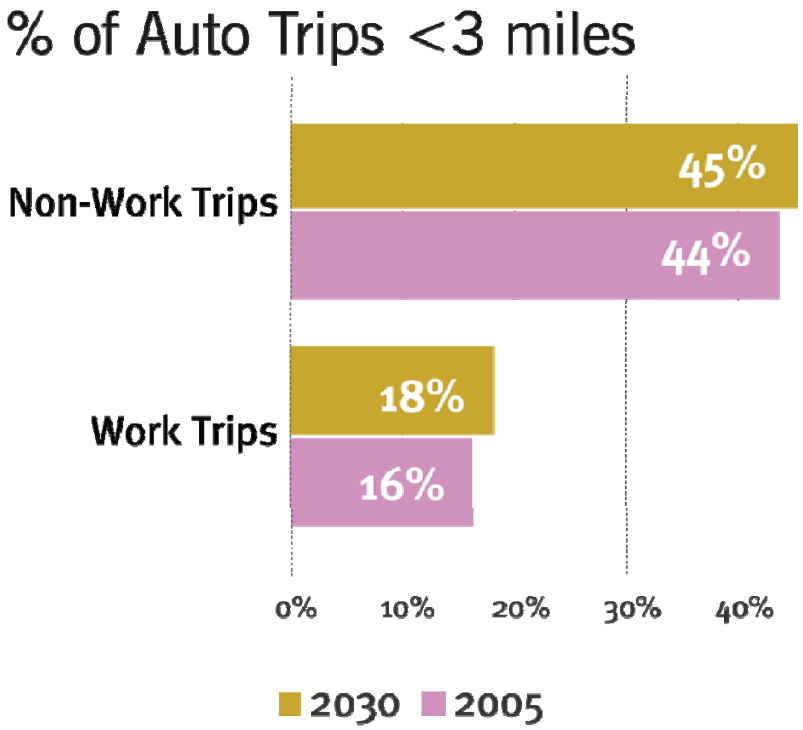


Source: US DOE, EIA, Annual Energy Outlook (AEO) 2009

How Do We Use The Fleet?

purpose | baseline | analysis | results | conclusions

Many of our trips are short.



Shifting 10% of these auto trips to non-polluting modes now, gets us 4% closer to the 2030 goal
(shifting 50% gets us 18% closer)

How Do We Use The Fleet?

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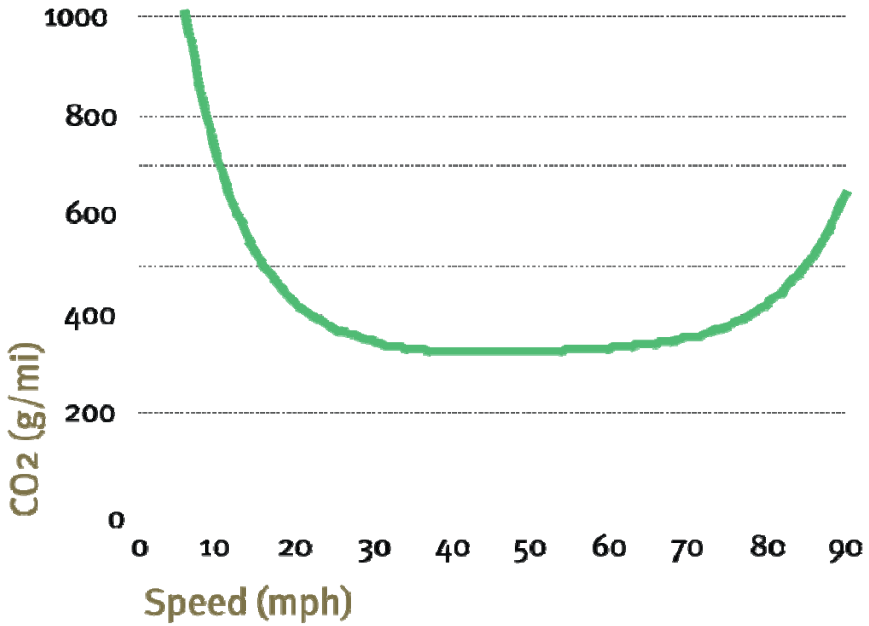
Congestion affects CO_2 emissions and is widespread.

CO_2 Emissions Rates by Speed



Source: UC Riverside

Forecast Congestion, 2030

How Can We Reduce CO_2?

purpose | baseline | analysis | results | conclusions

1
fuel efficiency

Enhanced CAFE
HDV CAFE
Local tax incentives
Cash for Clunkers

2
alternative fuel

DOE Forecasts:
Current regulation
High price case

3
travel efficiency

Telecommuting
Bike/ped facilities
Improved transit
Eco-driving
Pricing
Incident Management
Signal optimization
Bike and Car-sharing
Commuter services

Grouping Strategies

purpose | baseline | analysis | **results** | conclusions

Individual Strategies

Federal Action

1 Current Policy

Fuel Efficiency
CAFE 35.5 mpg by 2015

Alternative Fuels
Current energy policy

2 Potential Policy

Fuel Efficiency
CAFE 55 mpg
HDV CAFE

Alternative Fuels
High Gas Prices

Current Policy + State/Regional/Local Action

3 Shorter-term Actions

Fuel Efficiency
Incentives for hybrids

Alternative Fuels
Public green fleets

Travel Efficiency
1. Increase transit use
2. Increase bike/ped use
3. Pricing
4. Operational efficiency
5. Reduce travel

4 Longer-term Actions

Travel Efficiency
1. Increase transit use
2. Increase bike/ped use
3. Pricing
4. Reduce travel

All groups combine additive strategies to the full extent currently possible.

The Baseline

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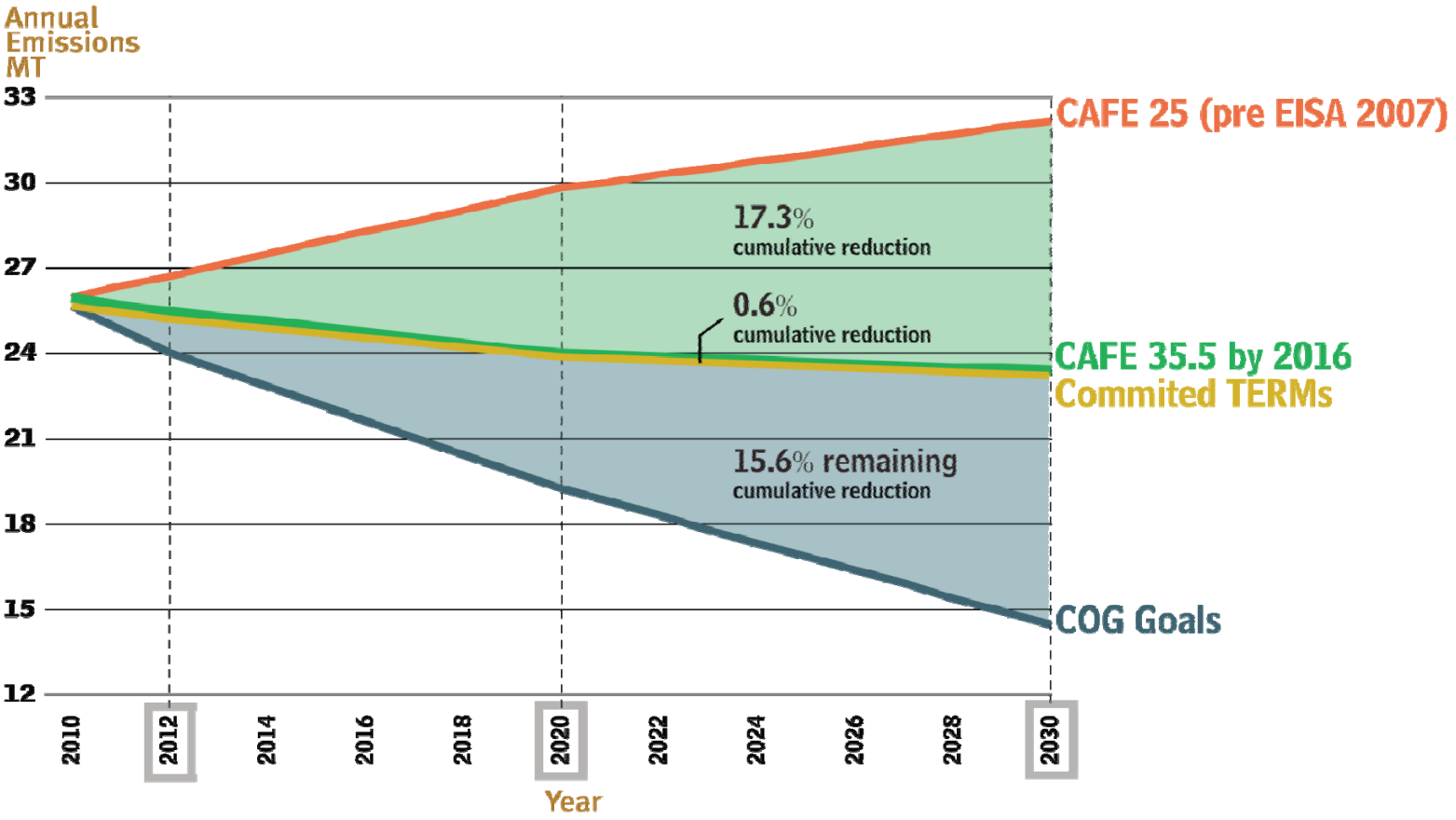
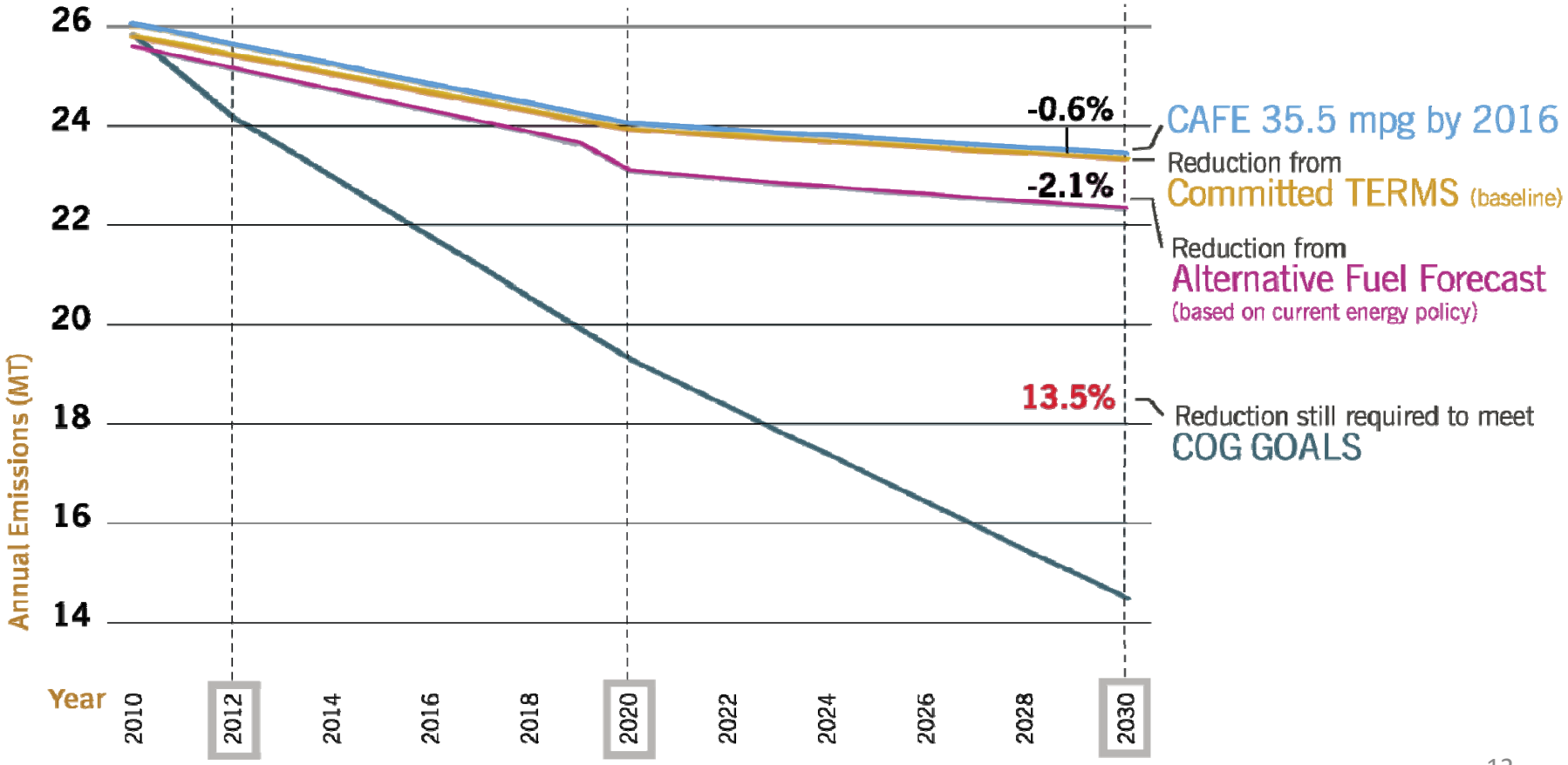


No Further Federal/Local Action

purpose | baseline | analysis | **results** | conclusions

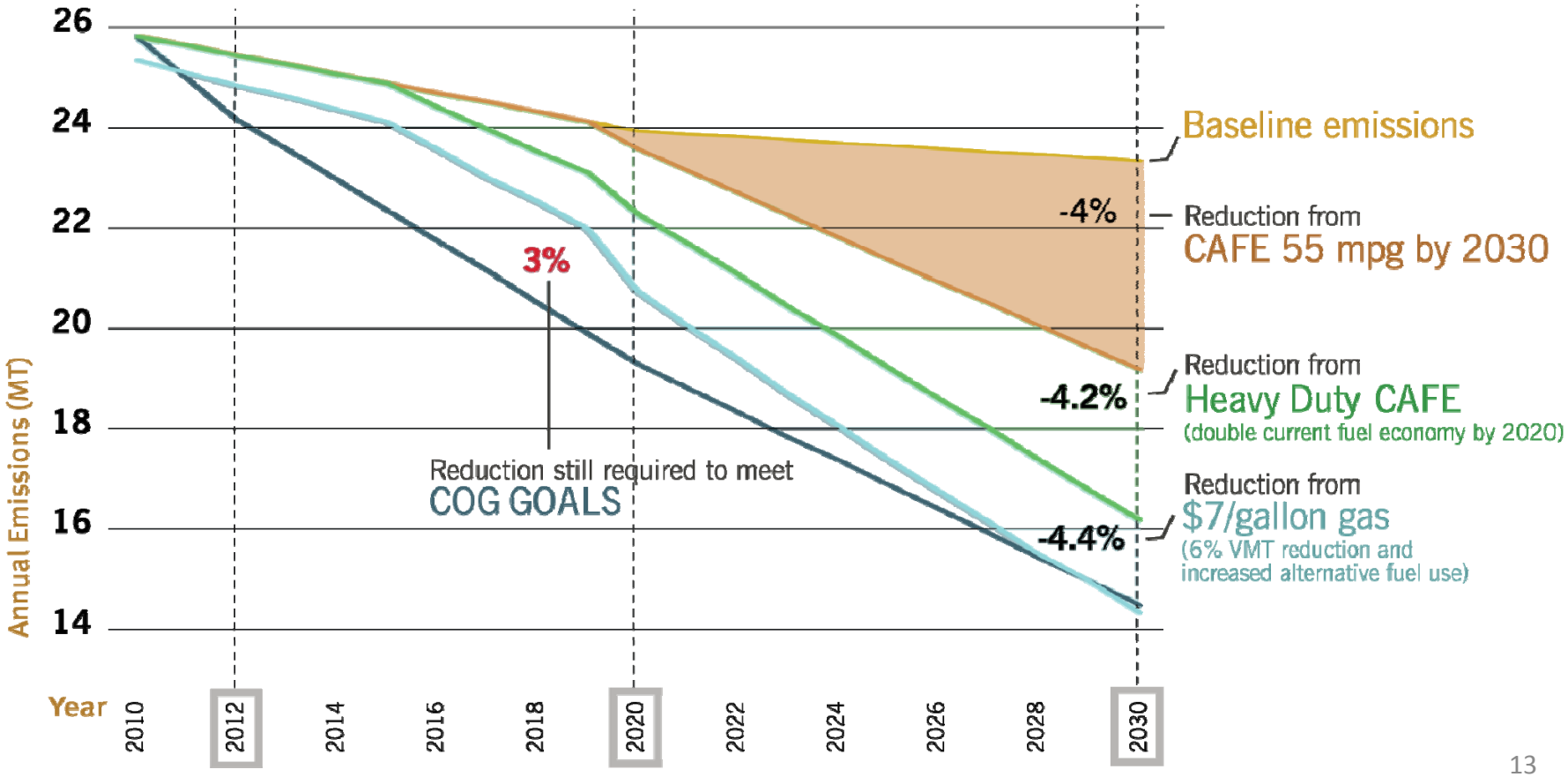
We still have a long way to go based on current action.



Higher Federal Role

purpose | baseline | analysis | results | conclusions

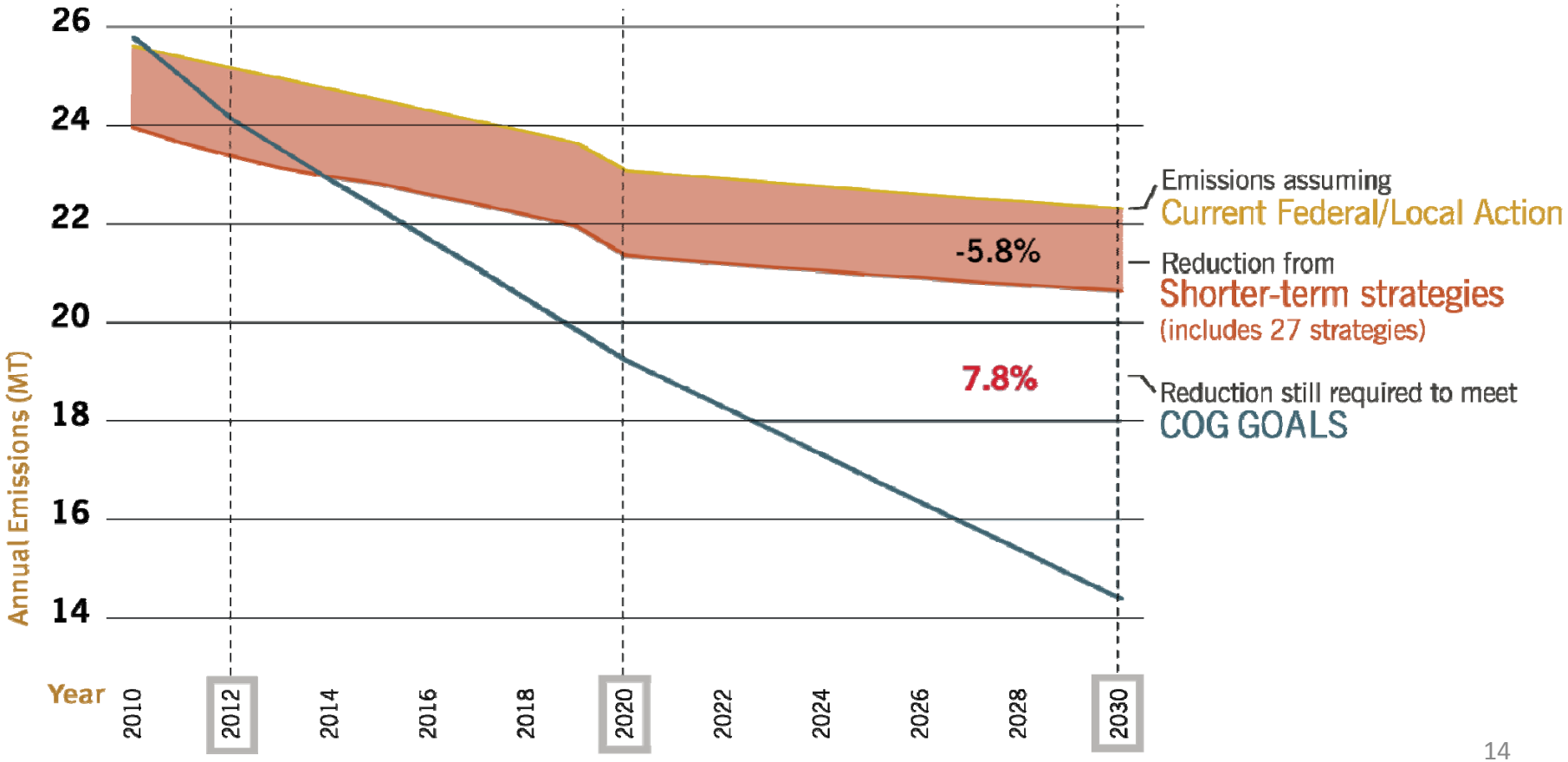
Significant measures in all 3 categories almost get us there



Shorter-term Strategies

purpose | baseline | analysis | **results** | conclusions

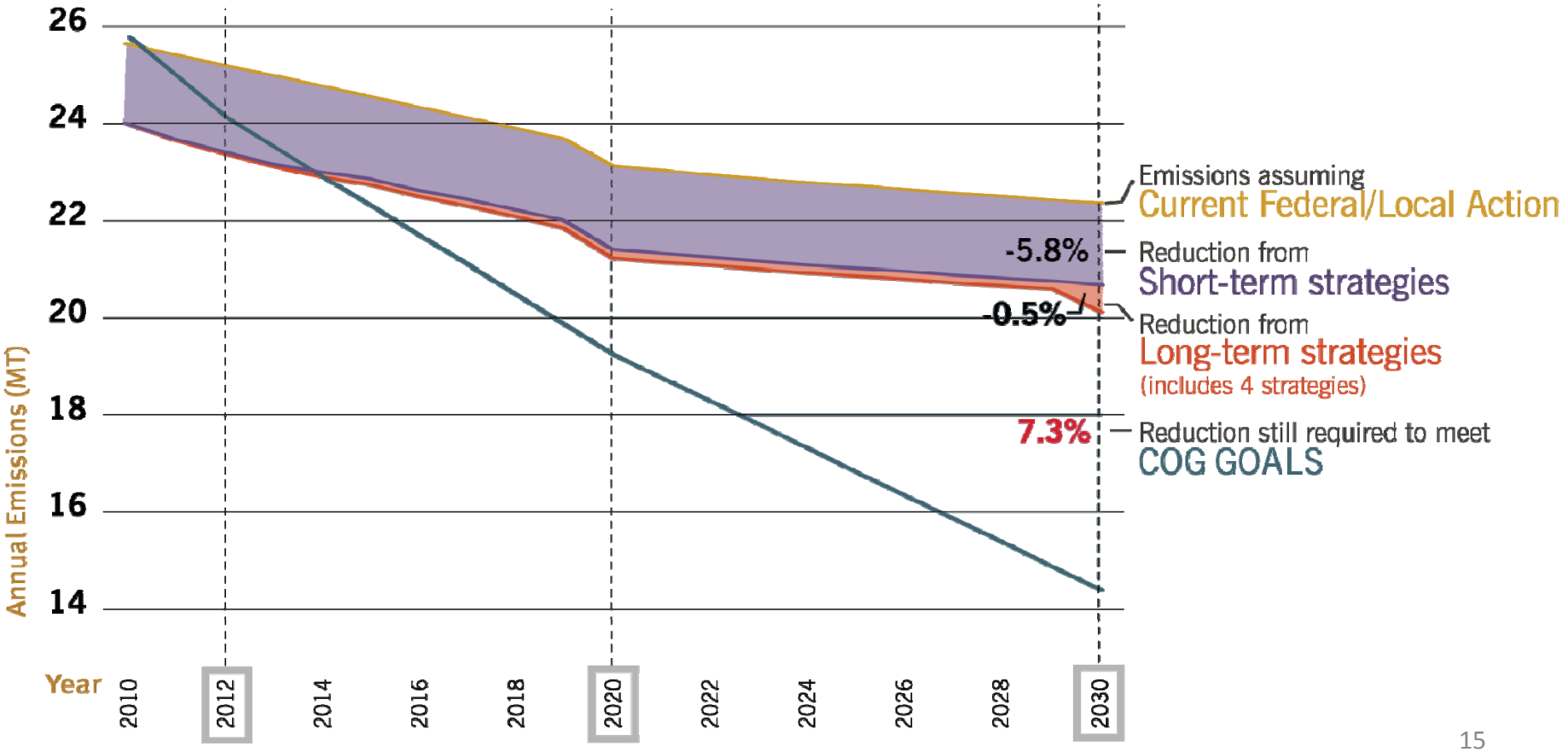
Many strategies can be done soon, meeting the 2012 goal



Longer-term Strategies

purpose | baseline | analysis | **results** | conclusions

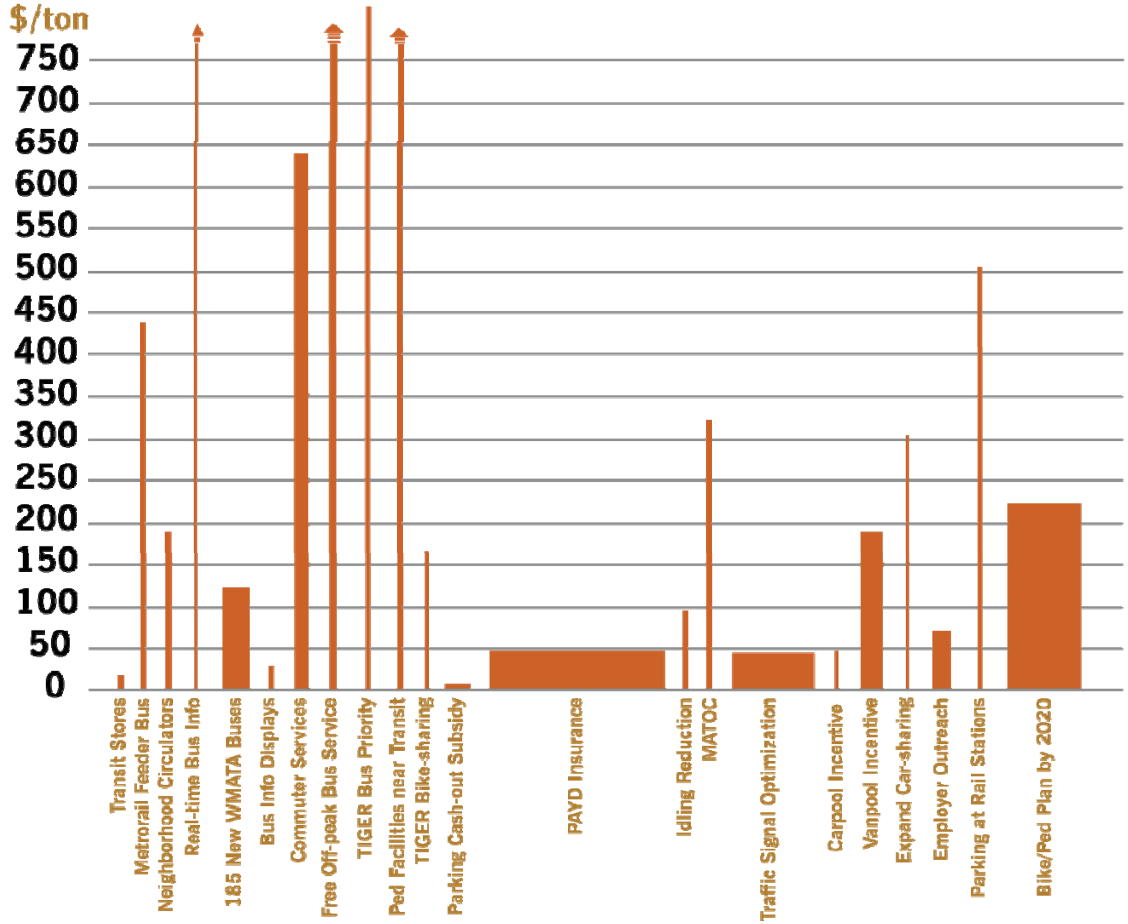
A longer study timeframe for long-term impacts would help.



Cost-Effectiveness

purpose | baseline | analysis | **results** | conclusions

Several strategies are both cost-effective and highly effective.



1 million tons of cumulative reduction 2010-2030

(width of bar indicates 20 year CO_2 reduction effectiveness)

Assumes current federal/local action

Next Step: Cost Benefit Analysis

purpose | baseline | analysis | results | conclusions

EXAMPLE

Bike-sharing

Modest CO_2 benefits are a contributing factor to large overall benefits.

Costs	**$231,000,000**
Capital	$16,000,000
Operating	$75,000,000
Increased Accidents	$145,000,000
Benefits	**$625,500,000**
User Cost Savings	$197,000,000
Travel Time Savings	$378,000,000
Reduced Accidents (from reduced VMT)	$1,300,000
Public Health	$2,000,000
Increased Access	$38,000,000
Congestion Reduction	$3,500,000
Environmental Benefits	$5,700,000
CO_2	**66,000 tons**

All numbers over 20 year horizon from 2010-2030

What Would it Take?

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1. Strategies analyzed to date do not achieve regional goals—**additional strategies can and should be analyzed.**

2. Goals are difficult to meet--and will require reductions in **all 3 categories**

3. While major reductions can come from federal energy policies, **local governments can make significant reductions quickly**

4. Some strategies may not have major GHG reduction potential, but have **multiple benefits worth exploring through benefit-cost analysis**

Potential Local Actions to do Now

purpose | baseline | analysis | results | conclusions

1. Incentivize **eco-driving** [free air at service stations, public and private driver training, public messaging, eco-driving checklist mailings]
2. Expanded **telecommuting** and compressed work week
3. Incentivize increased **carpooling** and vanpooling
4. Increase **bicycle** mode share [bike-sharing, bike racks, stations, and lanes]
5. Increase **transit** use [bus priority treatments, technology, lowering fares, parking cash-out subsidies]
6. Promote **compact, mixed use development** around transit
7. **Incident management** and regional coordination
8. **Signal** optimization
9. Incentivize purchase of **fuel efficient** cars