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Transportation at the Crossroads



*Tolls, Taxes, Technology and Takes
on the New Carbon Economy*

Historic approaches to problem

From a 2004 Seattle *Transportation and Climate Change* Conference sponsored by King County, Climate Solutions & Transportation Choices Coalition

- Northwest has a huge economic and environmental stake in problem
- We cannot rely on technology alone, comprehensive policies needed
- States and regions can make significant contributions to reducing GHG
- Regional leadership has global impacts
- Clean cars are here now and will increase in future
- We cannot build our way out of congestion
- Compact land use patterns promote health, better transport choices and reduced pollution
- Pricing incremental costs of driving can reduce driving
- Social marketing strategies effectively reduce trips and emissions
- Concerted action by committed people transforms the possible into the inevitable.

California's Goal

By 2020, reduce greenhouse gas emissions statewide to 1990 levels

**2002-2004 GHG Emissions Inventory
469 MMTCO₂E**

- **Recycling/Waste, 1%**
- **Res & Comm, 9%**
- **High GWP, 3%**
- **Agriculture, 6%**

- **Industrial, 19%**
- **Electricity (Imports), 12%**
- **Electricity (In State), 11%**
- **Transportation 38%**

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Cars, Trucks, Goods Movement and Fuel

- Light-duty vehicle greenhouse gas reductions
(Pavley I and Pavley II tailpipe regs)
- Low carbon fuel standard
- Efficiency measures for cars
- Aerodynamic design improvements for trucks

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Cars, Trucks, Goods Movement and Fuel continued...

- Hybridization for urban and short-haul trucks
- Improved efficiency for heavy duty trucks
- Implement adopted goods movement strategies and improve efficiency
- High speed rail