



Meeting of the Minds
Transportation at the Crossroads
Tolls, Taxes, Technology and Takes
on the New Carbon Economy

Arthur O'Donnell, Executive Director
Center for Resource Solutions

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%

Transportation Under CARB Scoping Plan 6/08

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