



# GWSA IAC Meeting

March 7, 2019



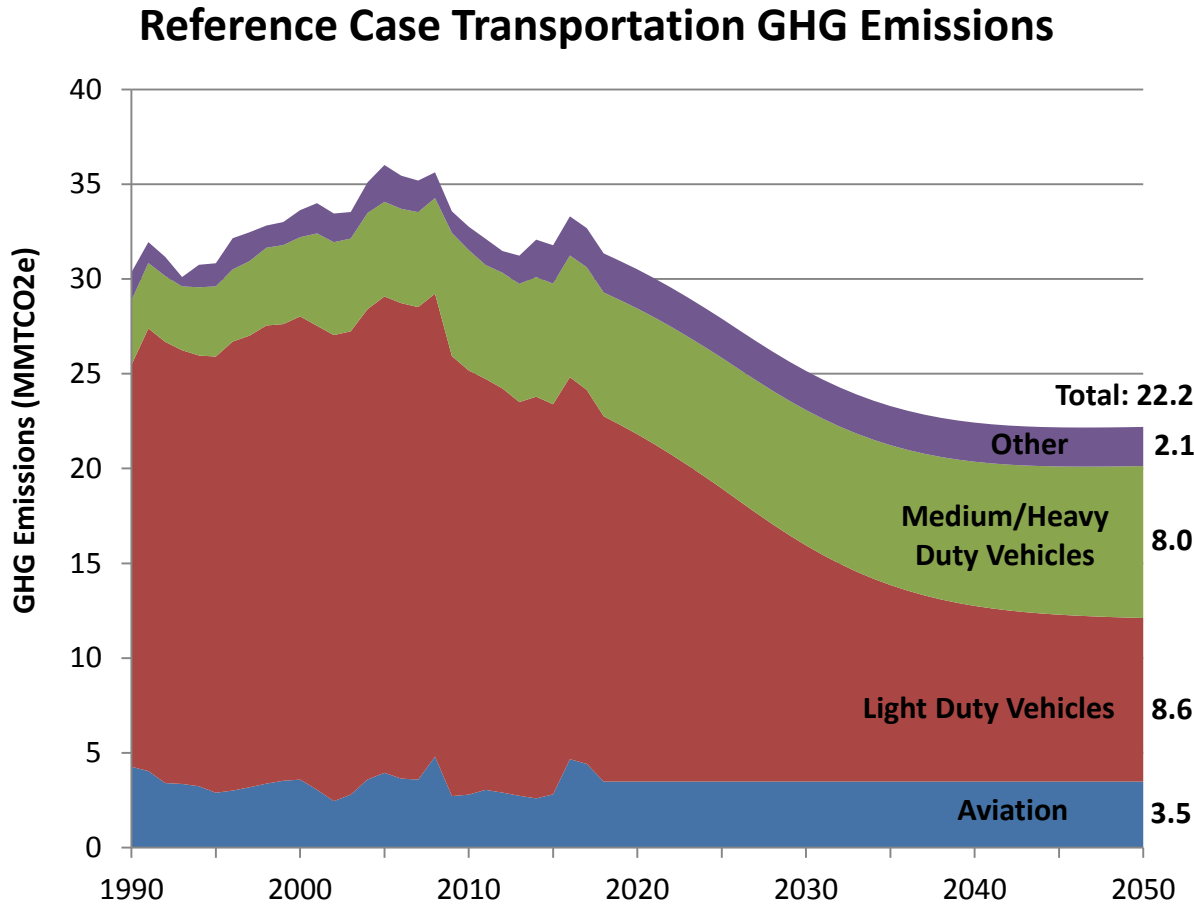
# Agenda

- Review draft meeting minutes of December 6, 2018
- Brief updates from state agencies and IAC working groups
- Presentation and Q&A of the Commission on the Future of Transportation's reports
- Update on the Transportation and Climate Initiative
- Discussion of the IAC Transportation working group's policy recommendations for analysis in the 80x50 Study
- Wrap up, next steps

# Slides for IAC transportation policy discussion

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# Reference Case Transportation GHG Emissions



## Major Modeling Assumptions

Modest electrification of LDV fleet (~23% by 2050).

Minimal electrification and deployment of low-carbon fuels in heavy-duty fleet.

Continued implementation of California and federal fuel efficiency standards through mid-2020's.

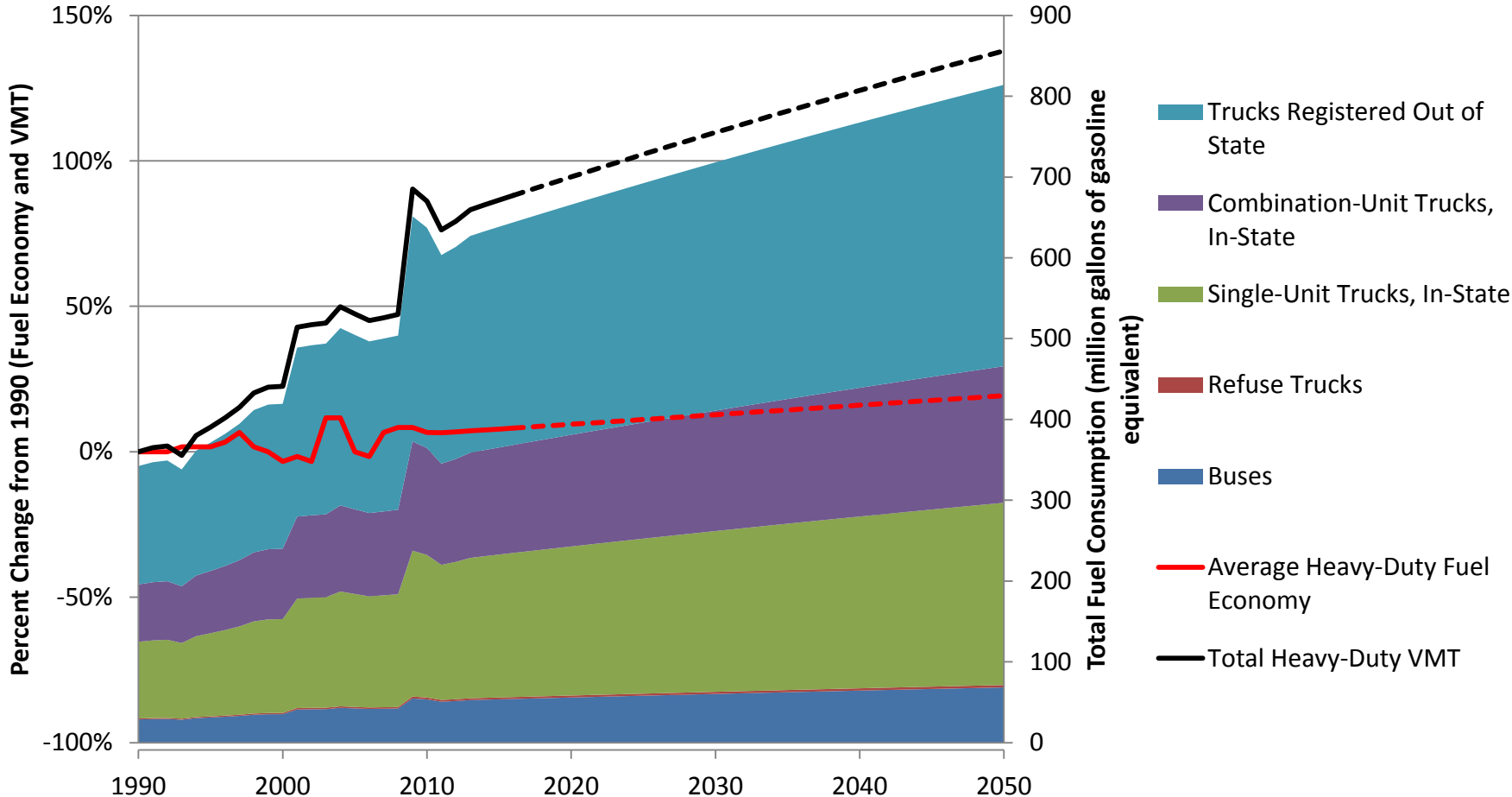
Continued growth in total VMT, especially among freight vehicles.

Aviation emissions decline from 2016 peak but not decline significantly thereafter.

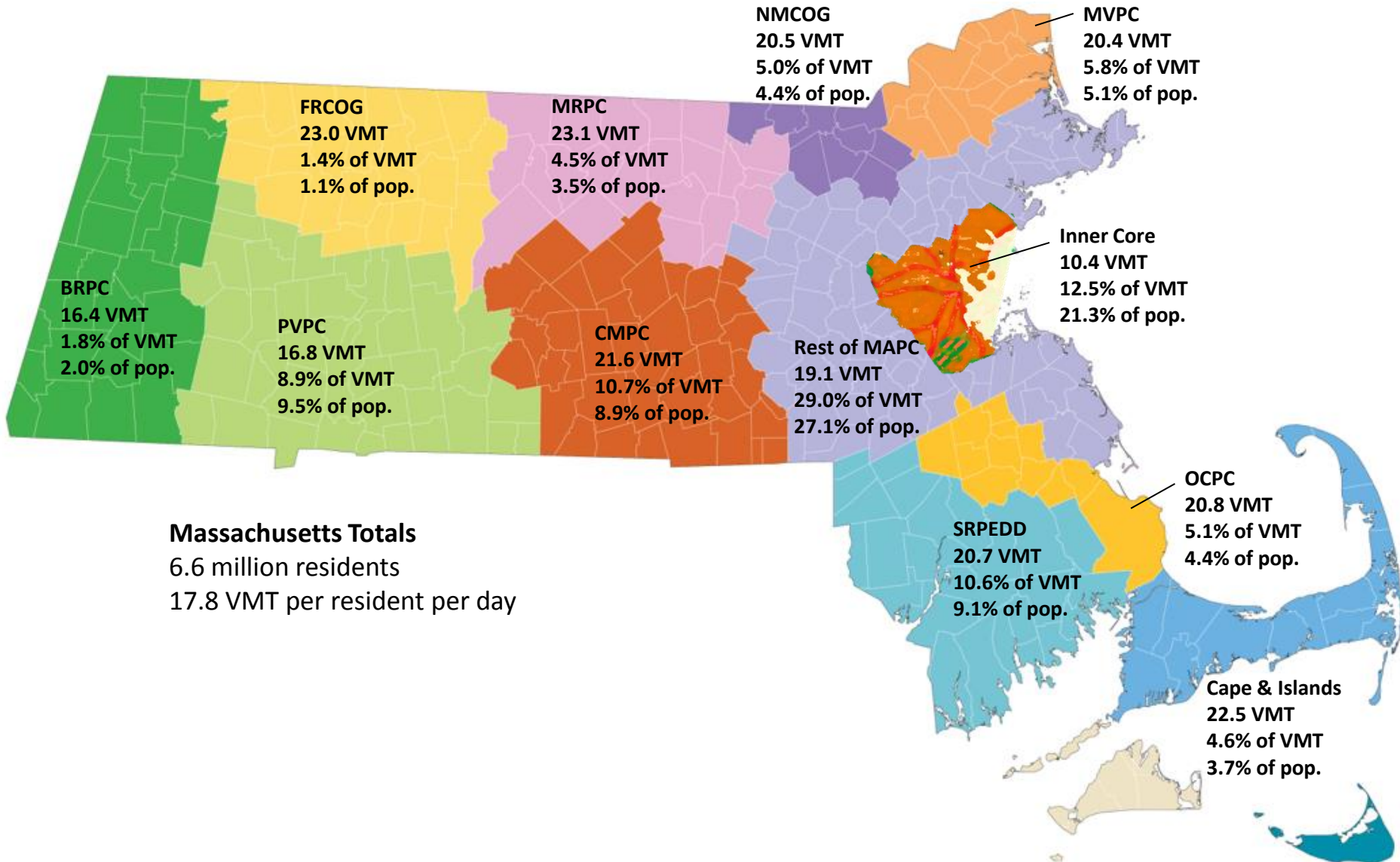
# Deeper Look at VMT by Mode

Class	MOVES Category		2016 VMT	2016 VMT Share
Light	Type 10	Motorcycles	1,732,118,087	2.9%
	Type 20	Automobiles	28,708,470,146	47.4%
	Type 30	Light trucks, e.g., SUVs, small pickup trucks	27,057,539,035	44.7%
Heavy	Type 40	Buses	147,839,826	0.2%
	Type 50	Single-unit trucks, e.g., box trucks, work trucks	755,896,553	1.2%
	Type 60	Cominbation-unit trucks, e.g., 18-wheelers	2,159,704,437	3.6%

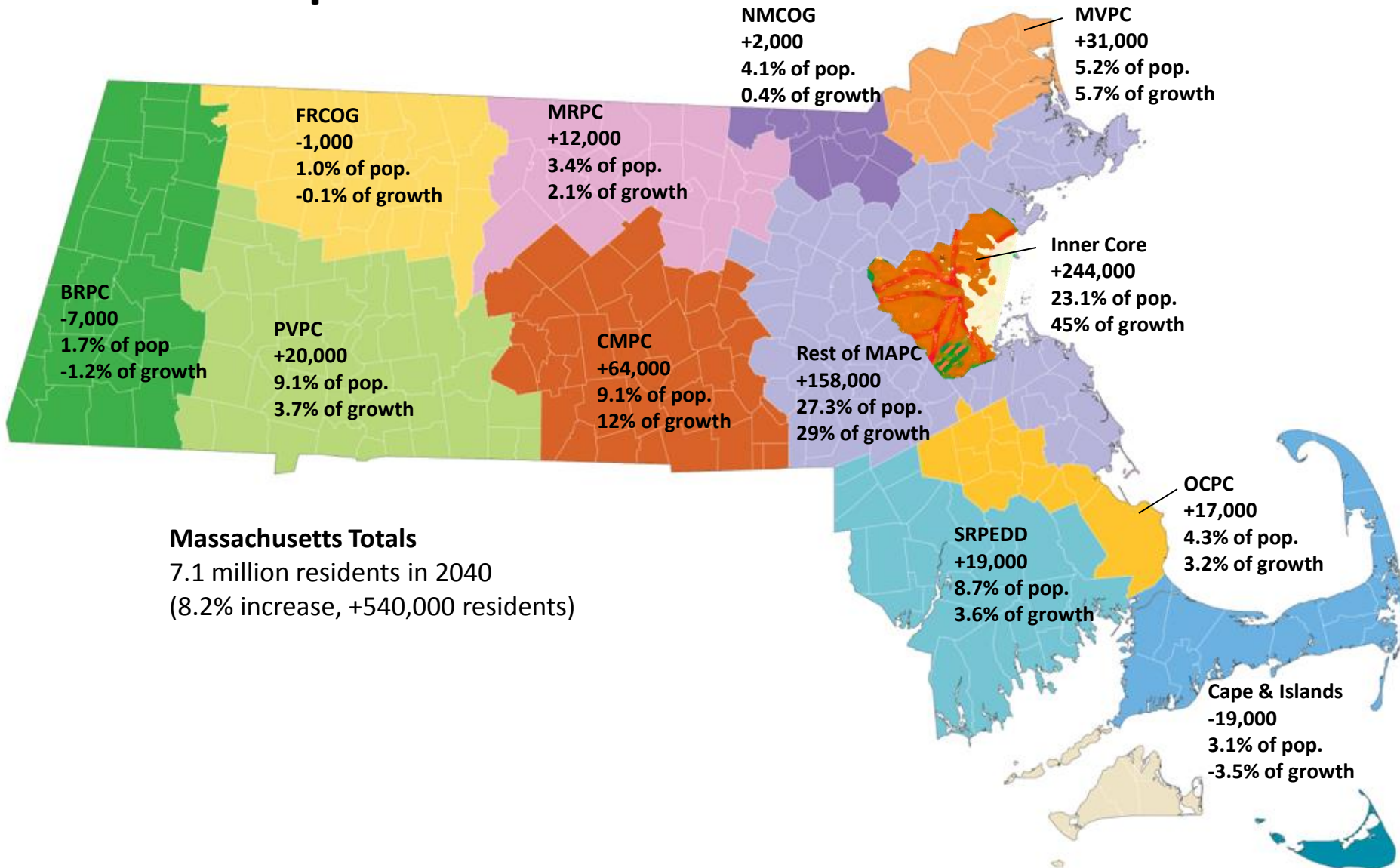
# Reference Case Projections of Heavy-Duty Fleet Energy Consumption, Economy and VMT



# Regional VMT and Population Trends



# Population Growth in 2040





# TNC's statewide public opinion polling (conducted by FM3) of rural residents regarding the future of transportation

- Top line outcomes from the polling:
  - Nine in ten small town and rural Massachusetts voters drive alone two or three times per week, in line with voters nationwide. They largely agree they have **no choice but to drive as much as they do**; younger voters are more likely to say that they would prefer to drive less.
  - Relatively **few are interested in an electric vehicle as their next car**; among those in the market for a car, **cost, lack of charging infrastructure, and the need for winter-ready vehicles are barriers.**
  - Voters in small-town and rural Massachusetts **strongly support the idea of a clean transportation fund**, as well as for investments in upgrading infrastructure like roads and bridges, especially those that are climate resilient.
  - The best arguments for these investments **focus on how vulnerable populations would benefit from expanded transportation options.** Majorities say that **they themselves would not use more transit** if their area had it, but they believe **more choices would help others.**
  - Funding mechanisms that require companies to pay for their climate impacts are more popular than ones that share the financial burden more broadly – but majorities are **willing to pay up to \$10 per month personally to support these transportation investments.**