



What Would it Take?

Transportation and Climate Change in the National Capital Region

Draft Results

January 20, 2010

Presentation to TPB

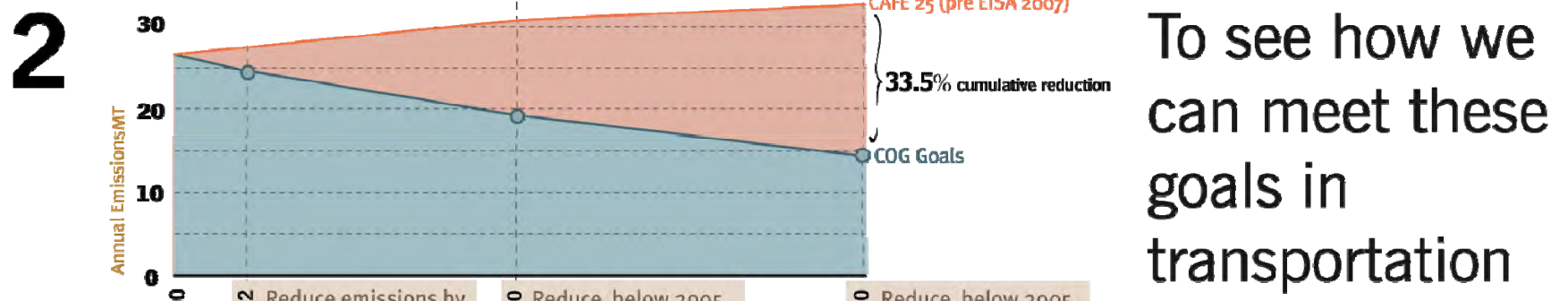
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Why “What Would it Take”?

- purpose
- baseline
- analysis
- results
- conclusions

1 Build off regional climate action momentum



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



What's Our GHG Baseline?

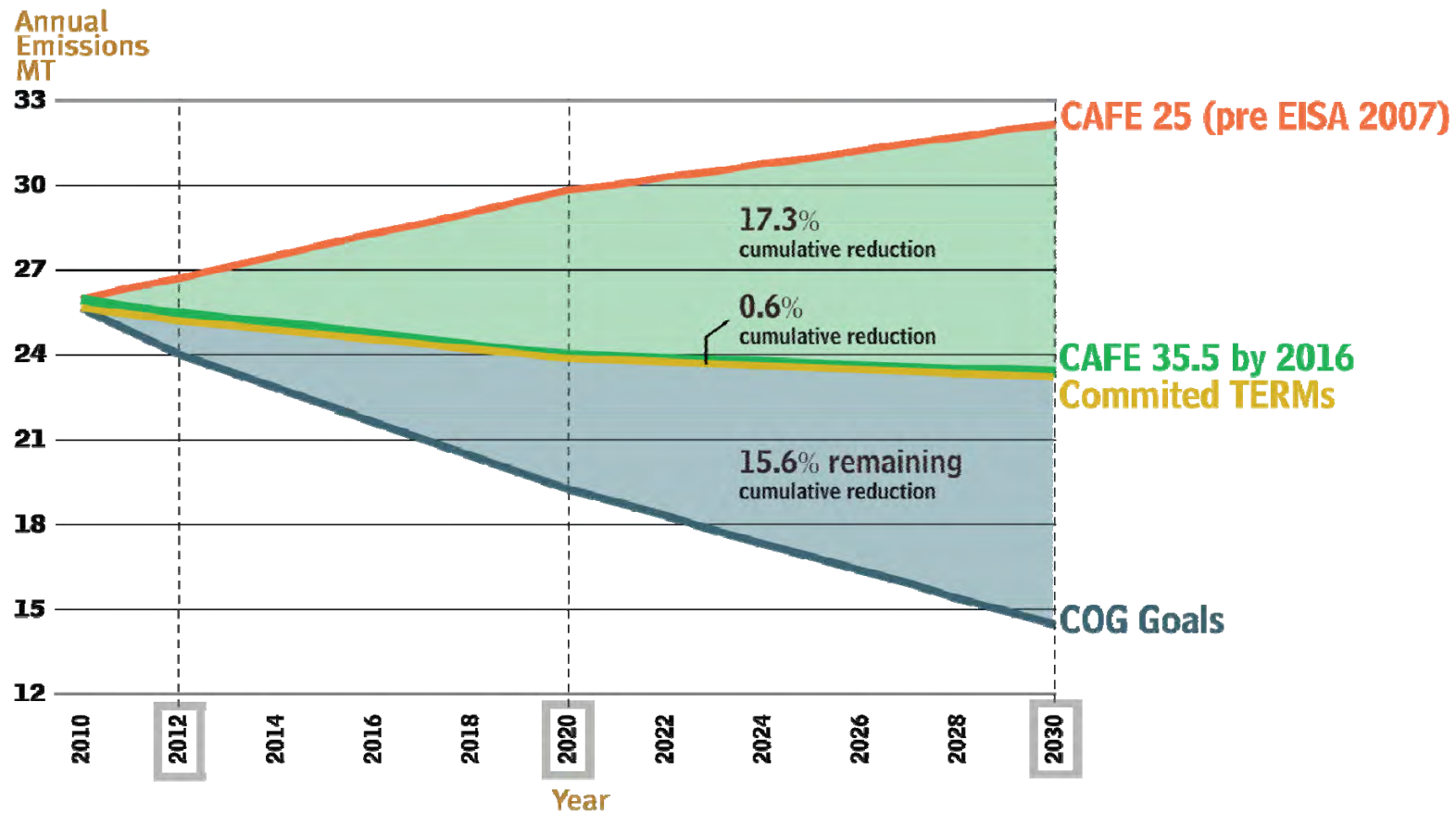
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Committed TERMS refers to the full TERM Tracking Sheet, including: Access and service improvements to transit, bike/ped projects, rideshare assistance programs, telecommute programs, traffic improvements, engine technology programs



What are the Emissions Sources?

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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

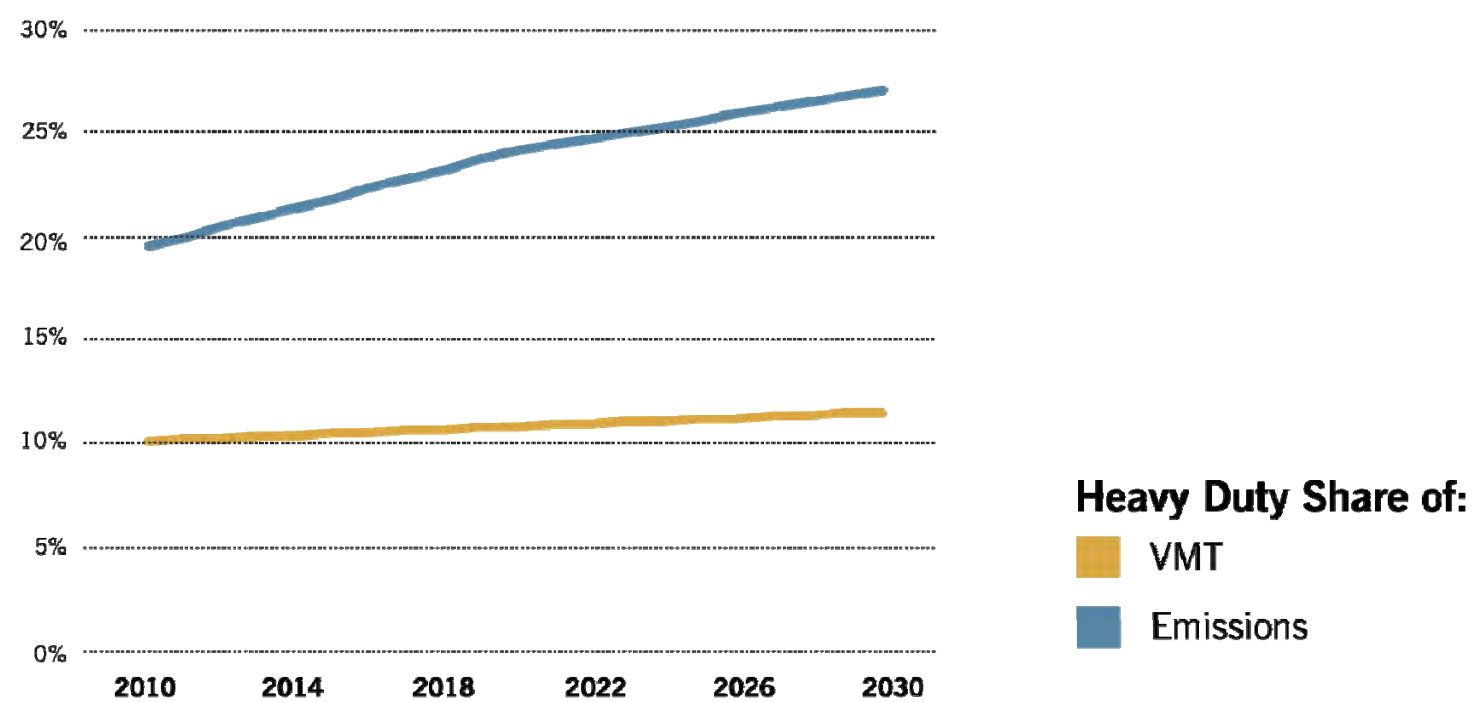
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Trucks account for a growing share of CO₂ emissions

Heavy Duty Share of Total VMT and CO₂ Emissions





What's Our Fuel Mix?

purpose

baseline

analysis

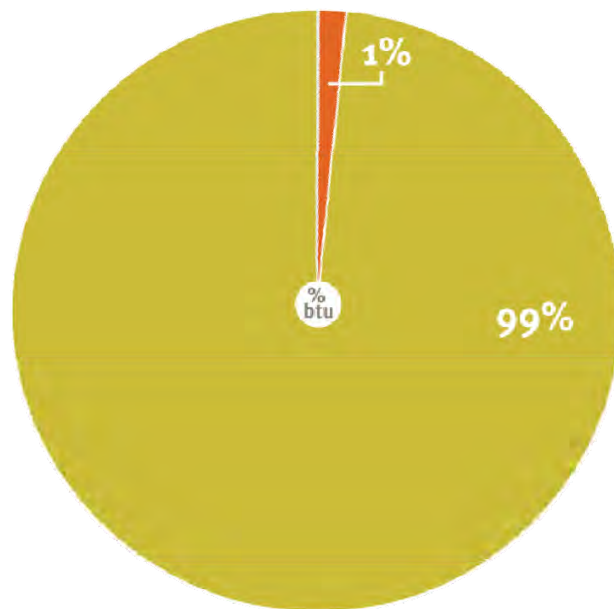
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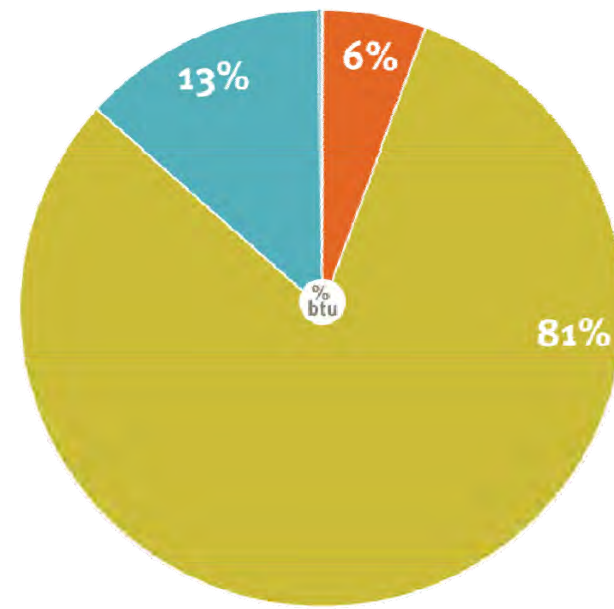
There is a lot of room for increasing alternative fuel use

National Light Duty Fuel Mix

Existing, 2009



DOE Forecast, 2030



Gasoline
Diesel
Ethanol

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

How Do We Use The Fleet?



purpose

baseline

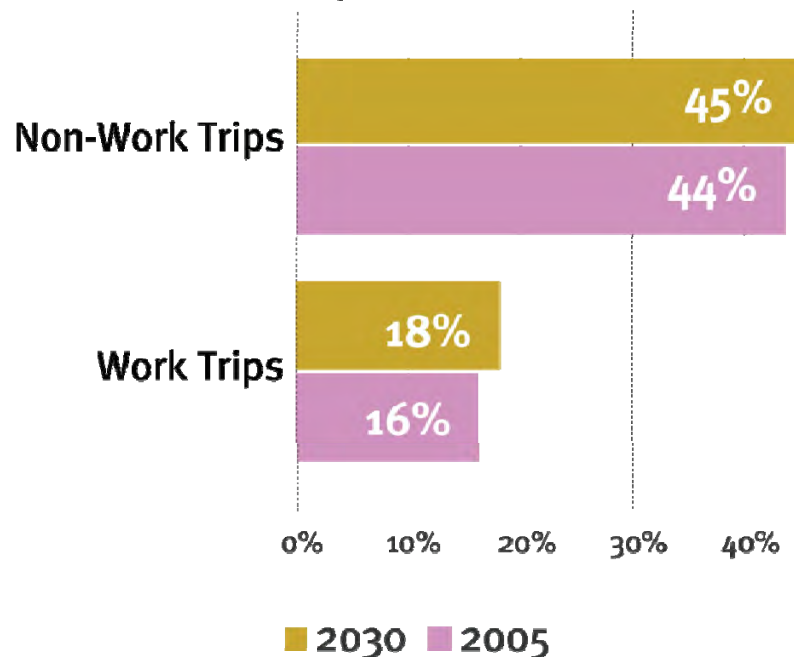
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Many of our trips are short.

% of Auto Trips <3 miles



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)

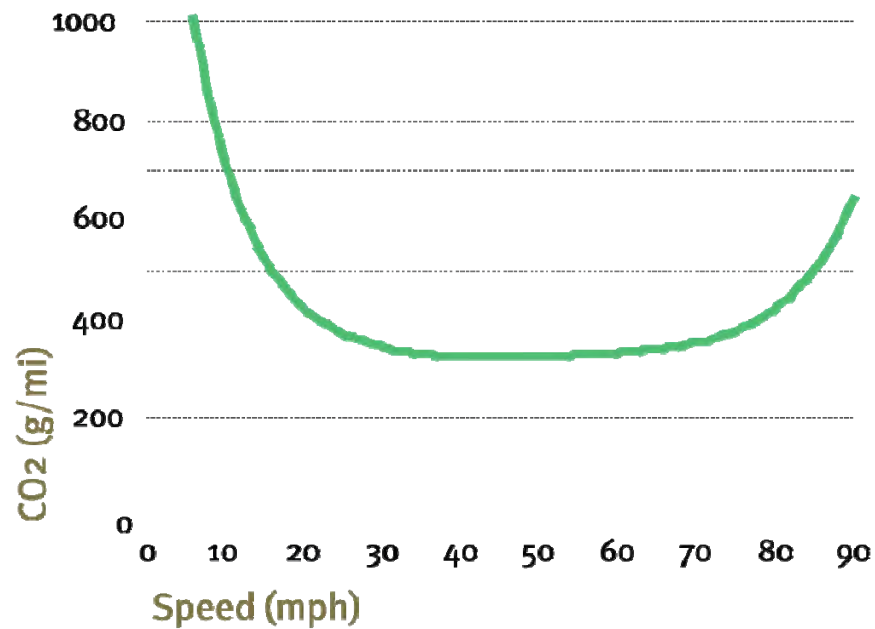
How Do We Use The Fleet?



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Congestion affects CO₂ emissions and is widespread.

CO₂ Emissions Rates by Speed



Source: UC Riverside

Forecast Congestion, 2030



How Can We Reduce CO₂?



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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

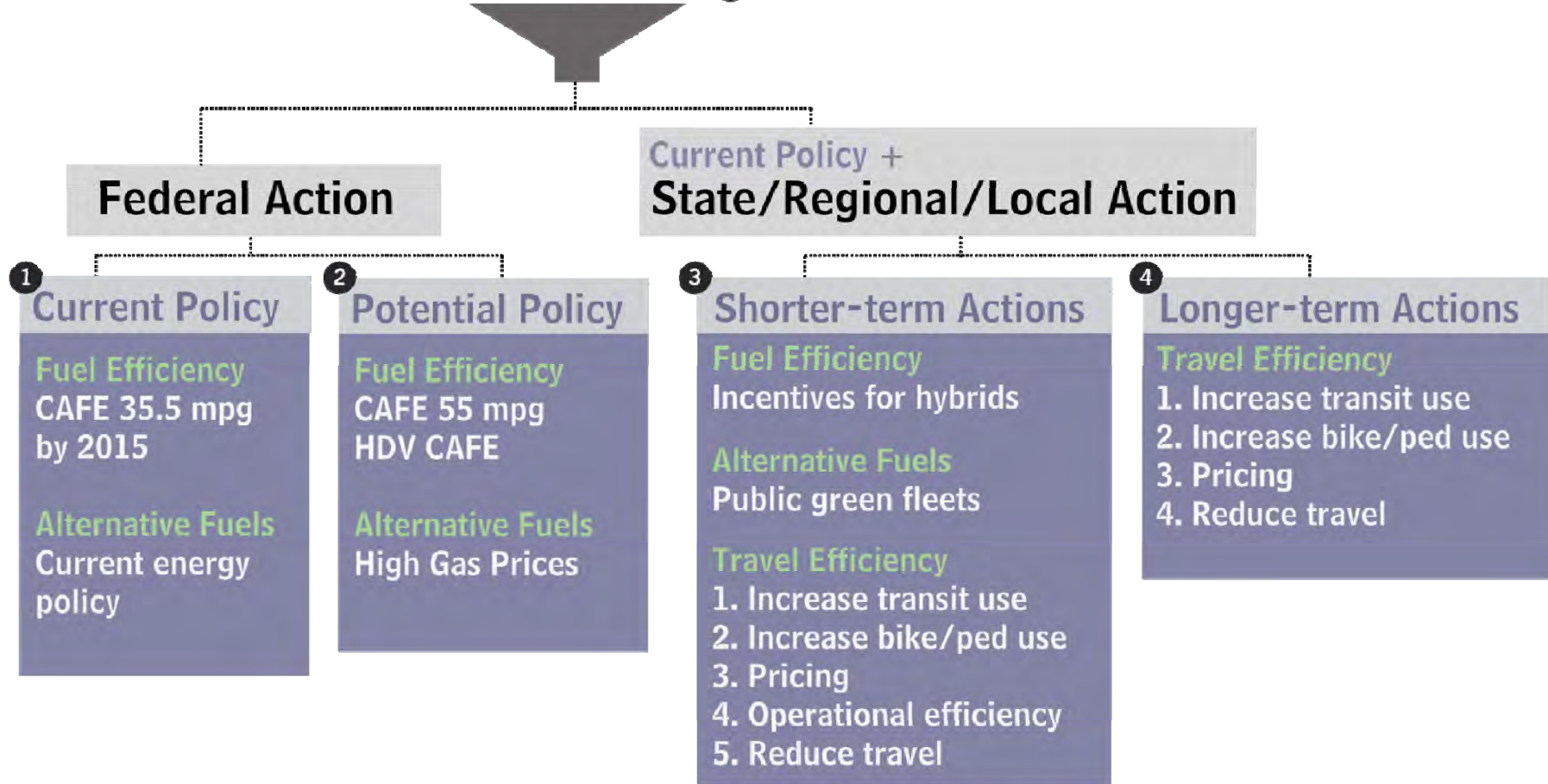
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Individual Strategies



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

The Baseline



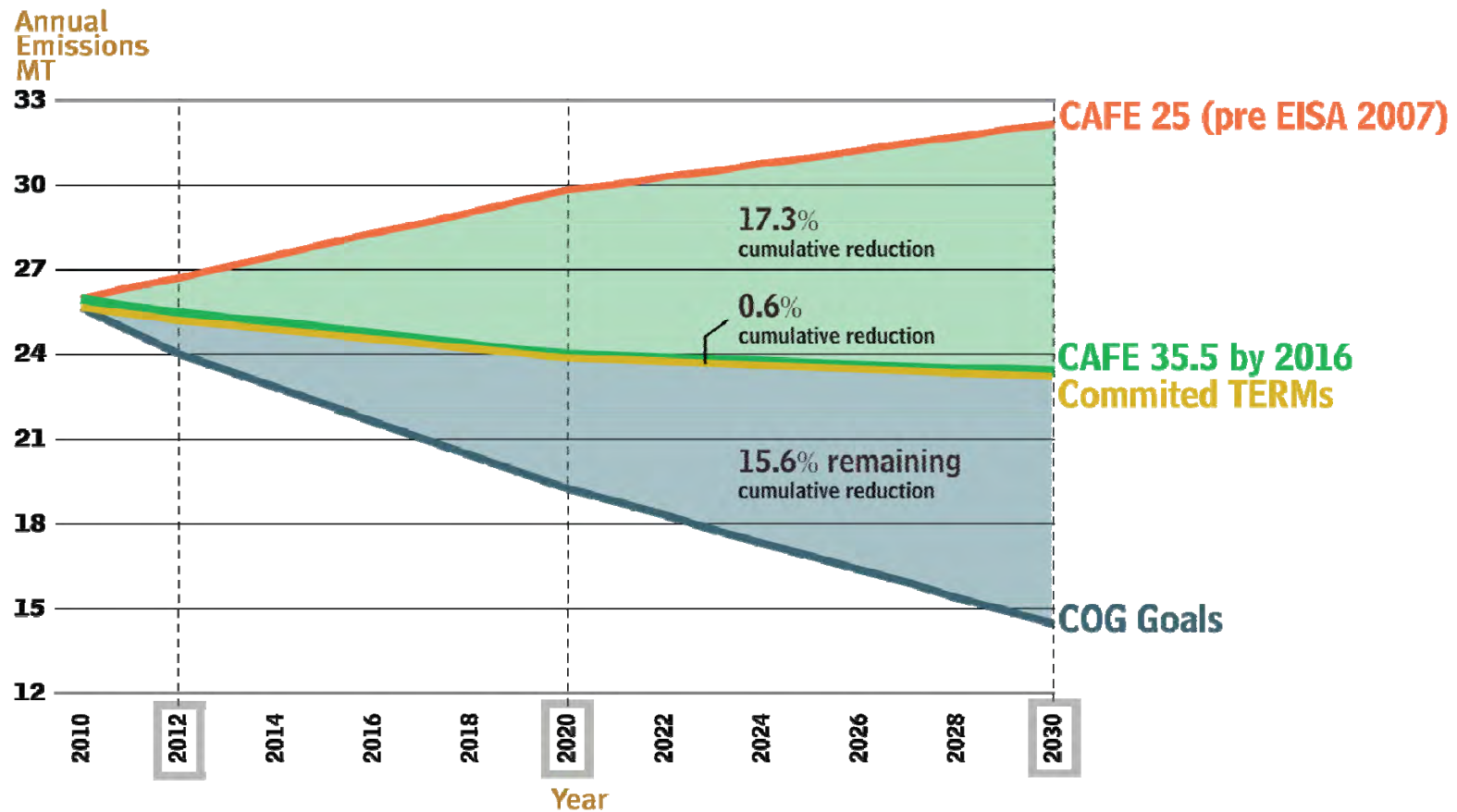
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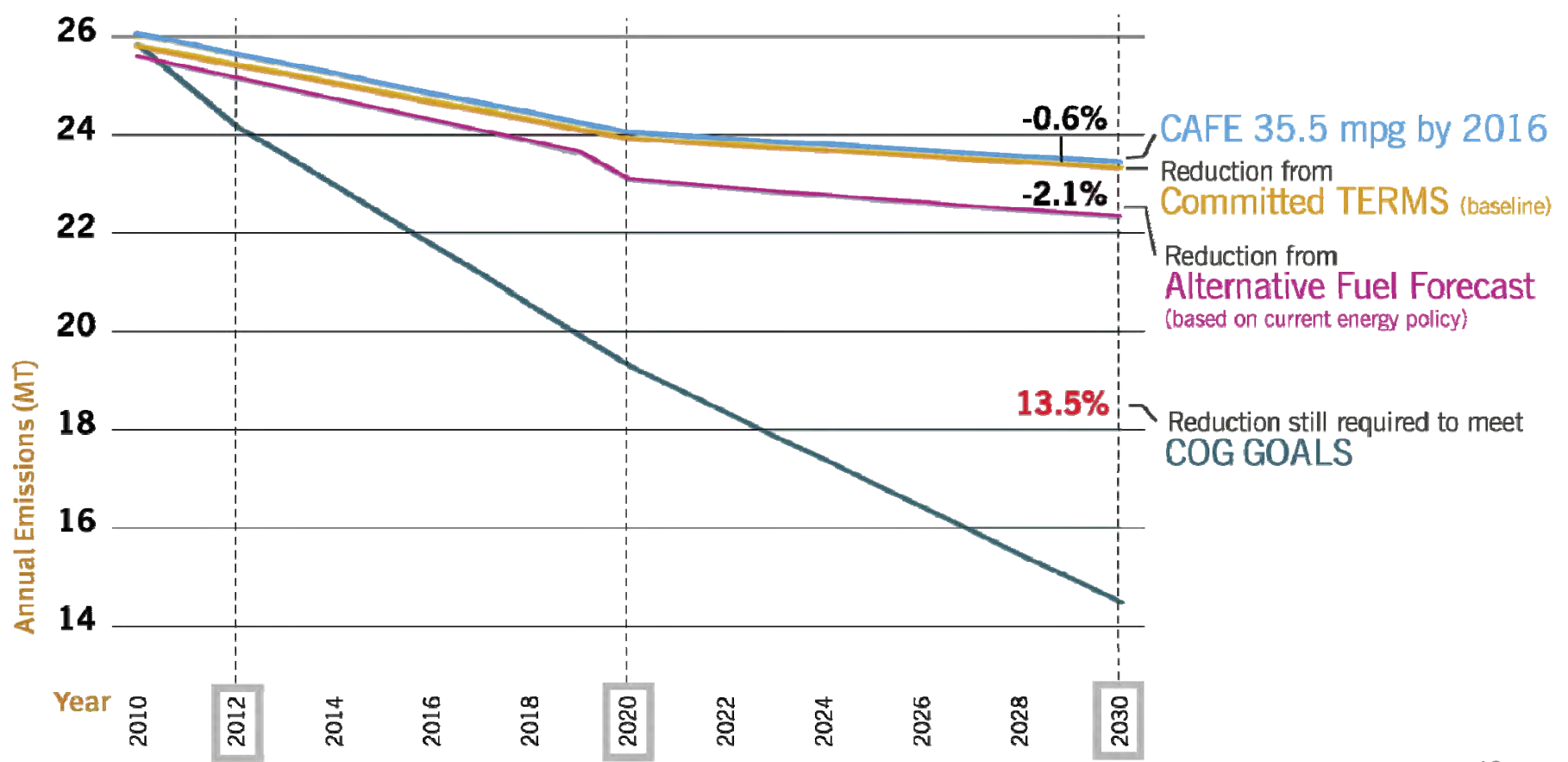


No Further Federal/Local Action



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



Higher Federal Role



purpose

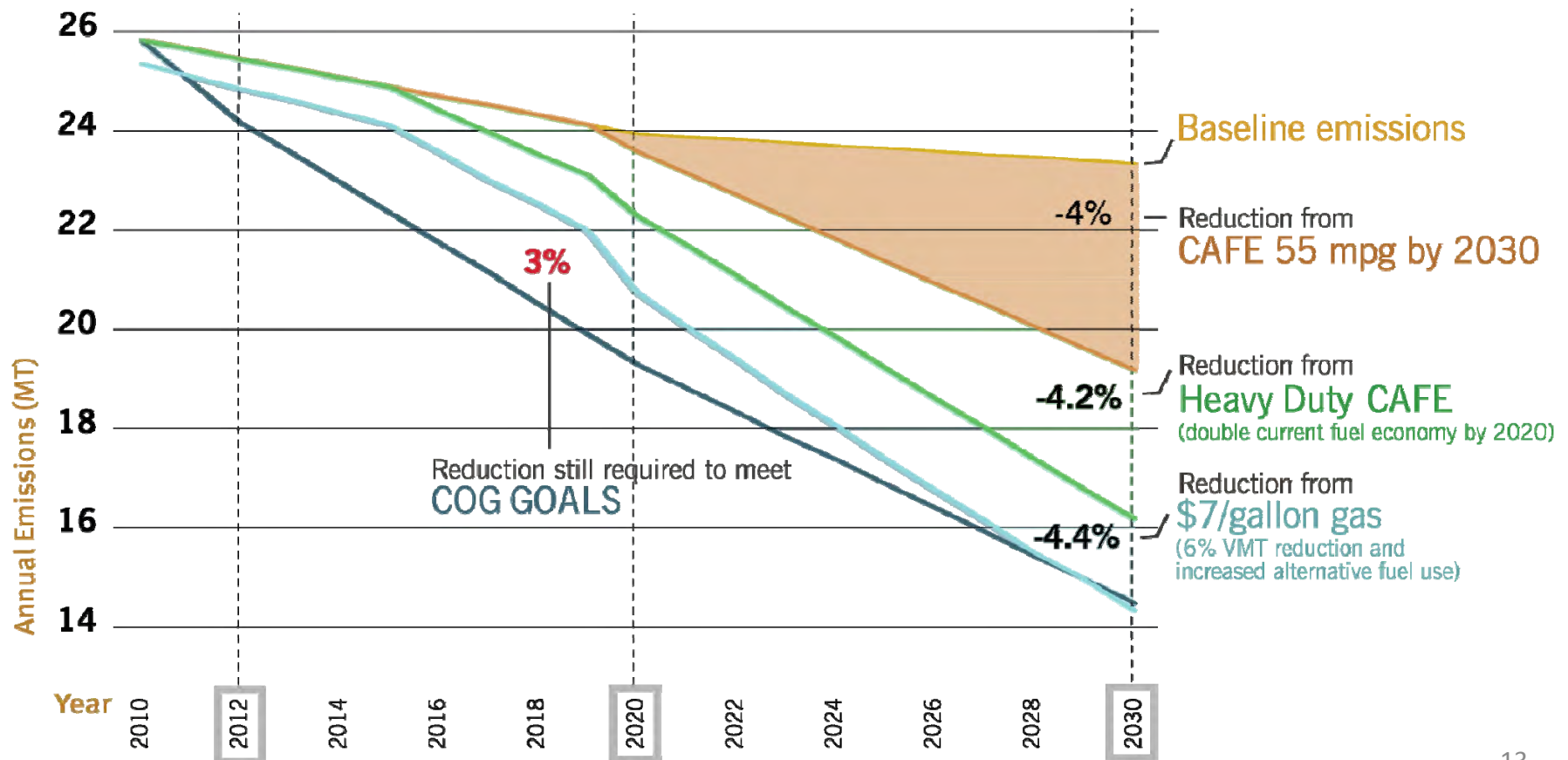
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Significant measures in all 3 categories almost get us there



Shorter-term Strategies



purpose

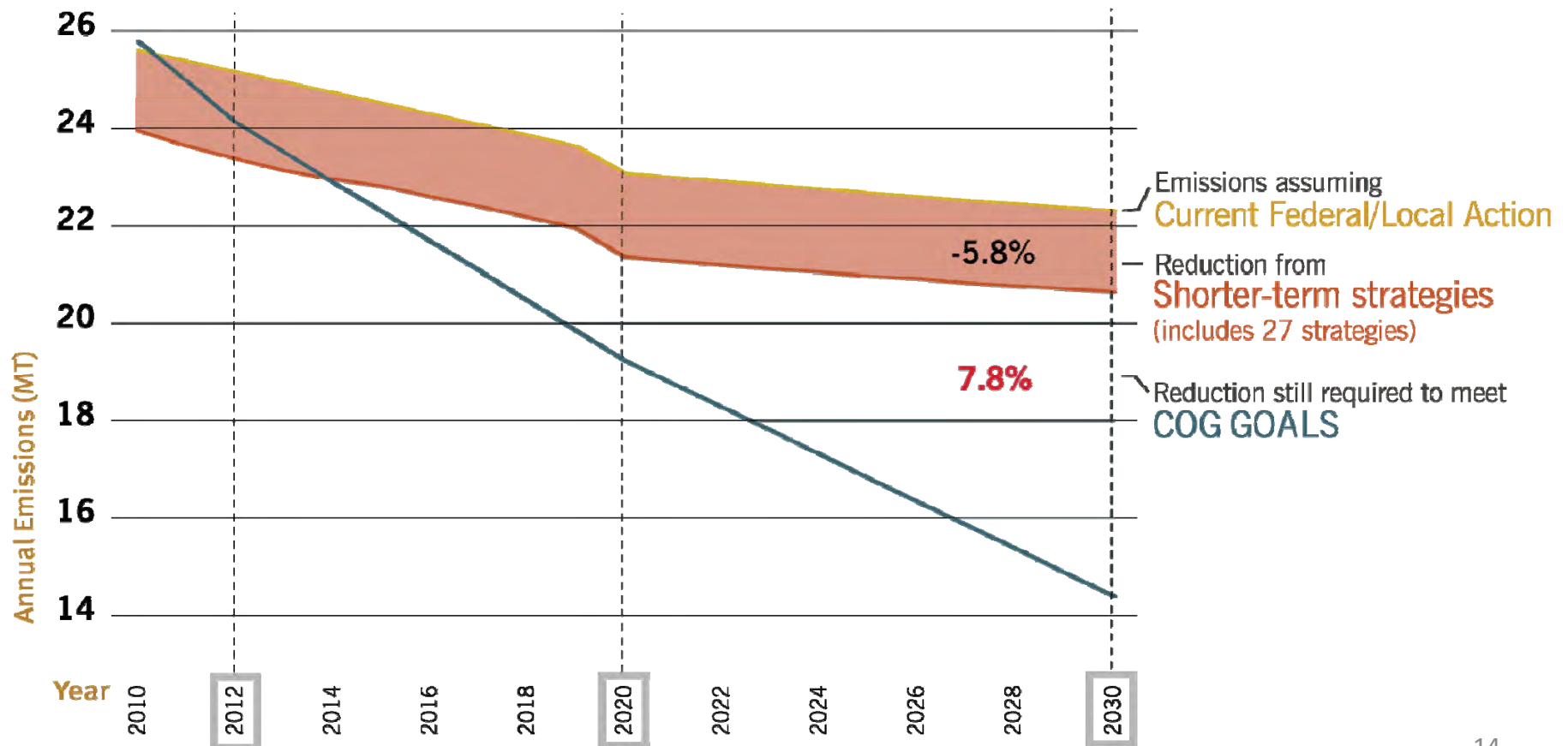
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Many strategies can be done soon, meeting the 2012 goal



Longer-term Strategies



purpose

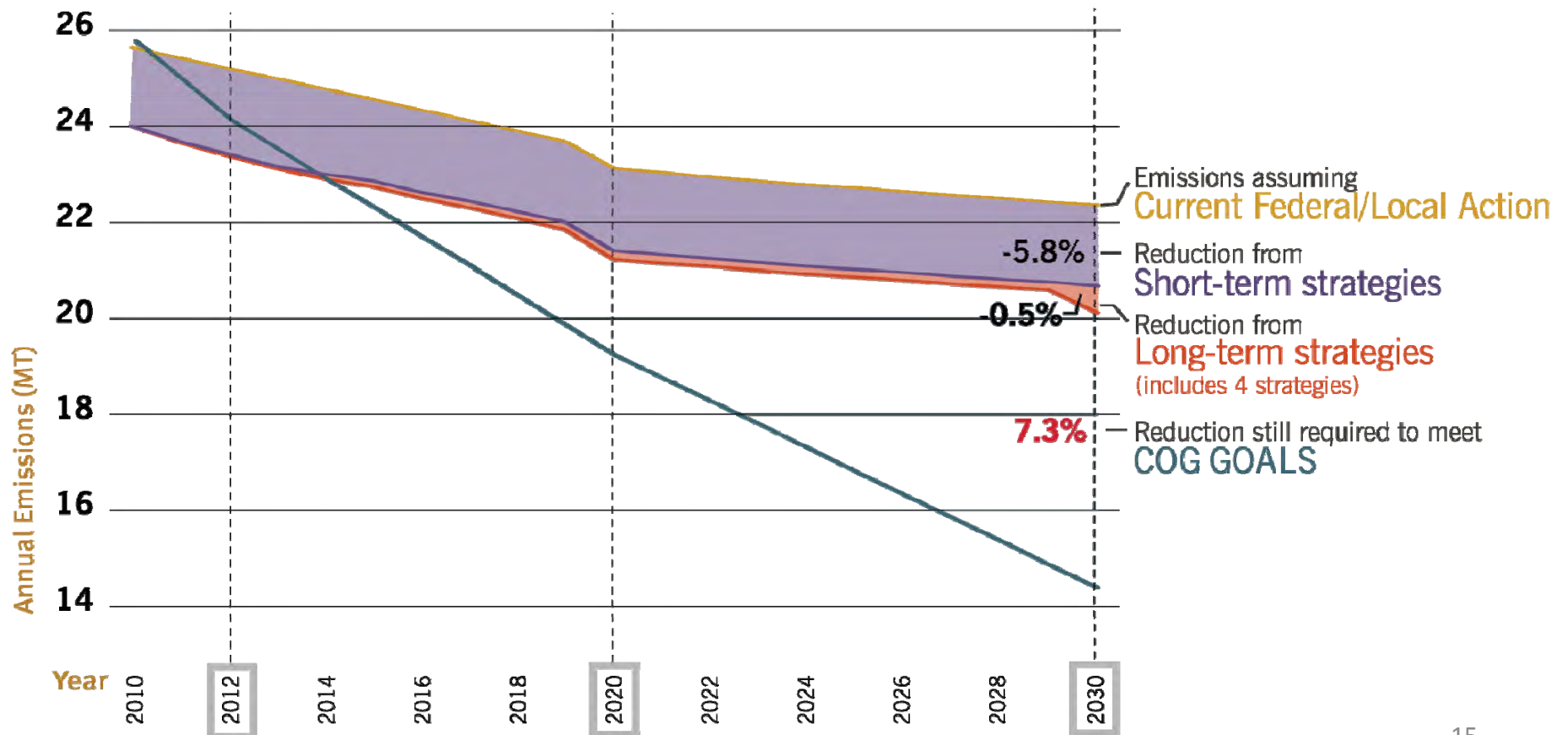
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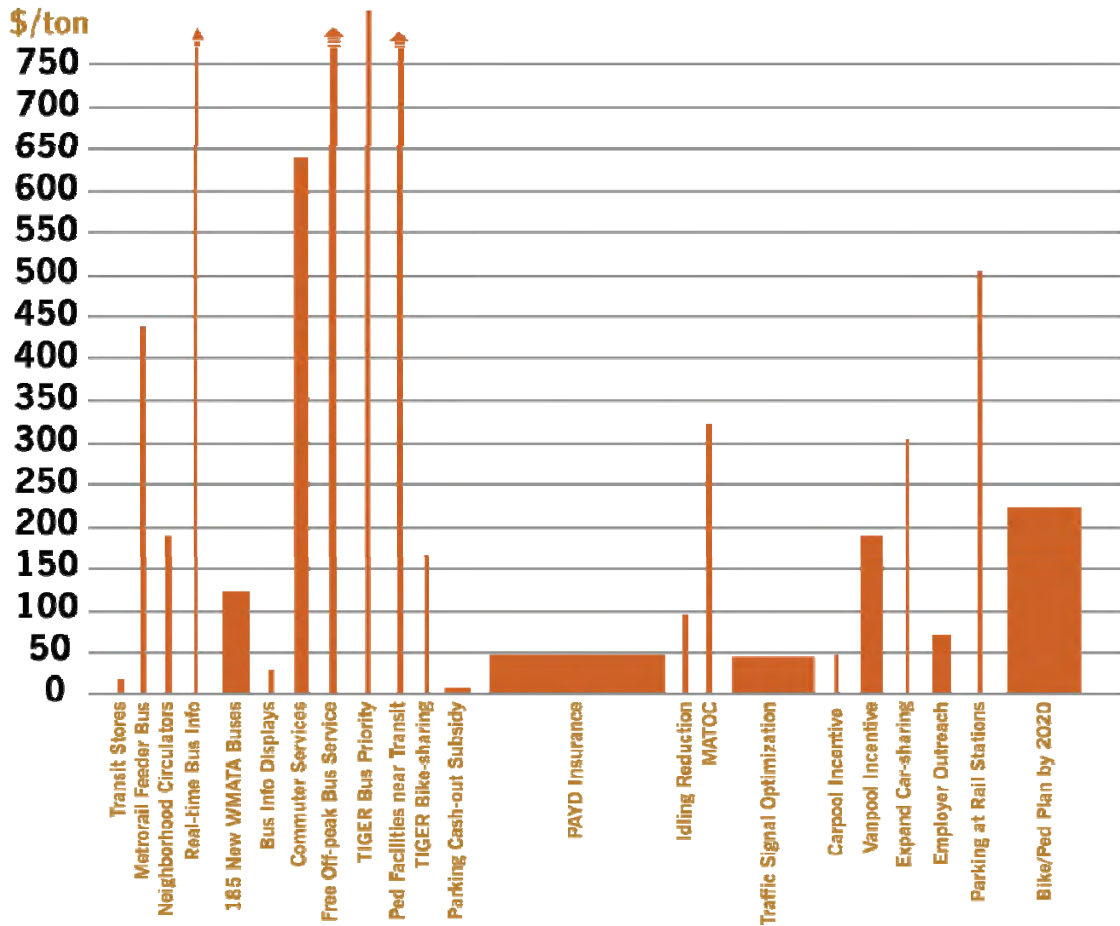
A longer study timeframe for long-term impacts would help.



Cost-Effectiveness



Several strategies are both cost-effective and highly effective.



1 million tons of cumulative reduction 2010-2030
 (width of bar indicates 20 year CO₂ reduction effectiveness)
 Assumes current federal/local action

Next Step: Cost Benefit Analysis



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EXAMPLE

Bike-sharing

Modest CO₂ 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

CO₂ **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



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- 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