National Gateway and Crescent Analysis of GHG Reductions in Washington, DC Region from **Corridor Projects**

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What's Our GHG Baseline?

purpose

baseline

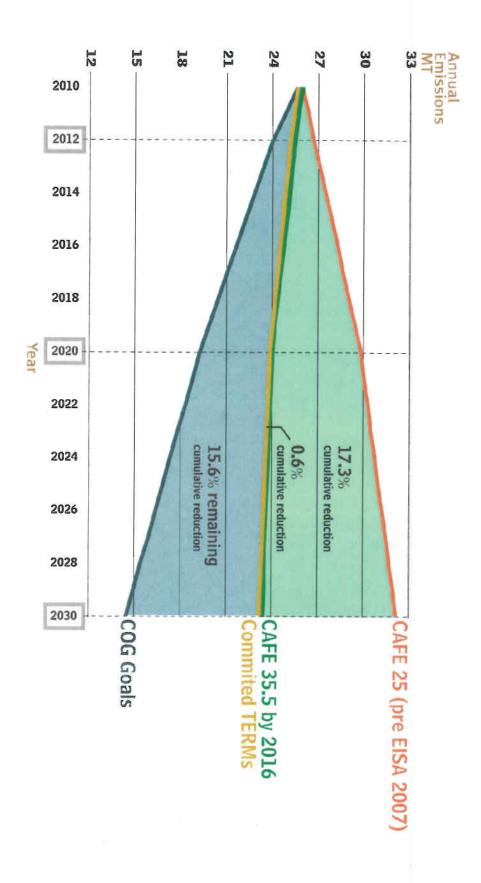
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analysis

results

conclusions





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

How Can We Reduce

purpose

baseline

analysis

T

results

CO₂?

conclusions

L fuel efficiency



Enhanced CAFE
HDV CAFE
Local tax incentives
Cash for Clunkers

Z alternative fuel



DOE Forecasts: Current regulation High price case

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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results

conclusions



Individual Strategies

Federal Action

Current Policy by 2015 CAFE 35.5 mpg

Current energy

Potential Policy

CAFE 55 mpg **HDV CAFE**

High Gas Prices

Shorter-term Actions

Incentives for hybrids

Public green fleets

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

State/Regional/Local Action

Current Policy +

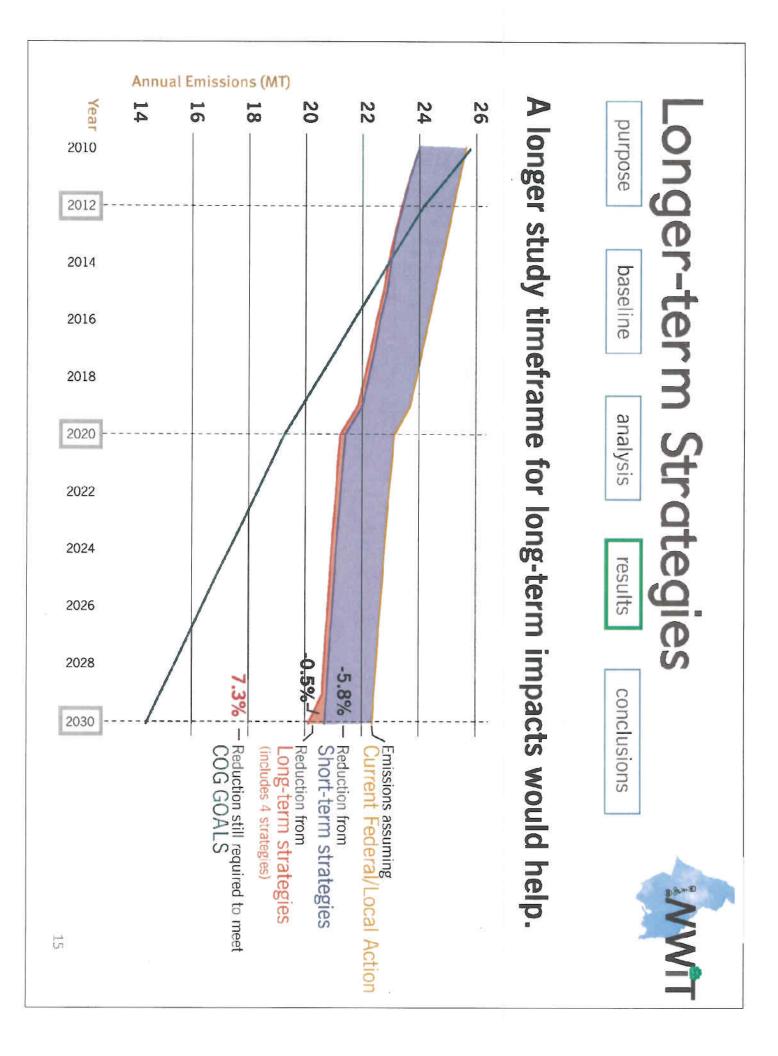
Longer-term Actions

1. Increase transit use

2. Increase bike/ped use

- Reduce trave

Annual Emissions (MT) Shorter-term Strategies Many strategies can be done soon, meeting the 2012 goal Year 22 26 14 16 18 20 24 purpose 2010 2012 2014 baseline 2016 2018 analysis 2020 2022 2024 results 2026 -5.8% 7.8% 2028 conclusions 2030 Reduction still required to meet COG GOALS Reduction from Shorter-term strategies Current Federal/Local Action (includes 27 strategies) 1



Cost-Effectiveness

purpose

baseline

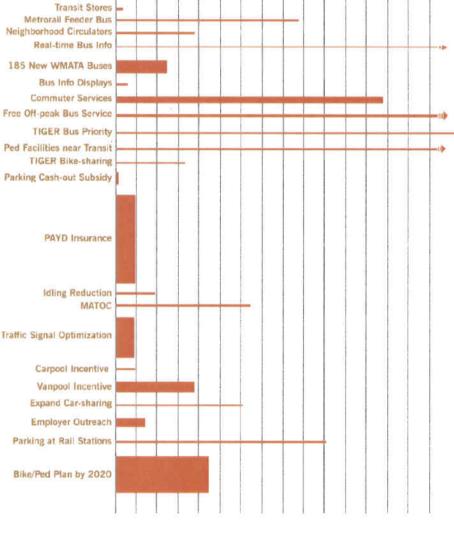
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\$/ton 750 650 660 550 450 450 350 350 250 250 150 Several strategies are both cost-effective and highly effective.



2010-2030 cumulative reduction 1 million tons of

effectiveness) 20 year CO₂ reduction (width of bar indicates

Assumes current federal/local action

CO₂ Reduction Analysis for National Gateway and **Crescent Corridor Projects**

- Staff did not independently verify the forecasts. presented by Norfolk Southern and CSX to the TPB. TPB Staff used truck reduction forecasts developed and
- The analysis of the projects assumes full-build.
- the percentage of highway miles in the region. reduced (Crescent Corridor) by state were factored by Truck-miles reduced (National Gateway) or trucks
- calculate potential CO2 reductions for the region CO2 emissions rate from Mobile 6.2 was applied to
- requested time to review forecasts. Analysis was presented to TMS last week. MDOT has