

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

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What's Our GHG Baseline?



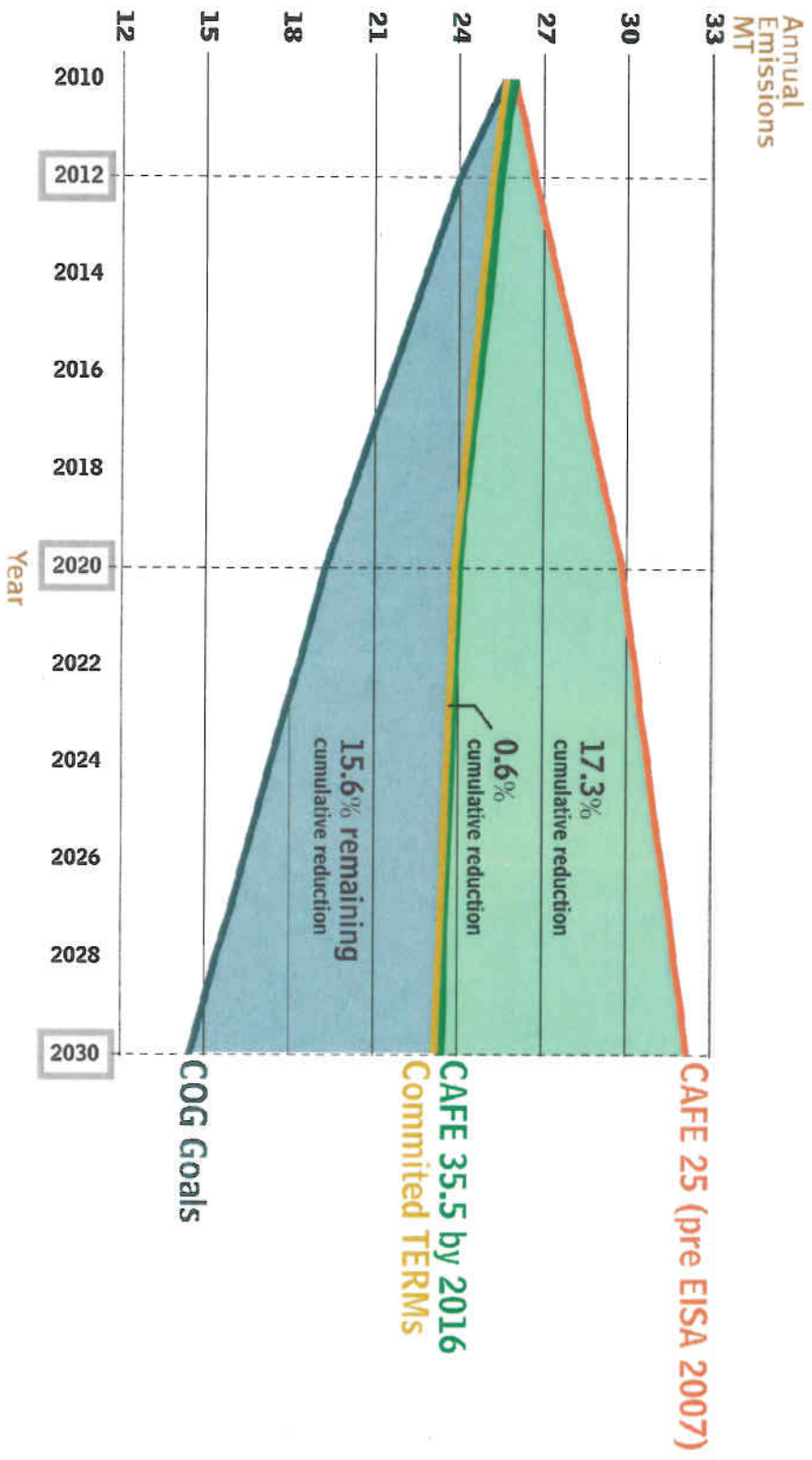
purpose

baseline

analysis

results

conclusions



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

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

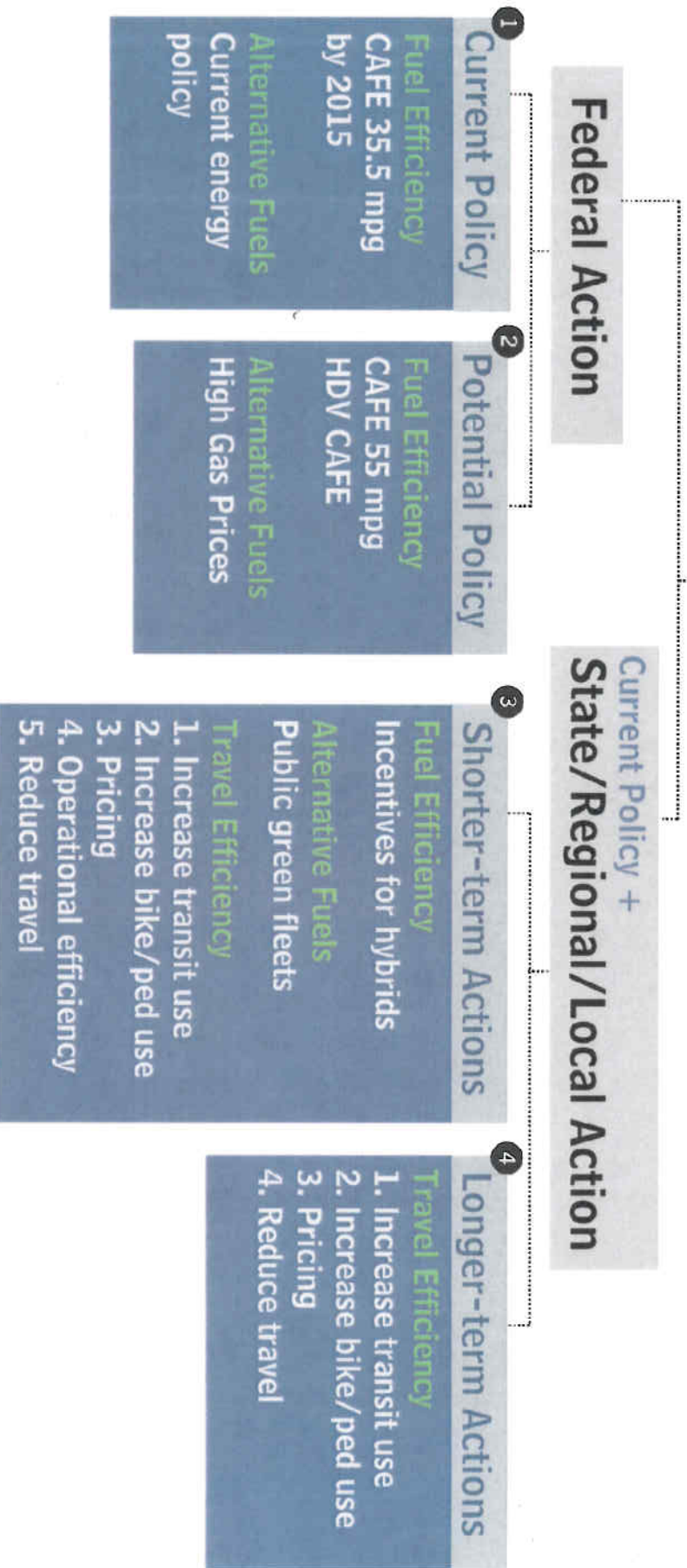
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Individual Strategies



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

Shorter-term Strategies



purpose

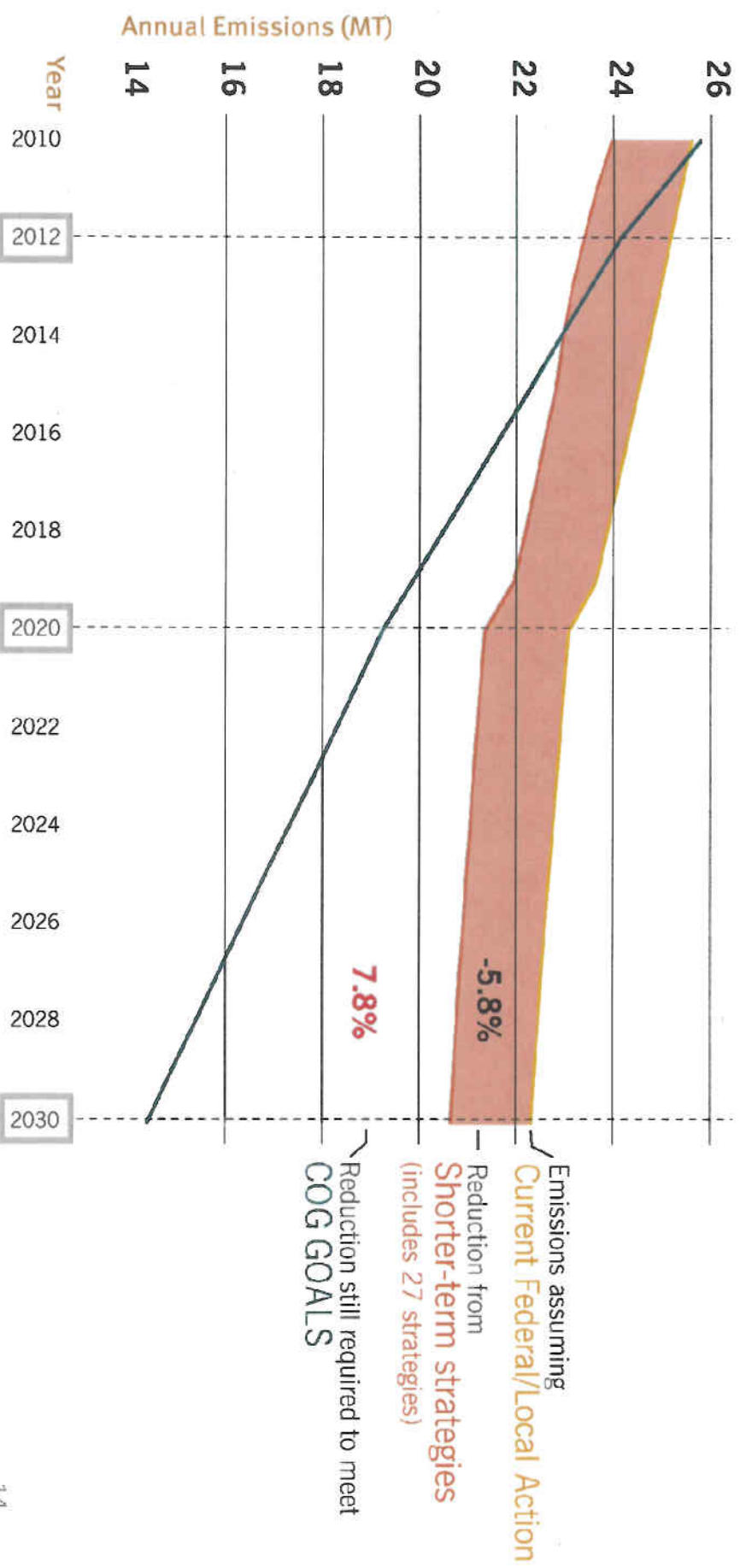
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Many strategies can be done soon, meeting the 2012 goal



Longer-term Strategies



purpose

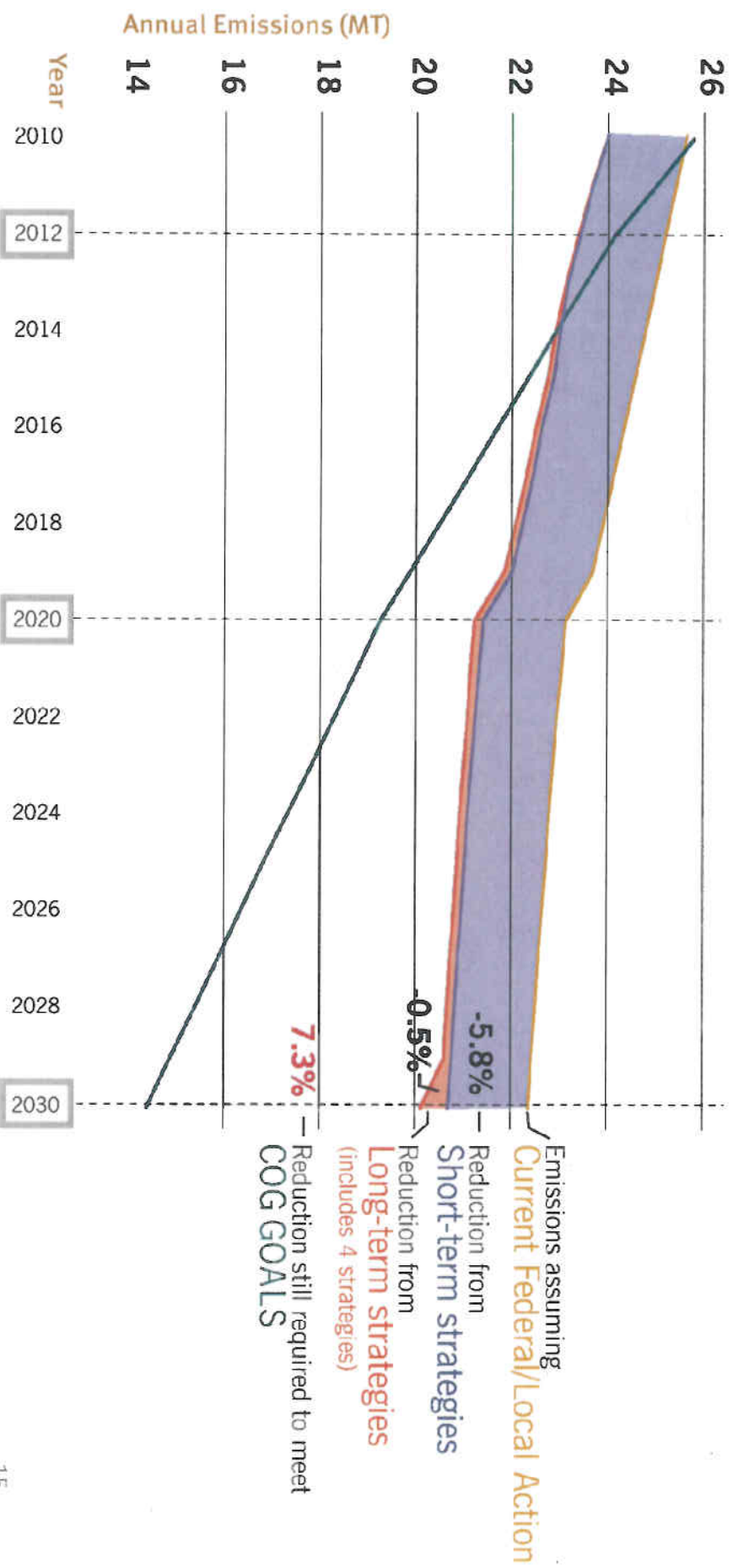
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A longer study timeframe for long-term impacts would help.

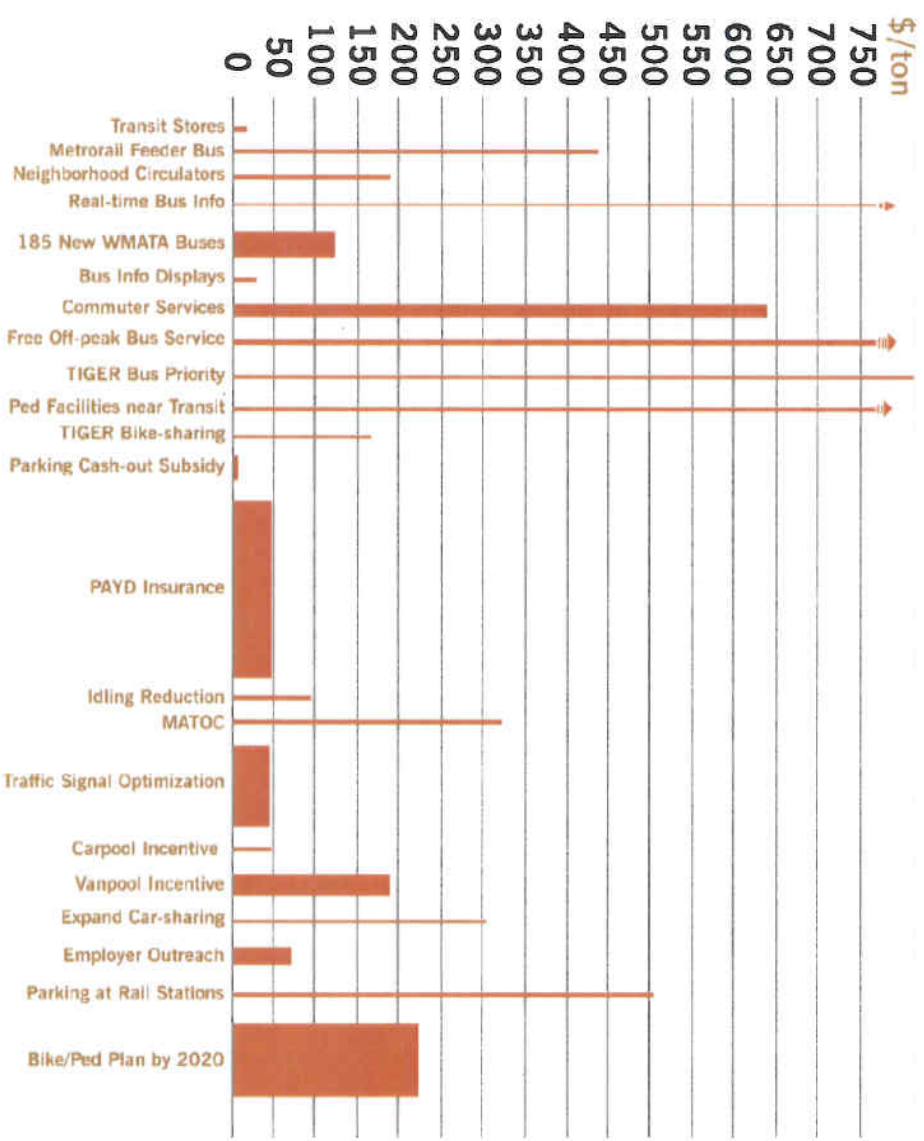




Cost-Effectiveness



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

CO₂ Reduction Analysis for National Gateway and Crescent Corridor Projects

- TPB Staff used truck reduction forecasts developed and presented by Norfolk Southern and CSX to the TPB. Staff did not independently verify the forecasts.
- The analysis of the projects assumes full-build.
- Truck-miles reduced (National Gateway) or trucks reduced (Crescent Corridor) by state were factored by the percentage of highway miles in the region.
- CO₂ emissions rate from Mobile6.2 was applied to calculate potential CO₂ reductions for the region
- Analysis was presented to TMS last week. MDOT has requested time to review forecasts.