

Climate Change and Energy

Information, Challenges, and Strategies for
Connecticut DOT

May 9, 2011

Workshop Purpose

- To provide overview information on climate change and energy
- To provide foundation for state DOTs and partner agencies to respond to climate change and energy challenges
- To foster collaborative discussions on possible next steps



Workshop Overview

- I. Climate Change/Energy - Science, Sources, Trends
- II. Overview of Connecticut Climate Change Program
- III. Importance of Climate Change/Energy Use for State DOTs
- IV. Strategies to Reduce Transportation GHG Emissions
- V. Federal Direction – Legislation, Planning, and NEPA Issues
- VI. Climate Adaptation for Transportation
- VII. Break-out Groups to Brainstorm Future Actions

I. Climate Change/Energy: Science, Sources, Trends



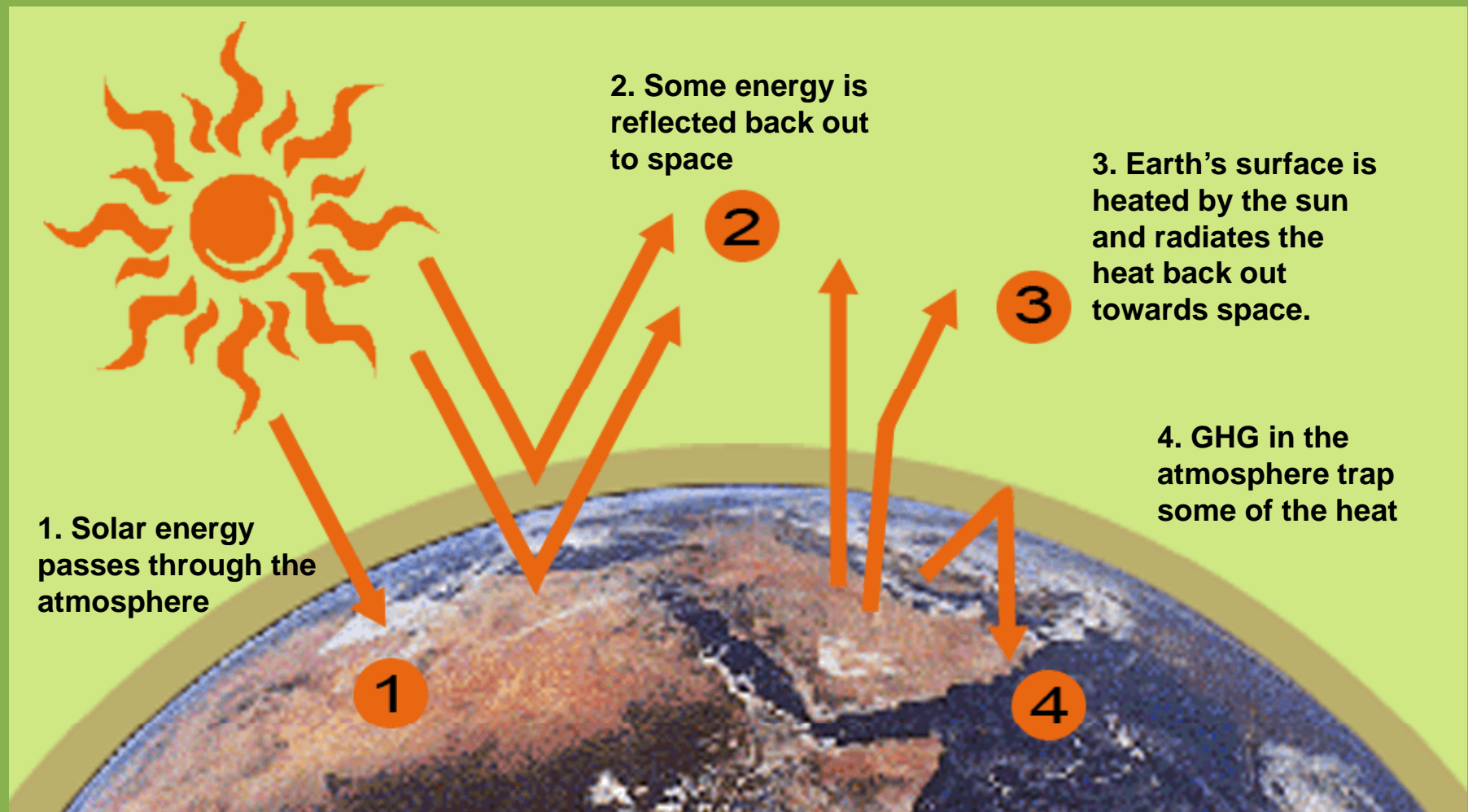
What is climate change?

The United Nations Framework Convention on Climate Change (UNFCCC) defines Climate Change as:

“A change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods.”



What is the Greenhouse Effect?



What is the evidence of climate change?

- 14% increase in human GHG since 1990 – USA
- 26% increase in human GHG since 1990 – world
- GHG levels are at highest in 1000s of years
- 2000-2009 was the warmest decade on record worldwide
- Heat stored in oceans has increased substantially
- Sea surface temperatures have been higher during the past three decades than at any other time since large-scale measurement began in the late 1800s.
- In recent years, a higher percentage of precipitation in the United States has come in the form of intense single-day events.
- 8 of top 10 years for extreme one-day precipitation events occurred since 1990.
- The occurrence of abnormally high annual precipitation totals has increased.
- Intensity of tropical storms in the Atlantic, Caribbean, and Gulf has risen noticeably over the past 20 years.
- 6 of the 10 most active hurricane seasons have occurred since the mid-1990s.

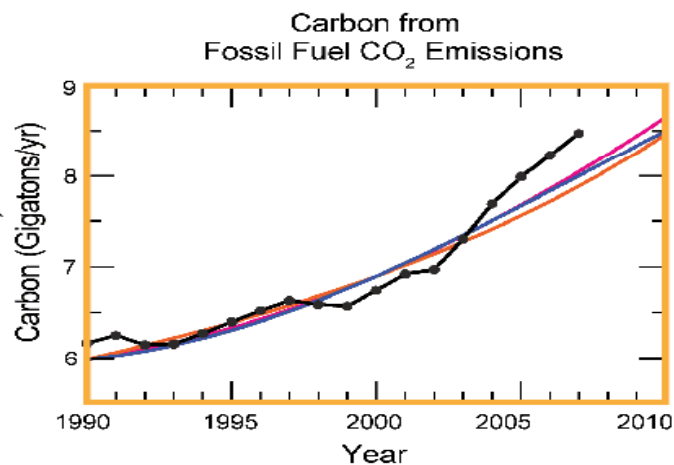
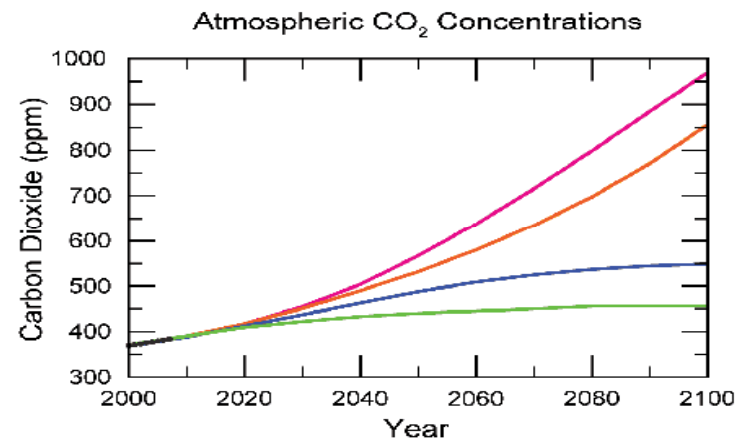
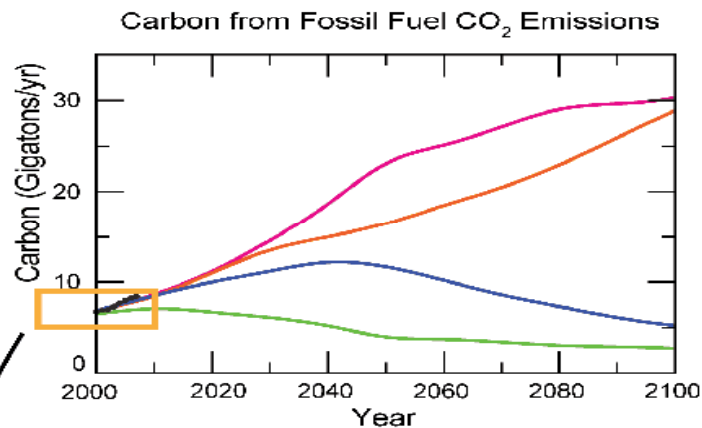
Source: EPA, Climate Change Indicators in the U.S., May 2010

What is the evidence of Climate Change? (continued)

- Sea level worldwide has increased at a rate of roughly 0.6" per decade since 1870.
- Sea level increase has accelerated to more than 1"/decade in recent years.
- Oceans have become more acidic over the past 20 years, and studies suggest that the ocean is substantially more acidic now than it was a few centuries ago. Rising acidity is associated with increased levels of carbon dioxide dissolved in the water, and affects sensitive organisms such as corals.
- Sept 2007 had least Arctic sea ice of any year on record, followed by 2008 and 2009.
- Arctic sea ice in 2009 was 24 percent below the 1979-2000 historical average.
- Glaciers in U.S. and around the world have generally shrunk since the 1960s and the rate at which glaciers are melting appears to have accelerated over the last decade.
- Glaciers worldwide have lost more than 2,000 cubic miles of water since 1960.
- Average length of the growing season in the lower 48 states has increased by about two weeks since beginning of the 20th century.
- North American bird species have shifted their wintering grounds northward by an average of 35 miles since 1966, with a few species shifting by several hundred miles.

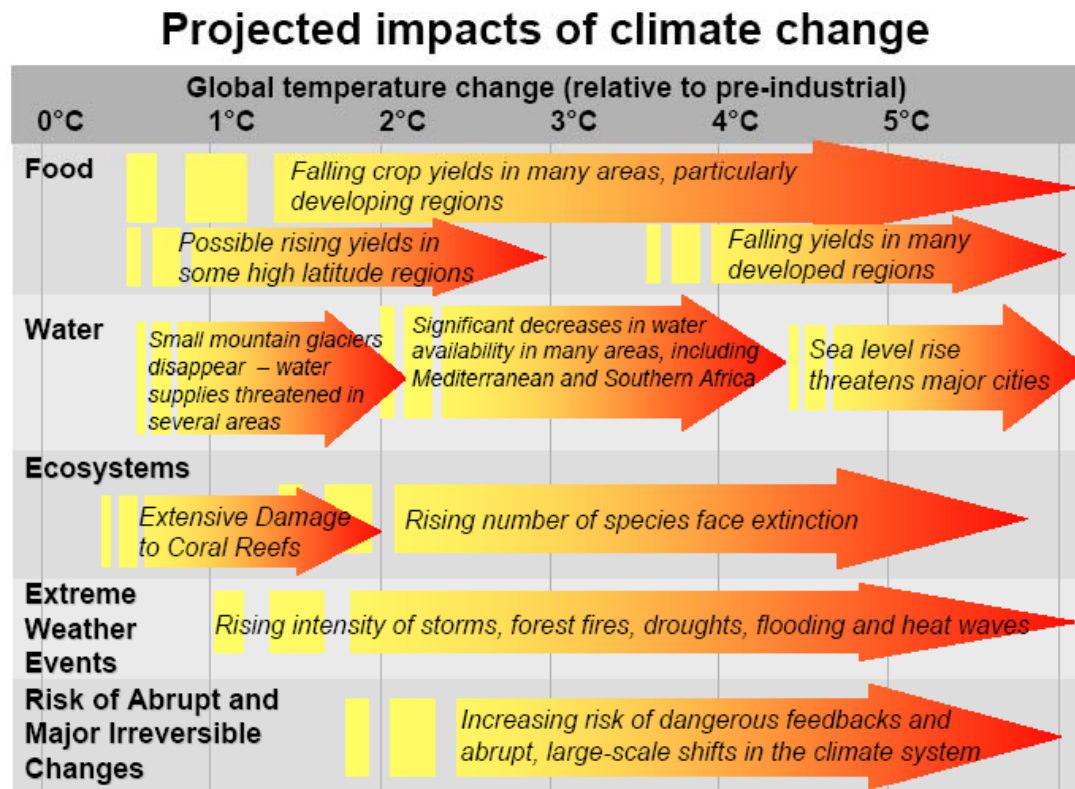
Source: EPA, Climate Change Indicators in the U.S., May 2010

GHG Scenarios



- Even higher emissions scenario (A1FI)⁹¹
- Higher emissions scenario (A2)⁹¹
- Lower emissions scenario (B1)⁹¹
- Stabilization 450 ppm
- Observations

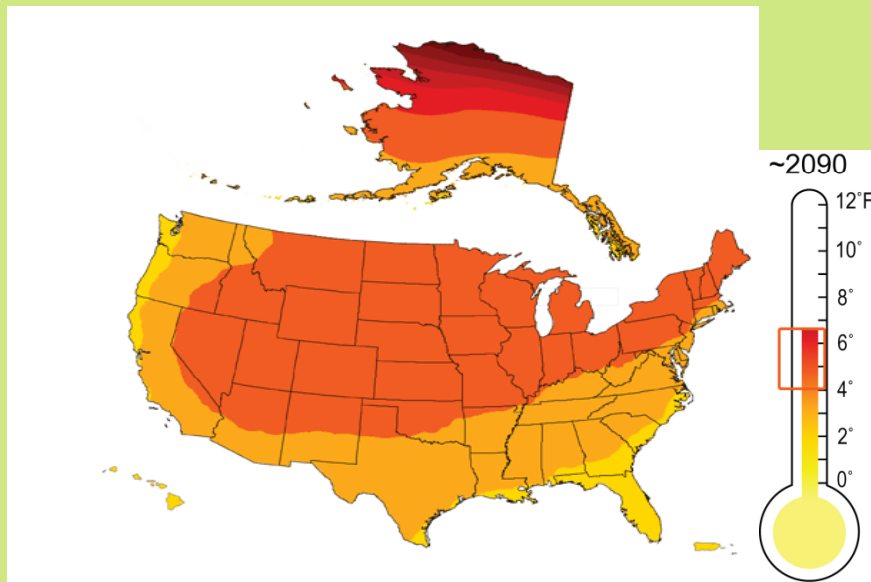
What are the impacts of climate change?



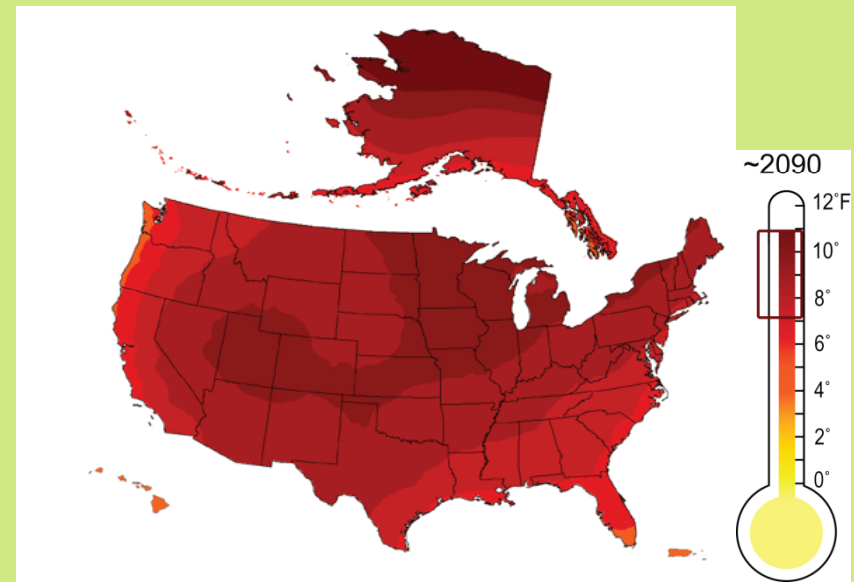
Temperature Changes (°F)

(compared to 1961-1979 Baseline)

Low Scenario End-of-Century
(2080-2099 average)



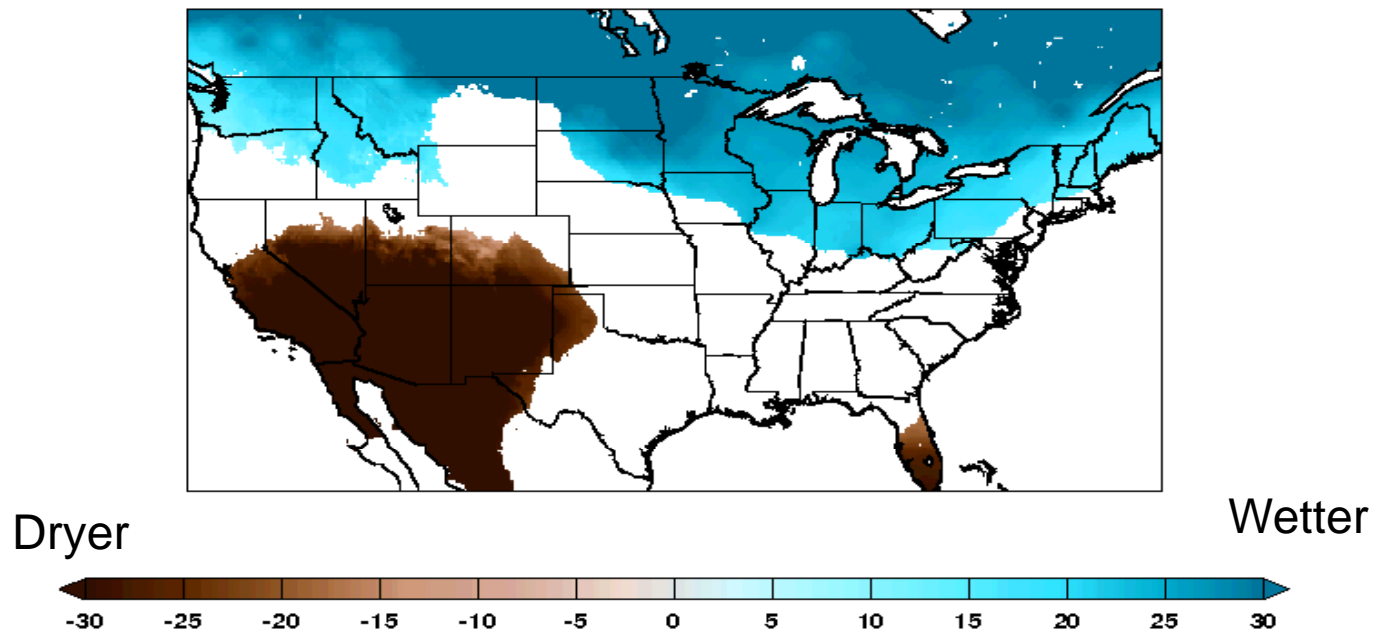
High Scenario End-of-Century
(2080-2099 average)



Source: Virginia Burkett, USGS (USGCRP 2009)

Precipitation Changes

(Change in Spring Precipitation – by 2090, showing areas of highest confidence in model prediction)



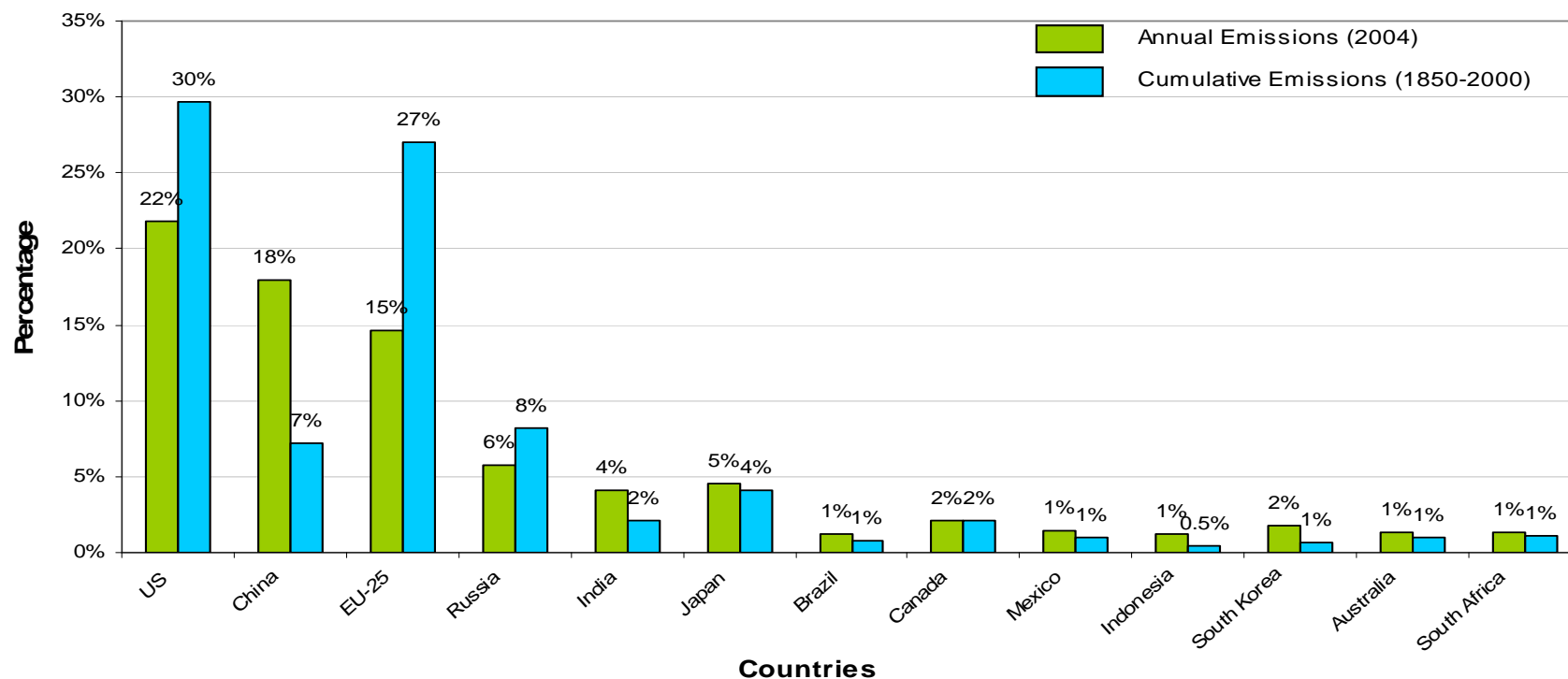
How widespread are climate change concerns?

- Over 2000 leading scientists worldwide contributed to IPCC report
- 33 U.S. states have developed climate change action plans
- U.S. military is actively preparing for climate change
- U.S. Climate Action Partnership includes 23 major corporations and 5 nongovernmental groups which have called for U.S. Congress to enact strong GHG targets to achieve significant reductions in GHG:

[AES](#), [Alcoa](#), [Alstom](#), [Boston Scientific Corporation](#), [Chrysler](#), [The Dow Chemical Company](#), [Duke Energy](#), [DuPont](#), [Environmental Defense Fund](#), [Exelon Corporation](#), [Ford Motor Company](#), [FPL Group](#), [General Electric](#), [General Motors](#), [Honeywell](#), [Johnson & Johnson](#), [Natural Resources Defense Council](#), [The Nature Conservancy](#), [NRG Energy](#), [PepsiCo](#), [Pew Center on Global Climate Change](#), [PG&E Corporation](#), [PNM Resources](#), [Rio Tinto](#), [Shell](#), [Siemens Corporation](#), [Weyerhaeuser](#), [World Resources Institute](#).

Where do all those GHG come from?

Comparison: Annual* & Cumulative CO₂ Emissions**



Source: * Annual Emissions for the year 2004 from IEA (2006) CO₂ Emissions from Fossil Fuel Combustion

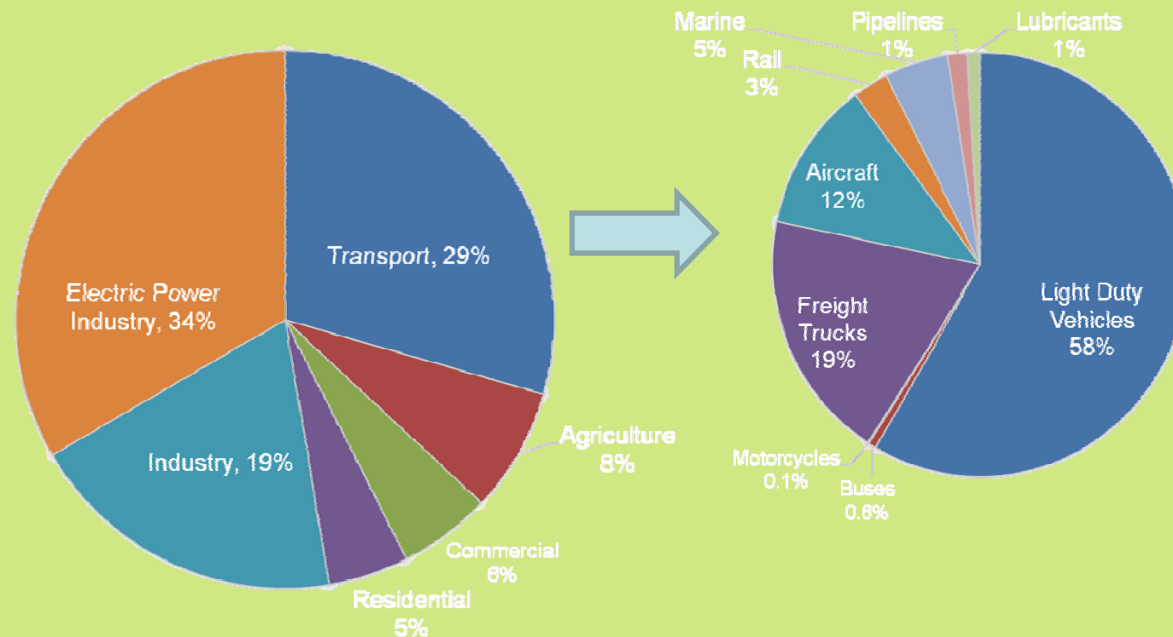
** Cumulative Emissions from 1850-2000, CAIT WRI

What GHG targets have been set?

- Scientists recommend **60-80% GHG reduction below 1990 level by 2050 to avoid worst impacts**
- Many states and countries have adopted similar targets
- President Obama's budget: **80%** GHG reduction below 2005 by 2050
- Waxman-Markey bill: **17%** below 2005 by 2020 and **83%** below 2005 by 2050
- Kerry-Lieberman bill: **17%** below 2005 by 2020 and **83%** below 2005 by 2050
- Connecticut: **10% below 1990 by 2020, 80% below 2001 by 2050**

What is transportation's share of U.S. GHG?

Source: U.S. DOT Report to Congress, 2010



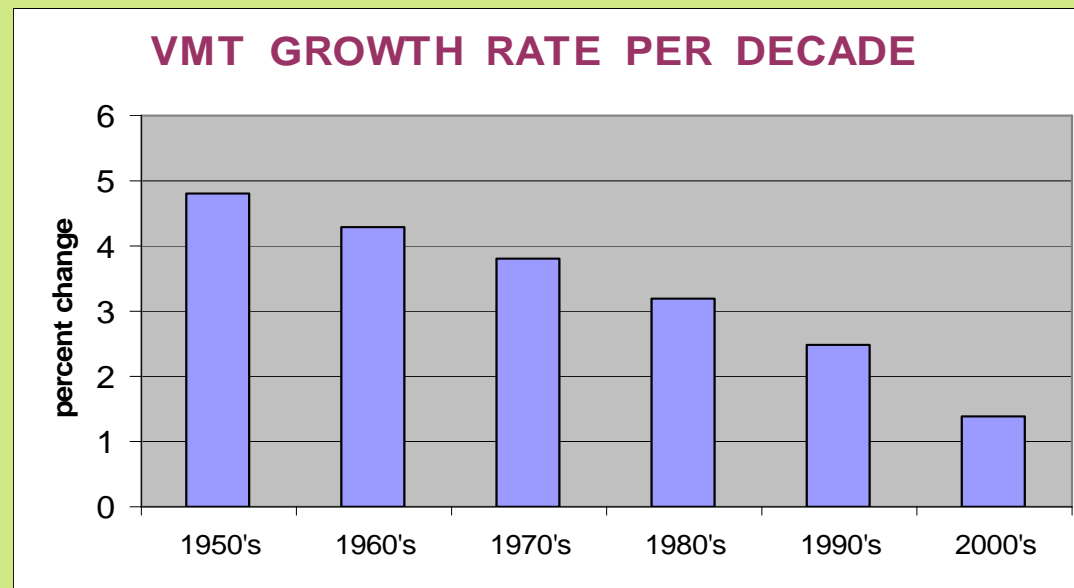
What are U.S. transportation GHG trends?

Source: U.S.DOT Report to Congress, 2010

	Change, 1990-2006
All U.S. GHG Sources	15%
U.S. Transportation	27%
Light Duty Vehicles	24%
Freight Trucks	77%
Commercial Aircraft	4%

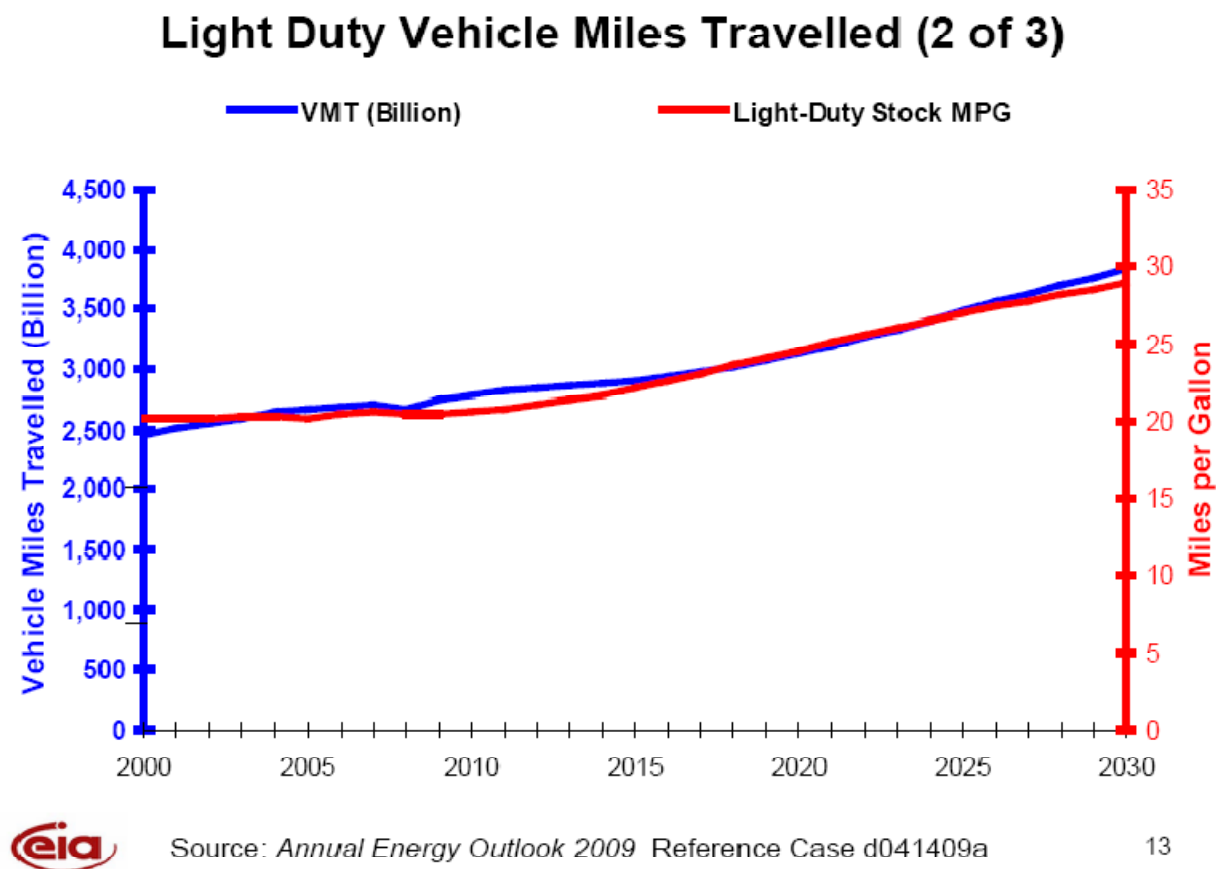
U.S. VMT growth rates are declining

- VMT growth has been steadily declining since the 1950s
- VMT growth slowed to about 1.5% in early 2000s
- VMT growth was actually negative in 2008, pattern of upward growth in 2009
- VMT is affected by population, economy, transportation prices, demographics, land use
- AASHTO supports reducing VMT growth rate to 1% per year



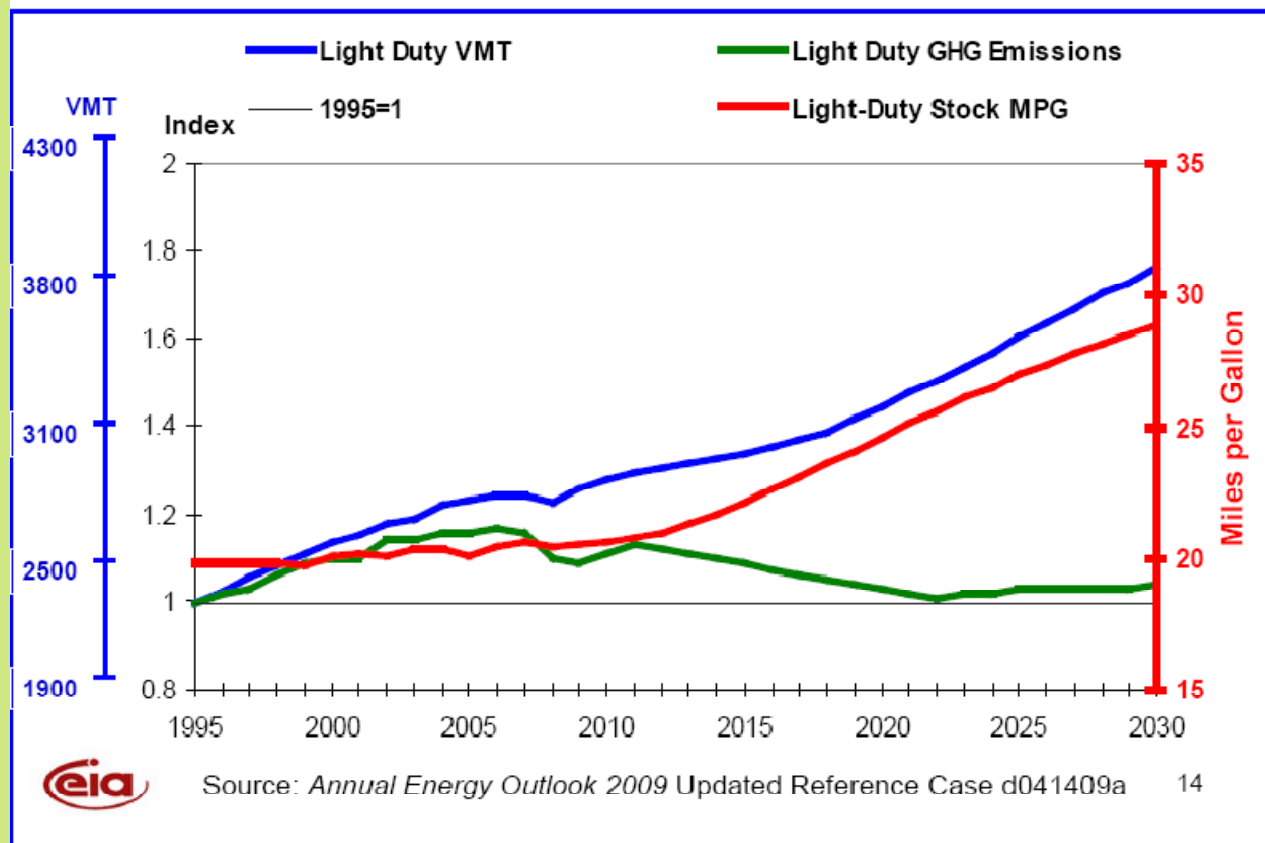
Source: Alan Pisarski and Cambridge Systematics

DOE expects VMT and MPG both to rise



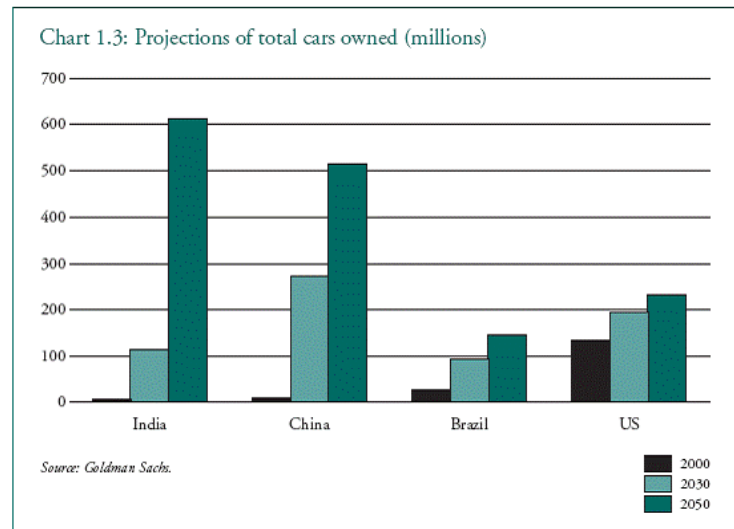
As VMT and MPG rise, GHG is nearly flat

Light Duty VMT, MPG, and GHG Emissions (3 of 3)



What are the global trends in vehicle ownership and use?

- Today, car ownership in the U.S. is greater than in India, China, and Brazil combined.
- By 2050, car ownership in those countries will be 5x greater than in the U.S.



Source: The King Review, Table 1.1 and Goldman Sachs, “The BRICs and Global Markets: Crude, Cars and Capital: Goldman Sachs Global Economics Paper No 118, 2004.

Now Consider Energy Security

- Even if climate change went away, energy security is a growing concern
- ~\$1 billion/day = U.S. payments to other countries for imported oil
- Consider what \$365 billion/year could do if invested in U.S. economy (or deficit reduction)
- Largest transfer of wealth in human history?
- 70% of U.S. oil consumption is from transportation
- Reducing transportation energy consumption = reduced GHG, lower transportation costs, greater wealth retained in U.S., reduced vulnerability to hostile nations

Energy Security and Climate Change

- Most of the strategies to reduce transportation energy consumption also reduce GHG emissions:
 - High MPG vehicles
 - Low-carbon fuels
 - Reduced VMT growth
 - Reduced congestion
 - Eco-driving
 - Energy efficient construction and maintenance practices and materials
 - And more.....
- And they save money for cash-strapped DOTs and households

Wal-Mart Perspective

“We know we need to get ready for a world in which energy will only be more expensive.”

Wal-Mart will cut 20 MMT of GHG from its supply chain by the end of 2015 — equivalent to removing >3.8 million cars from the road for a year.

Wal-Mart is already requiring suppliers to cut packaging, selling “Walmart-label” CFL bulbs in Mexico, and labeling clothes as cold-water wash.

Should state DOTs take a page from Wal-Mart’s book?

II. Overview of Connecticut Climate Change Program: Connecticut DEP

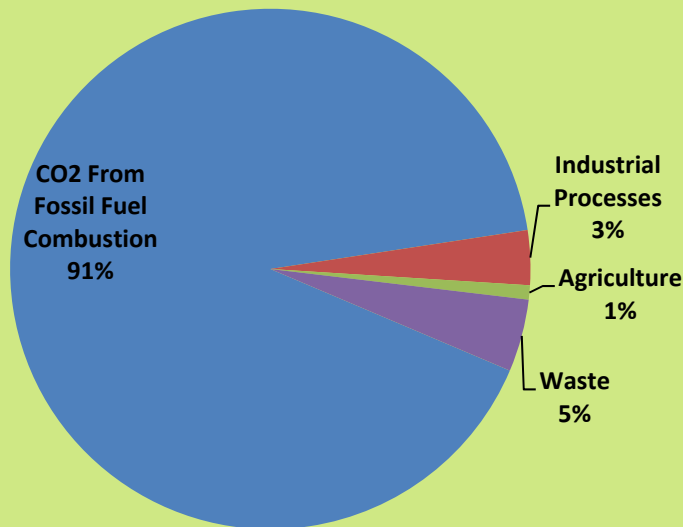
- Two Major Climate Change Issues
 - Mitigation: strategies to reduce the emissions of greenhouse gases (GHG), e.g. more fuel efficient vehicles, VMT reduction
 - Adaptation: strategies to prepare for and address the impacts of an already changing climate, e.g., designing roads and bridges to withstand more intense storms

CT GHG Inventory

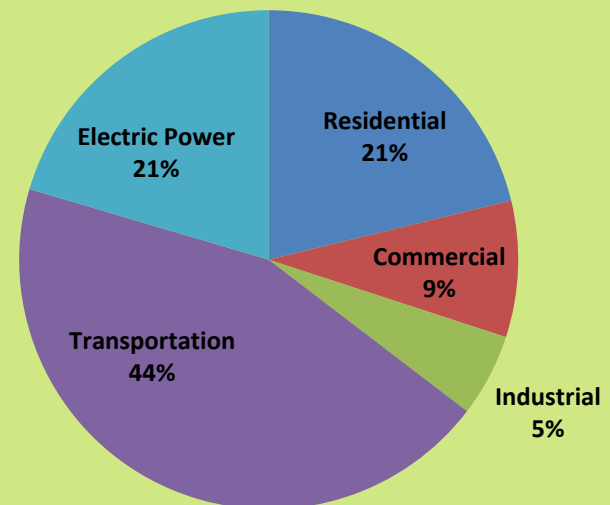
91% of GHG emissions come from Fossil Fuel Combustion

Of that 90%, 44% are from Transportation

**Connecticut GHG Emissions by
Source
2008**



**Connecticut CO2 From Fossil Fuel
Combustion
2008**



Early Leadership

- 2001: New England Governors/Eastern Canadian Premiers Climate Change Action Plan sets regional GHG reduction targets, goals
- 2002: Creation of Governor's Steering Committee on Climate Change including agency heads from the following agencies:
 - Clean Energy Fund
 - Environmental Protection
 - Transportation
 - Administrative Services
 - Public Utility Control
 - Policy and Management

Legislative Milestones

- 2004: An Act Concerning Climate Change adopts regional GHG goals for CT, requires CT Climate Change Action Plan, GHG inventory
- 2008: Global Warming Solutions Act
 - Establishes mandatory GHG targets
 - 10% GHG reductions below 1990 levels by 2020
 - 80% GHG reductions below 2001 levels by 2050
 - Establishes subcommittee to address climate impacts on infrastructure, public health, natural resources/habitats, and agriculture

CT Climate Mitigation Planning

- One of the first plans in the nation
- 2005: *CT Climate Change Action Plan (CCAP)* with 55 actions to address
 - Cleaner transportation, smarter land use
 - Cleaner electricity
 - More efficient energy use in residential, commercial, and industrial sectors
 - Low carbon agriculture, forestry, and waste practices
 - Education and public awareness

GHG Reduction Targets

- 2006 Connecticut GHG Emissions – 41.0 MMTCO₂e
- 2007 Connecticut GHG Emissions – 40.5 MMTCO₂e
- 2008 Connecticut GHG Emissions – 38.3 MMTCO₂e

- 2006 Connecticut Transportation Emissions – 17.6 MMTCO₂e
- 2007 Connecticut Transportation Emissions – 17.6 MMTCO₂e
- 2008 Connecticut Transportation Emissions – 16.9 MMTCO₂e

- 2020 Connecticut GHG Target – 39.9 MMTCO₂e
- 2050 Connecticut GHG Target – 9.3 MMTCO₂e

Transportation Strategies in 2005 CCAP

- Various strategies on cleaner vehicles and fuels: CA Low Emission Vehicle Program, feebate, fleet incentives, tailpipe GHG standards, hydrogen infrastructure, clean diesel
- Transit, smart growth, VMT package to achieve 3% VMT reduction below 2020 baseline:
 - Double transit ridership by 2020
 - Provide funding for new transit
 - Coordinate interagency smart growth planning
 - Redirect 25% of new development to growth-appropriate locations
 - Study road-pricing pilot
 - Consider complimentary VMT incentives – commuter choice, location-efficient mortgages, mileage-base insurance
- Multistate Intermodal Freight Initiative

CCAP Implementation - Transit Strategy

- Design and construction of New Britain-Hartford Busway
- Implementation of Track 2 new Haven-Hartford-Springfield Rail Improvements
- Development of commuter rail option from Waterbury to Hartford
- Study on Hartford East Bus Rapid Transit
- Capital Improvements to Danbury Branch rail line
- Evaluating additional needs of Danbury, Waterbury, and New Canaan Branch lines

CCAP Implementation – VMT Strategies

- Executive Order 15 created Office of Responsible Growth within OPM
- 2 Million Mile Rideshare Challenge – NuRide (on line ride matching program)
- Telecommute CT – operated through brokerage companies

CCAP Implementation – Intermodal Freight

- Implementation of pilot initiative to transport containers by barge between Ports of NJ and NY, instead of via truck freight along expressway (Bridgeport Port Authority)
- Completion of Port Security construction activities for Bridgeport Regional Maritime Complex, the home base for container barge service
- Participation in Northeast Rail Operations Study to identify chokepoints along rail service within I-95 corridor and opportunities for enhanced use of rail to transport freight
- Continuation of work with I-95 Corridor Coalition Freight Initiative.

Freight Movement in Connecticut

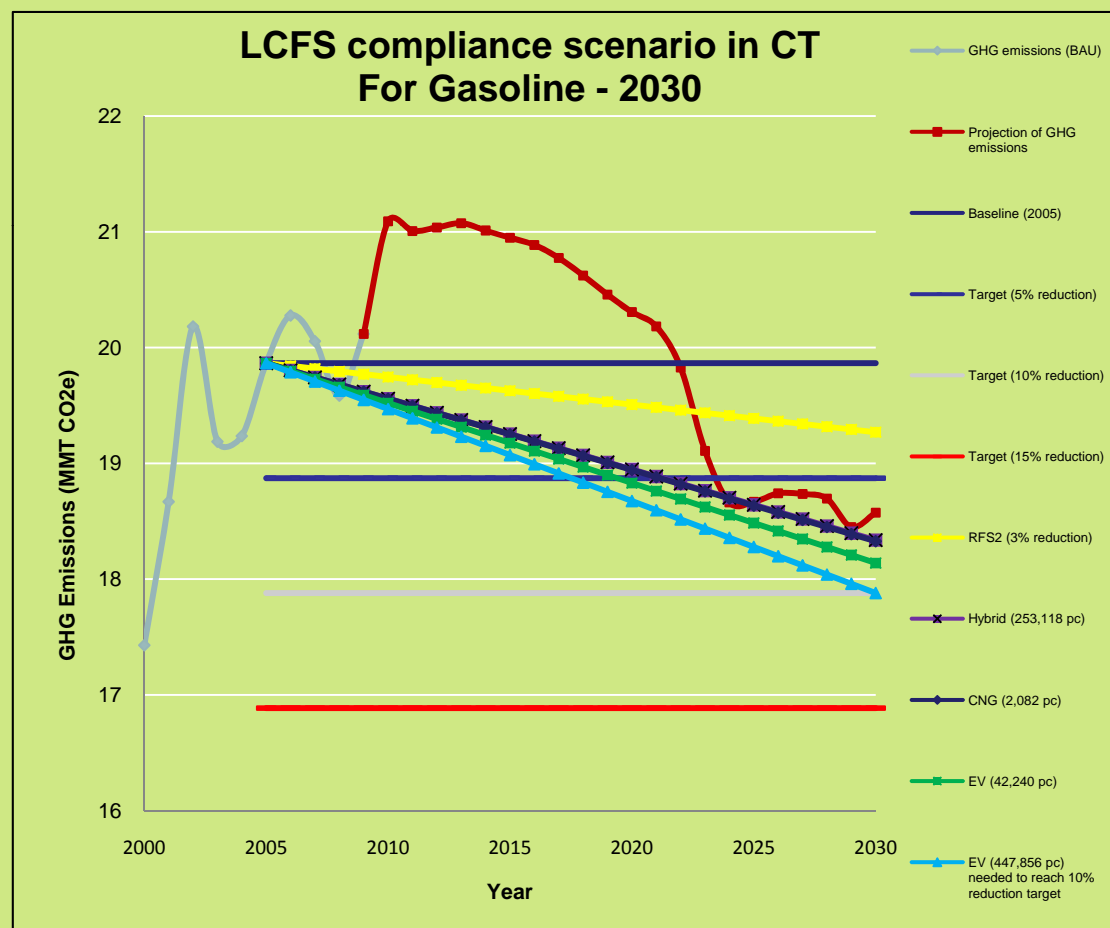
- DEP, DOT and DMV are collaborating to develop a Strategic Plan to reduce emissions associated with freight movement
- On Road Trucks, Ports, Rail and Intermodal Capabilities
- Review of literature, programs, policies and legislation
- Develop a baseline inventory of emissions and projections
- Identify options for multi-pollutant reductions: Fuels, Vehicles, VMT
- Robust stakeholder process

Strategic Plan report expected by June 1, 2012

LCFS: EV/Clean Car Penetration Strategy

- To reach a 10% CI reduction goal by 2030, Connecticut needs to meet the requirements of the RFS2, deploy the projected number of CNG PCs (2,082) and hybrid PCs (253,118) and also replace 447,856 PCs with EVs.

- Connecticut's Electric Vehicle Infrastructure Council proposed goal is 25,000 EVs in Connecticut by 2020.



CT Climate Adaptation Planning

- Adaptation Subcommittee of Governor's Steering Committee on Climate Change established 2009
- *The Impacts of Climate Change on Connecticut Agriculture, Infrastructure, Natural Resources, and Public Health* (April 2010) – overview of impacts to CT from precipitation changes, increased temperature, and sea level rise
- *Connecticut Climate Preparedness Plan* (DRAFT, not yet released) – recommended strategies to address climate impacts

What's Next?

- Finalize and release *Connecticut Climate Preparedness Plan*
- Submit GHG Strategies Report – due July 2011; currently modeling GHG, economic and environmental impacts of 21 mitigation strategies
- Implement additional strategies to meet 80% reduction target by 2050
- Ongoing adaptation/preparedness efforts
- More Information: www.ctclimatechange.com



III. Importance of Climate Change/Energy to State DOTs and their Partners

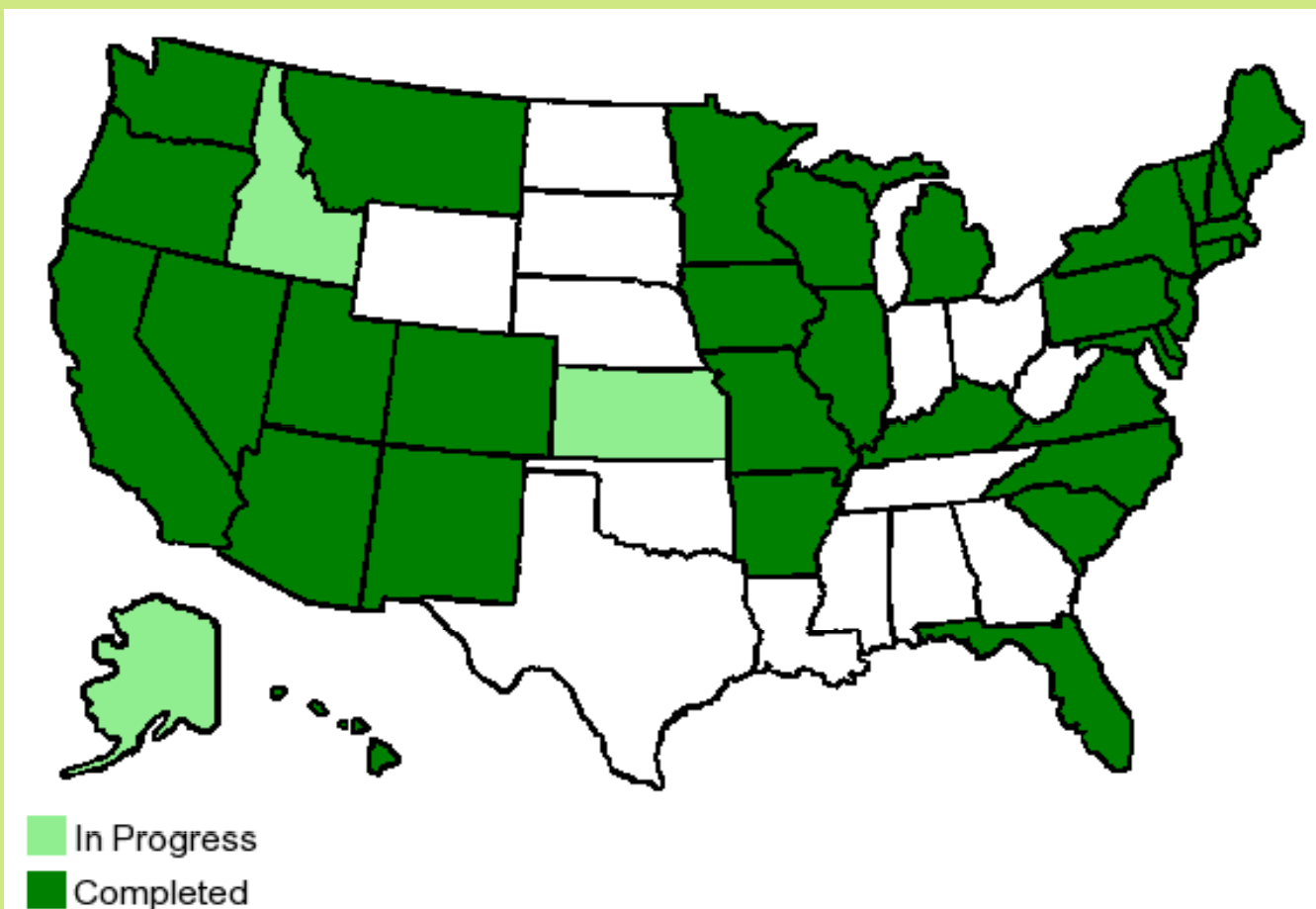


Four Climate/Energy Issues for Transportation

1. Climate adaptation: Physical impacts of climate change on transportation facilities, systems and operations
2. GHG mitigation: State and federal policies calling for GHG reductions
3. Energy: Higher costs and energy volatility for agencies, households, and all levels of government
4. Transportation revenue: Declining revenue as U.S. shifts to alternative energy and high MPG vehicles

State Climate Action Plans

Source: Pew Center on Climate Change



State Climate Plan Goals

State	Year	% Reduction in Transportation GHG	% of all GHG Reductions from Transportation
Rhode Island	2020	N/A	20%
New York	2020	18%	7%
Connecticut	2020	N/A	7%
Pennsylvania	2025	30%	8%
Maine	2020	23%	27%
Minnesota	2025	27%	5%
Oregon	2025	25%	8%
New Mexico	2020	30%	8%
Arizona	2020	25%	9%
North Carolina	2020	31%	11%

State Climate Plans – Transportation Elements Vary All Across the Map

State	Year	Vehicle	Low Carbon Fuels	Smart Growth and Transit	Other
AZ	2020	40%	7%	25%	28%
NC	2020	35%	12%	38%	15%
SC	2020	14%	55%	29%	1%
CT	2020	51%	38%	8%	2%
ME	2020	53%	25%	21%	1%
MD	2025	24%	12%	45%	20%
NY	2020	59%	11%	27%	4%
PA	2025	53%	15%	<1%	28%
MN	2025	15%	35%	25%	25%
VT	2028	21%	14%	49%	17%

State Climate Action Plans

- Highly “aspirational”
- Managed by state environmental agencies
- Steering Committees included multiple environmental advocates and rarely had transportation agency reps
- State DOT involvement was at a technical advisory level
- Example: VT strategies would reduce 2030 VMT from 10.5 B (base case) to 3.9 B

What are Other State DOTs Doing on Climate Change?

- California: <http://www.dot.ca.gov/docs/ClimateReport.pdf>
- Maryland: http://www.mde.state.md.us/assets/document/Air/ClimateChange/Appendix_C_%20MDOT_CLimate_Action_Process.pdf
- Oregon: <http://www.oregon.gov/ODOT/SUS/docs/EffortsOnClimateChange2008.pdf>
- Vermont: <http://www.aot.state.vt.us/planning/Documents/Planning/VTransClimateActionPlanfinal1.pdf>
- Washington: <http://www.wsdot.wa.gov/environment/climatechange/>
- New York: http://www.nysdot.gov/nasto/repository/WS4d_Zamurs%20AASHTO_0.ppt
- Florida: http://www.dep.state.fl.us/climatechange/files/action_plan/chap5_trans.pdf.

Summary

- Moving away from our dependence on oil and reducing GHG emissions will be the greatest challenge to decision-making for transportation policies, programs, and investments in the coming decades.
- Other sectors are moving on climate change policies faster than transportation
- States are adopting sweeping policies with little or no input from transportation agencies or experts

Source: Transportation's Role in Climate Change:
TRB Executive Committee, June 2008

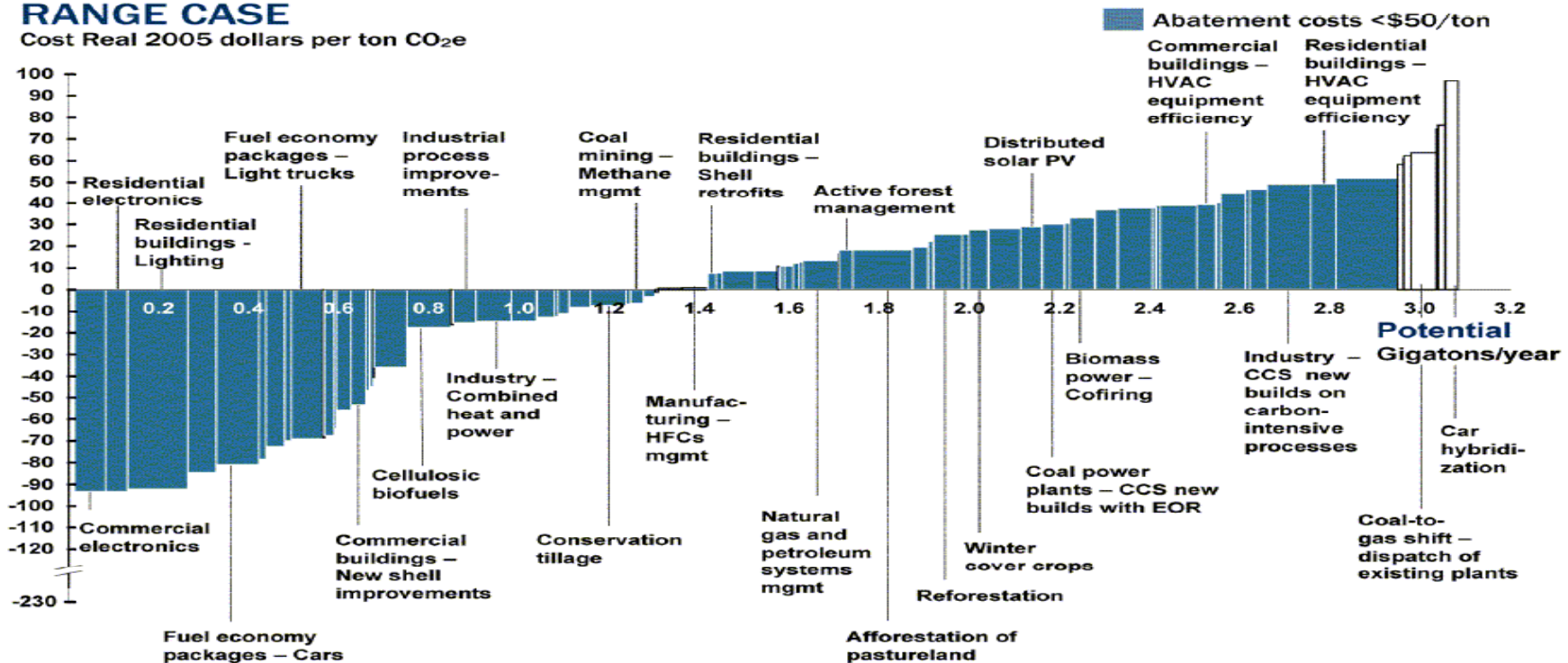
IV. Transportation Strategies to Reduce GHG/Energy Use



CONTEXT/ALL SECTORS: McKinsey Finds Available Technologies can Reduce 3 Billion Tons GHG/Year at < \$50/ton (this is 31% of GHG economy-wide in 2030)

GHG REDUCTION OPPORTUNITIES WIDELY DISTRIBUTED - 2030 MID-RANGE CASE

Cost Real 2005 dollars per ton CO_{2e}



The analysis found that abatement options are highly fragmented and widely spread across the economy. Almost 40 percent of abatement could be achieved at "negative" marginal costs, i.e., the savings over the lifecycle of these options would more than pay for the incremental investment, operating, and maintenance costs. Realizing the potential of many negative-cost options would require overcoming persistent barriers to market efficiency.

-- McKinsey & Company

Parsons Brinckerhoff / Sarah J. Siwek & Associates, Inc. | Climate Change

What is the full array of transportation strategies to reduce GHG?

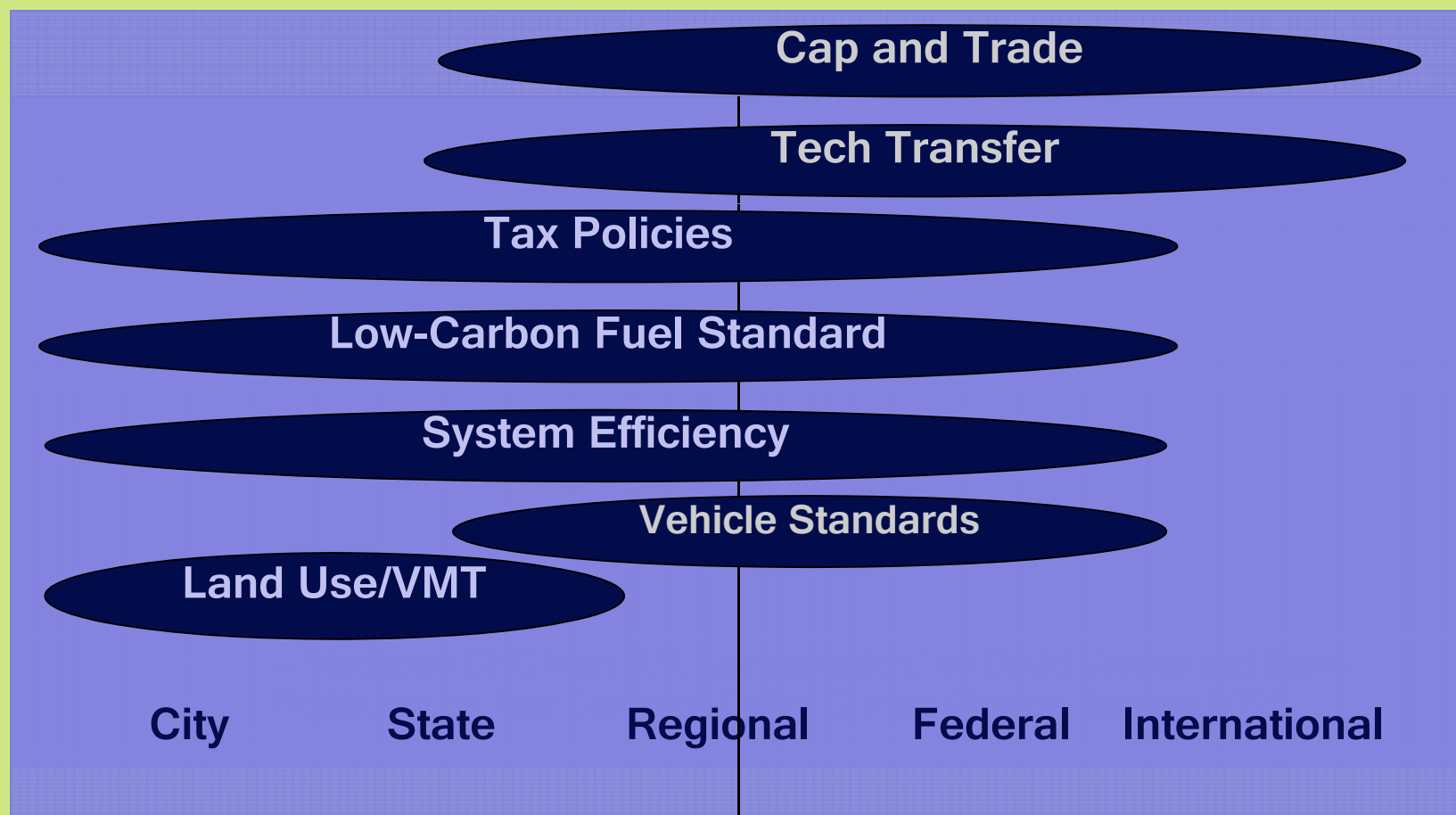
Five GHG “legs”

1. Vehicle efficiency
2. Low-carbon fuels
3. VMT Reductions (including land use)
4. Vehicle/System Operations
5. Construction, Maintenance, and Agency Operations

Examples

- Higher CAFE standards 380 gm/mile to 250 gm/mile 2016
- CA’s low carbon fuel standard
- Less travel, could be in part due to land use changes
- Signalization, ITS, Eco-driving
- Materials, maintenance practices

What kinds of transportation strategies are needed? 2011 Pew Center Report



How much can transportation strategies reduce GHG? 2011 Pew Center Report

- Presents base case + 3 scenarios for transportation GHG reductions
 - Base case: +28% in transportation GHG, 2010-2050
 - Low scenario: -17% in transportation GHG, 2010-2050
 - Mid scenario: -35% in transportation GHG, 2010-2050
 - High scenario: -65% in transportation GHG, 2010-2050
- High scenario: rapid tech progress, aggressive emission standards, 80 mpg for cars, transition to electric and hydrogen vehicles well underway by 2050, auto feebates, carbon pricing, eco-driving, land use policies, congestion pricing, PATP auto insurance, automated highways in 2050 on major routes, etc.
- GHG reductions are roughly equal from (a) vehicle efficiency; (b) low-carbon fuel; and (c) all other strategies combined.

-- "Reducing GHG from U.S. Transportation," by David Greene and Steve Plotkin, for the Pew Center on Global Climate Change, January 2011

How much can transportation strategies reduce GHG? Five Case Examples

- Washington State DOT
- Atlanta Regional Commission
- Washington D.C. Council of Governments
- Metropolitan Transportation Commission, San Francisco Bay Area, CA
- California SB375 land use-VMT-GHG law

Washington State DOT Case Study

“WSDOT’s analysis suggests that implementing combinations of aggressive transportation emission reduction strategies can achieve roughly a ten percent reduction in total statewide GHG emissions compared to the 2050 baseline. Implementing many of these strategies would require changes in policy, funding, and authority, and also assumes ambitious improvements in vehicles and fuels. WSDOT did not assess the political or financial feasibility of implementing the strategies.” (highlighting added)

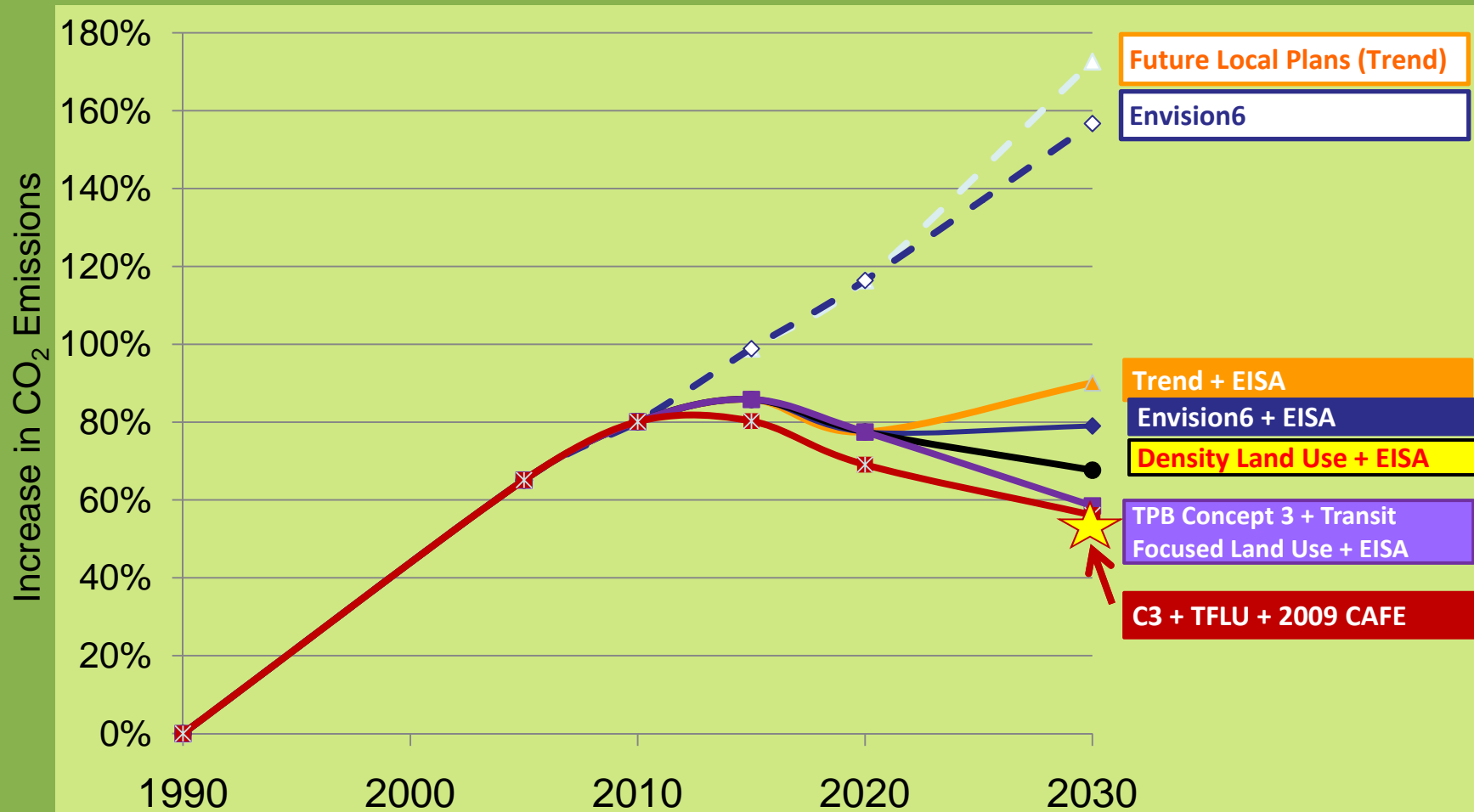
Source: 2011 WSDOT Sustainability report

Note: 10% reduction in 2050 is for GHG from all sectors, but it is not a 10% reduction below current levels. For the on-road sector, it corresponds to about 7-31% reduction in 2050 compared to 2010 on-road GHG, using “aggressive strategies.”

MPO Scenarios Tested

- MPOs tested impacts of:
 - Land use changes
 - CAFE standards
 - Extensive transit investments
 - Operational strategies
 - Pricing measures (Wash, DC and SF)
 - Federal Policies (Wash, DC)
- Combinations of the above

Atlanta GHG Scenario Testing



Source: Atlanta Regional Commission

Washington, D.C. Analysis Methodology

- **MOBILE6** - develop CO2 emissions inventories and rates
- **Offline spreadsheet tool** - estimate reductions from CAFE standards using local fleet information
- **Travel demand forecasting/sketch planning** – estimate VMT reductions
- **CO2 emissions changes by speed** (UCRiverside) – estimate CO2 impacts of traffic flow improvements

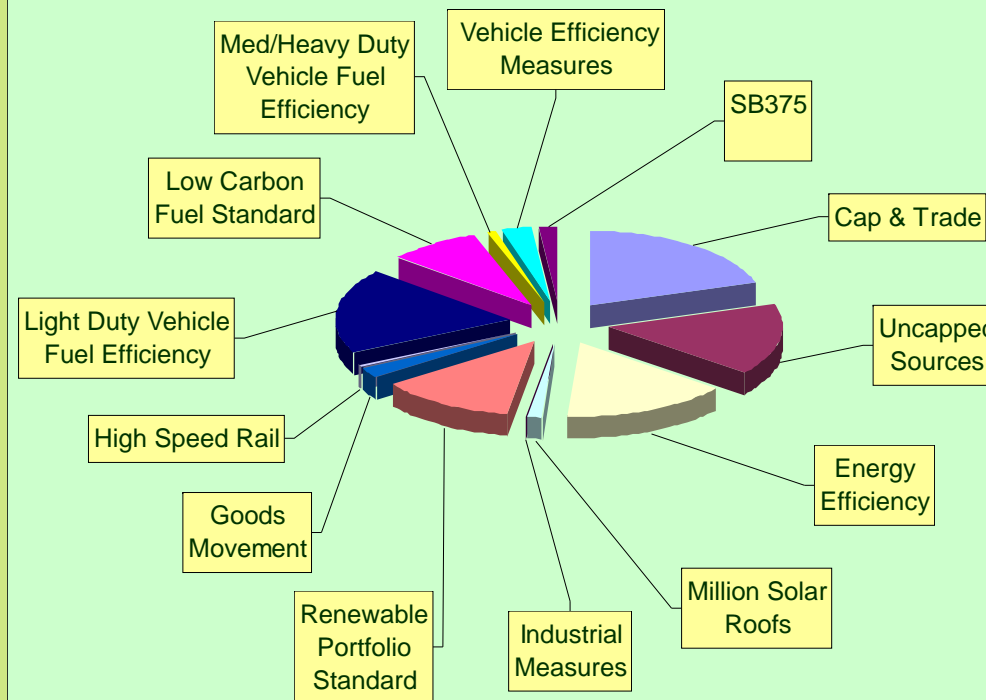
Washington, D.C.- 2010 - 2030

- **Reduction Goal 33.5%**
 - CAFE 17.3%
 - Alt.Fuel 2.1%
 - TERMS* .6%
 - Short term 3.9%
 - Long-term .85%
- **Shortfall 8.75%**
- **Short term reductions (3.9%)**
 - Increase transit .3%
 - Pricing 1.5%
 - Operational Efficiencies 1.8%
 - Reduced travel 3%
- **Long-term reductions (.85%)**
 - Increase transit .15%
 - Increase bike/ped .3%
 - Pricing .25%
 - Reduced travel .15%
- *TERMS : Access and service improvements to transit, bike/ped projects, rideshare assistance programs, telecommute programs, traffic improvements, engine technology programs

Source: Washington, D.C. COG

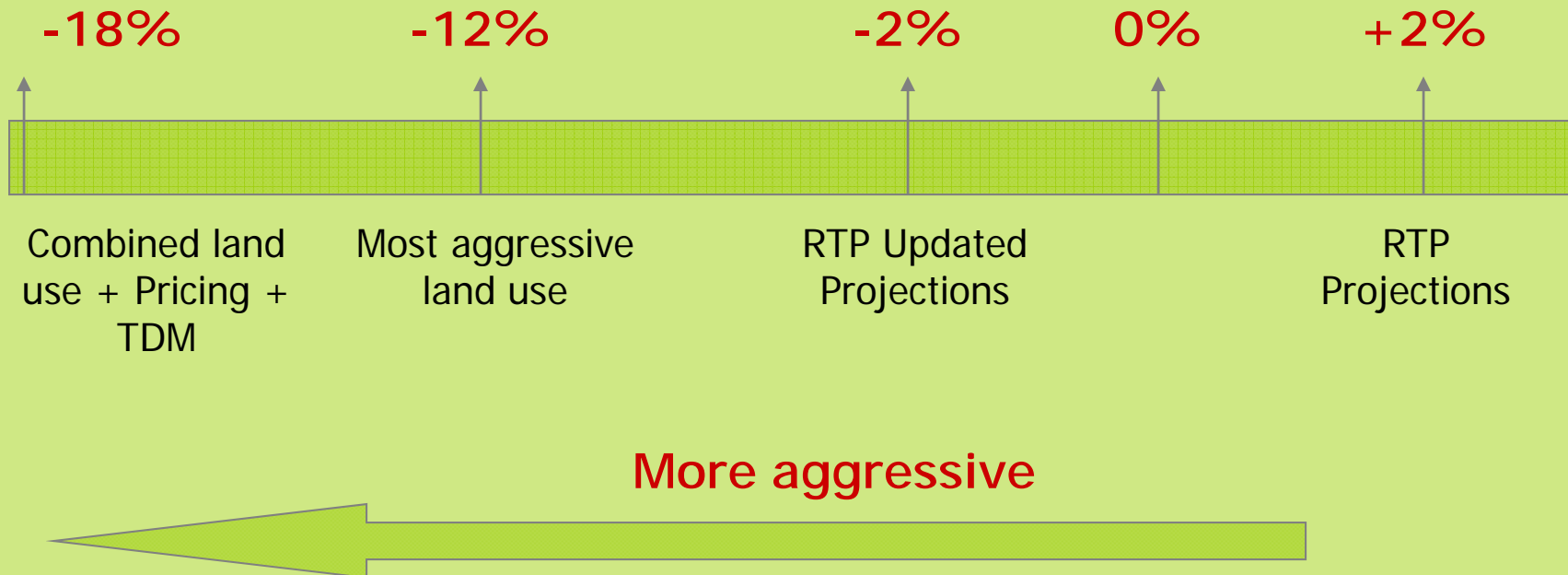
California Climate Change Act –AB32

California GHG Emissions Reduction Measures 2020



San Francisco MTC - Scenario Assessment (% GHG per capita - 2005 vs 2035)

- With expected pop growth from 7M to 9M, CO2 emissions from LDV actually increase 24% over this period from 74,641 tons/day to 92,223 tons/day

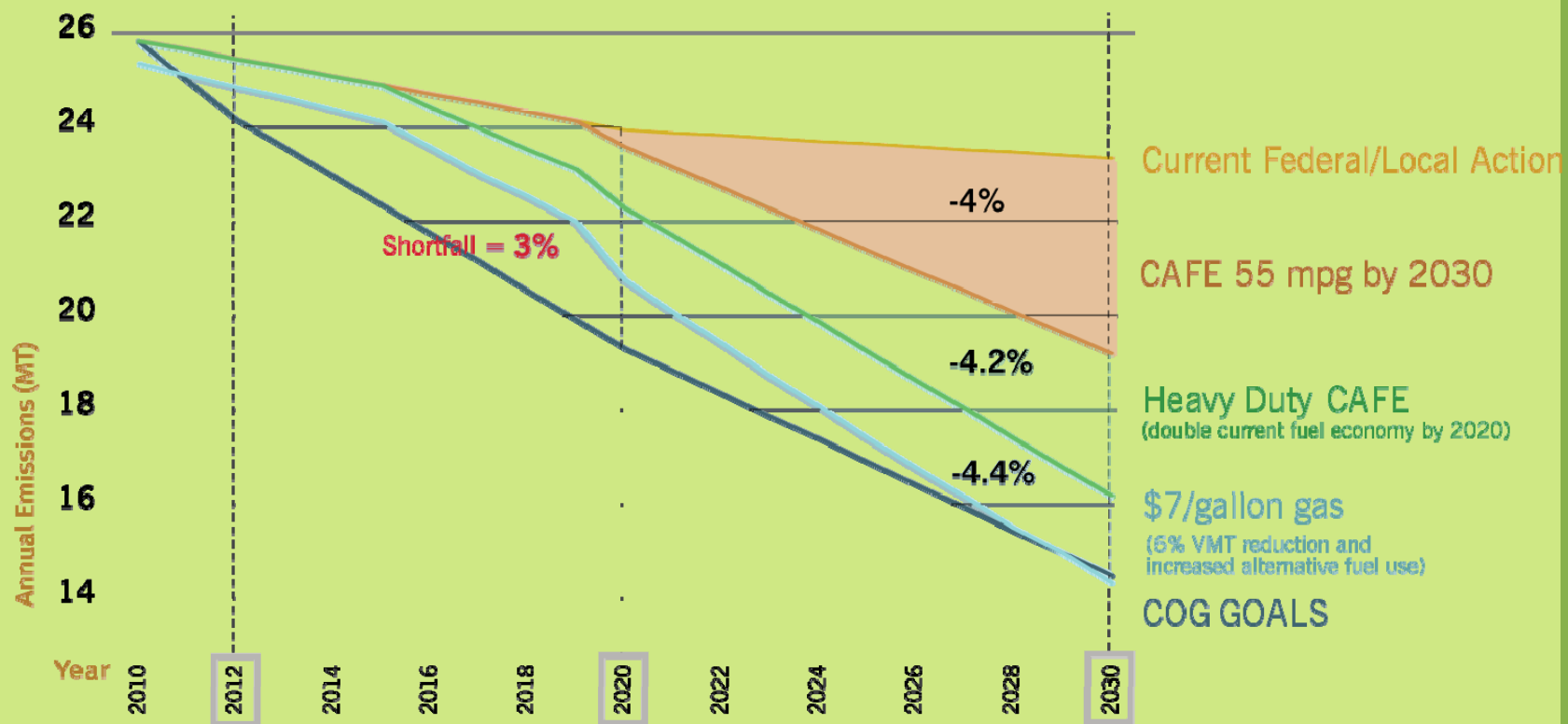


Source: Metropolitan Transportation Commission/SB375 Report to CARB

Higher Federal Role is Needed

(WASHCOG Analysis)

Aggressive federal measures would *almost* get us there.



Source: Washington, D.C. COG

MPO Case Study Findings

- MPOs have small influence over reductions: combinations of land use, transit, TDM can help but fall short of goals in all cases
- Per capita reductions of GHG of 15% or more will likely require road pricing
- Net increases in GHG from transportation are likely without technology and fuel measures
- Higher Federal role in GHG reductions could result in substantial reductions
 - 55 mpg by 2030 LDV CAFE
 - HDV CAFE (double heavy duty fuel economy)
 - \$7/gallon gas

Vehicle/Fuel Improvements Will be the Dominant Source of GHG Reductions for LDVs

- 50% cut in GHG/mile is feasible from conventional technologies and biofuels by 2020-2030
- Compare these GHG rates in U.S. and Europe:

380 grams/mile	2009 in the U.S.
250 grams/mile	2016 under new Obama standard
256 grams/mile	2007 actual in the E.U.
209 grams/mile	2012 under E.U. regulation
153 grams/mile	2020 under E.U. regulation
- LDV purchase cost will rise, but fuel savings will be greater than vehicle cost increase
- Win-win-win: reduces energy use, reduces GHG, saves money

Vehicle “decarbonization” is critical

“In the long term, carbon free road transport fuel is the only way to achieve an 80-90% reduction in emissions, essentially “decarbonization.”

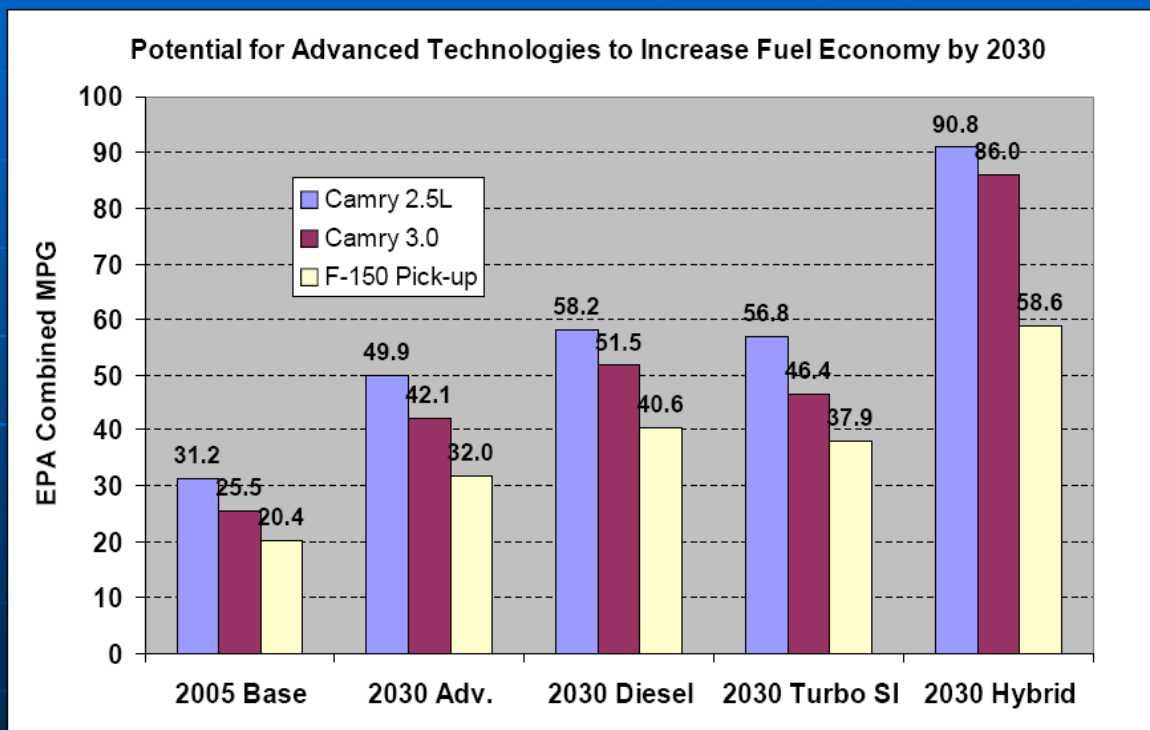
--The King Review for the U.K. Government, by Professor Julia King, Vice-Chancellor of Aston University and former Director of Advanced Engineering at Rolls-Royce plc, March 2008

“[I]n the period beyond 2100, total GHG emissions will have to be just 20% of current levels. It is impossible to imagine this without decarbonization of the transport sector.”

-- Sir Nicholas Stern, Stern Review to the U.K. Government, 2007

Vehicles: Potential Fuel Economy Increase by 2030

A 2007 MIT study predicts MPG gains of 80-85% for model year 2030 vehicles via continuous improvement of conventional technology at a rate of 2-2.5%/year.



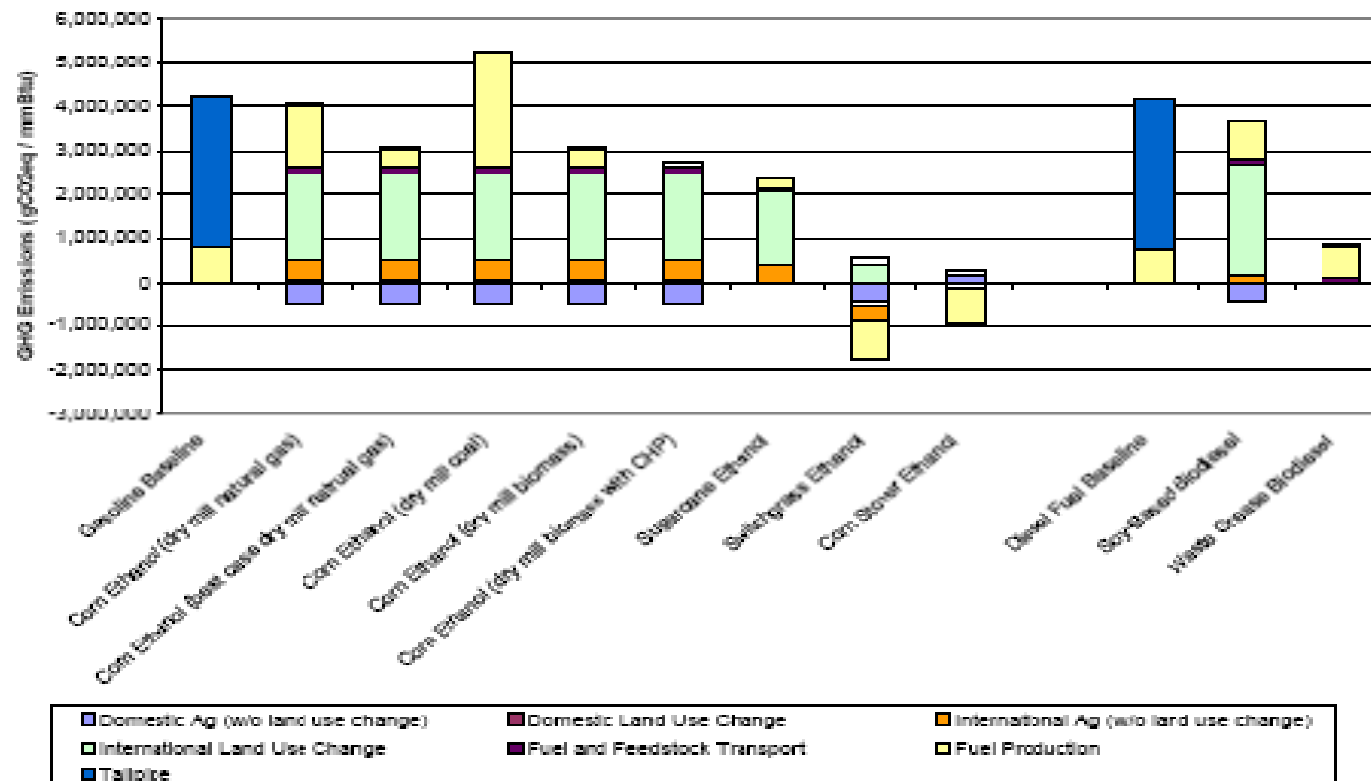
Source: Kasseris & Heywood, SAE Technical Paper 2007-01-1605, April, 2007.

Fuels: Low-Carbon Fuels

- Many different low-carbon fuel possibilities:
 - Corn ethanol - Sugar cane ethanol - Biodiesel
 - Cellulosic biofuel - Algae biofuels - Hydrogen
 - Electricity from renewable energy or nuclear power
 - Electricity from utilities with carbon capture & storage
- Carbon intensity measured as GHG/unit of energy – must account for “life-cycle” emissions
- California LCFS:
 - Adopted in 2008
 - Aims to reduce carbon intensity of passenger vehicle fuels by 10% by 2020
 - Measures carbon-intensity on a life-cycle basis – “from field to wheel.”

Fuels: Lifecycle GHG

Figure 1. Net Lifecycle Greenhouse Gas Emissions By Lifecycle Component With 100 Year Time Horizon And 2% Discount Rate.



Lifecycle Emissions

Components of lifecycle emissions:

Assumptions are made about the amount of emissions from these elements of the lifecycle.

- Domestic agriculture
- International land use change
- Tailpipe
- Domestic land use change
- Fuel and feedstock transport
- International agriculture
- Fuel production

National Renewable Fuel Standard (RFS)

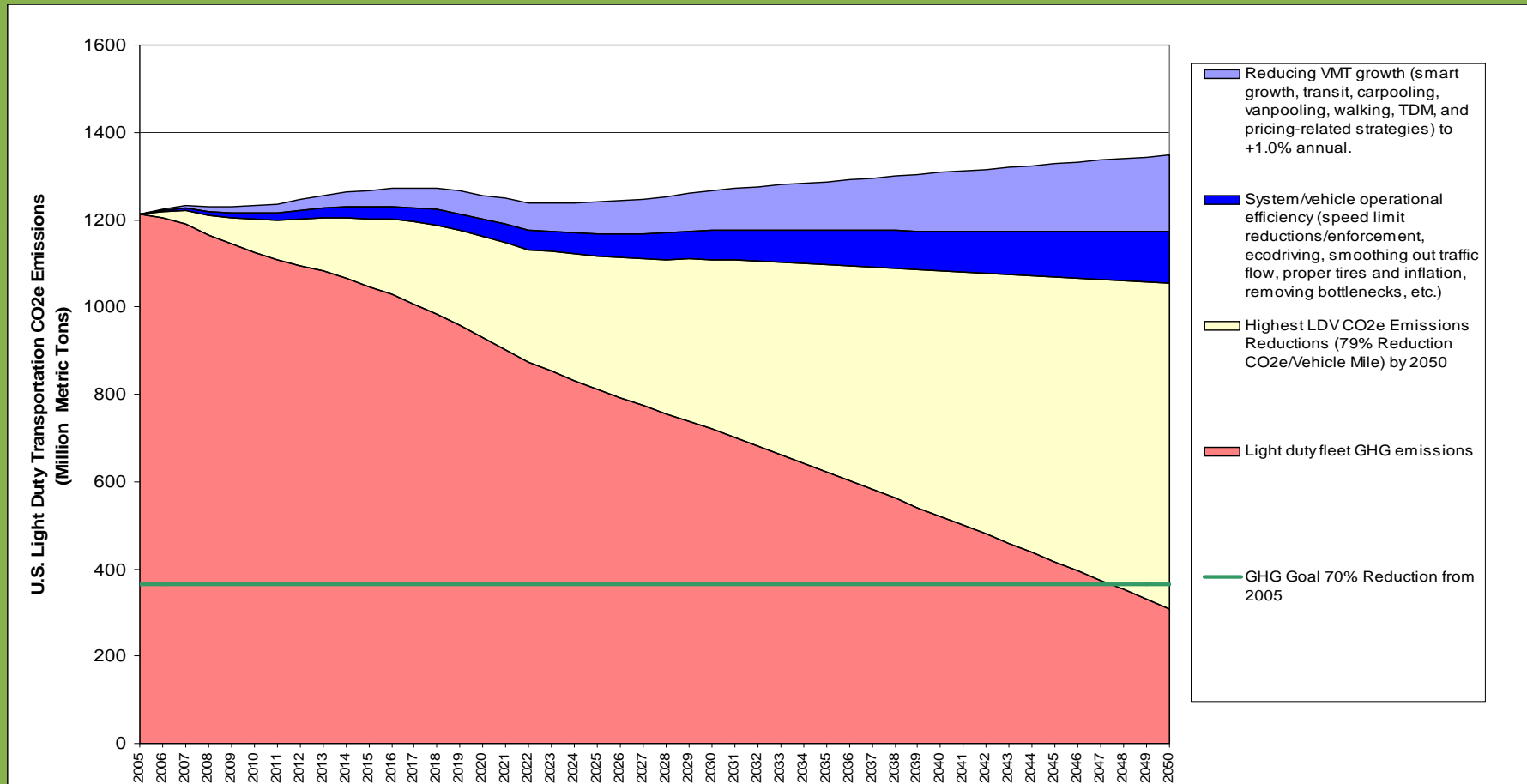
- EISA 2007 establishes fuel categories and eligibility requirements
- Determine if renewable fuels meet GHG thresholds set for **four types of** renewable fuels (E.g., corn ethanol, soy-based biodiesel, switchgrass ethanol, waste grease biodiesel)
- Emissions compared to 2005 for gasoline and diesel (depending on which is being replaced)
- Lifecycle Emissions analysis-
 - Aggregate quantity of GHGs related to full fuel cycle including all stages of production and distribution

Vehicles & Fuels: Possible State DOT Roles in Decarbonization

1. **Influence state policies** on low-carbon fuels/vehicles
2. **Use planning scenarios** to emphasize need for decarbonization
3. **Plan/provide plug-in infrastructure** for electric and PHEV vehicles (coordinate with utilities)
4. **Support federal transportation funding** for technology/fuel R&D
5. **Educate** the public and elected officials
6. **Provide incentives** for consumers to use lower carbon **fuels/vehicles** (lower fees for low-carbon vehicles/fuels)
7. **Support** low -carbon fleet conversion for state vehicle fleets
8. **Adjust** facilities and operations to accommodate decarbonized vehicles and fuels

More than Vehicles and Fuels:

Achieving 74% LDV GHG Reduction by 2050 requires 100 mpgge LDV Fleet + 10% Operational Efficiency + Lower VMT Growth (1%/year)



VMT: Cautionary Note

VMT is not a good metric for GHG reductions, as VMT does not take into account:

- Type of fuel
- Fuel efficiency of vehicle
- Passenger vs freight trip
- Number of passengers per vehicle
- As passenger fuel economy increases, effectiveness of VMT reductions diminishes
- TCM lessons from 1990s – marginal emission reductions, increasing costs as technology improves

Reducing VMT is part of the strategy set – but just one element, not the end goal

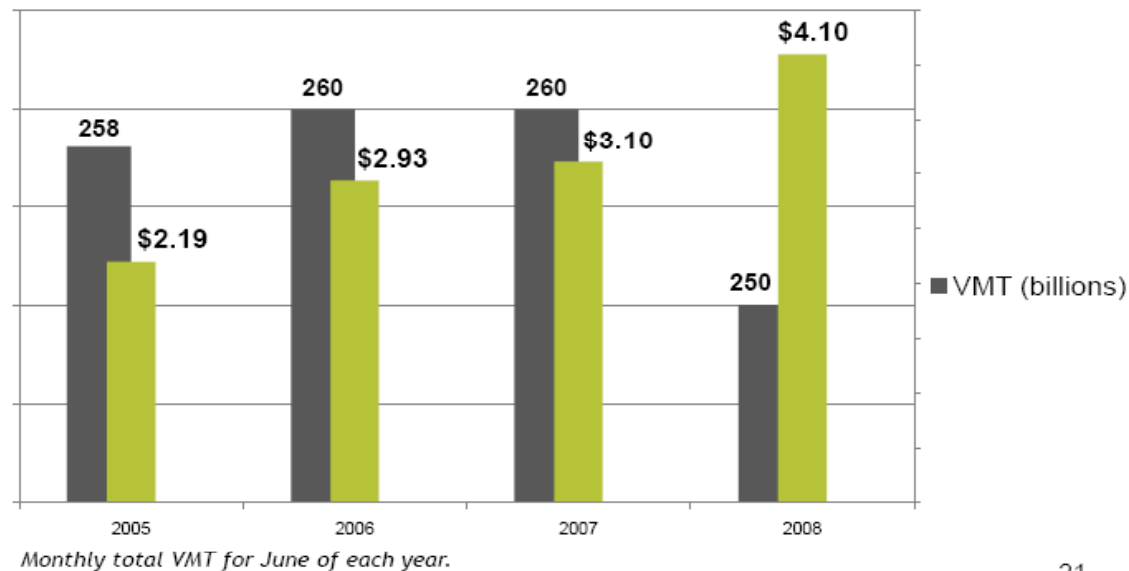
VMT: Many Strategies to Reduce VMT Growth

- Pricing - economy-wide (carbon tax or carbon cap and trade, which would raise fuel prices)
- Pricing – transportation (PAYD insurance, parking pricing, tolls, higher user fees, cordon pricing, congestion pricing, etc.)
- Carpooling and vanpooling
- Bike/ped and transit
- Trip chaining
- Tele-working, tele-shopping, tele-education, tele-medicine
- Compact land use

VMT: Consumers respond to pricing

Gasoline Prices Surged in Summer '08,
and Consumers Responded, revealing fuel price elasticity

National Vehicle Miles Traveled vs. Gasoline Prices



21

VMT: Carpooling and Vanpooling Potential

- Receives limited support and has been declining
- Yet is more important than is recognized (provides 300-400% of the PMT for work trips nationally as transit)
- Low cost for government, wide availability, saves users money
- Effective in all kinds of areas – rural, small urban areas, suburban, urban
- Nearer-term payoff than most transportation strategies
- Atlanta MPO and WASHCOG pay for commuters to carpool (\$3/day Atlanta, \$2/day WASHCOG)

VMT: Transit's Potential

- It is hard to generalize about transit
- Transit VMT/GHG benefits are realized with highly patronized, high-occupancy services -- a market limited to high volume, generally densely developed corridors
- Commuter rail is 38% less carbon intensive than average auto – but bus transit is more carbon intensive than average auto use (national averages; some corridors better, some worse)
- Two APTA studies: (a) Transit reduced GHG by 6.9 MMT* in 2005; or (b) by 37 MMT in 2005 (this is 0.3% to 1.7% of U.S. transportation GHG)

* MMT = million metric tons

VMT: Carbon Intensity of Different Modes

	Occupancy	Lbs of GHG/PMT*
Auto, SOV	1.00	0.99
SUV, average	1.72	0.71
Transit Bus, average	8.80	0.71
Auto, Average	1.57	0.58
Carpools, average	2.10	0.47
Amtrak	20.50	0.39
Rail Transit, average	22.50	0.39
Motorcycles, average	1.20	0.37
Commuter Rail, average	31.30	0.36
Vanpools, average	6.10	0.21
Walking and Biking	1.00	0.00

* PMT = Passenger Mile Travelled – national averages, DOE data

VMT: Land Use Effect on GHG is Helpful but Modest

1.3 to 1.7%	GHG reduction in 2050 on-road household GHG, for the most aggressive land use scenario supported by full panel (2009 TRB report, "Driving and the Built Environment," peer reviewed)
<1 to 4.4%	GHG reduction in 2050 on-road GHG, for up to 90% of new development compact with high quality transit (2009 "Moving Cooler" report)
3.5 to 5%	GHG reduction for 2007-2050, cumulative, as % of transportation GHG, for compact land use with very aggressive assumptions (2007 "Growing Cooler" report)

Compact Land Use + Transit + Bike + Ped + Intercity Passenger Rail + High Speed Rail + Car-Sharing + Urban Nonmotorized Zones + Urban Parking Restraints

Bundling these 9 strategies at the “Aggressive” level leads to these changes in on-road GHG:

~**2.7%** GHG reduction cumulatively, 2005-2050

And at the “Maximum” level:

~**4.4%** GHG reduction cumulatively, 2005-2050

What are the assumptions behind these reductions?

“Maximum” level = \$1.2 trillion transit expansion + \$220 billion in HSR and conventional intercity rail expansion + 50% cut in all transit fares + 90% of all new development is compact starting in 2005 + “complete streets” policies + bike lanes at ¼ mile intervals + 6% of CBD areas are nonmotorized by 2015 + urban parking freeze in 2015

Source: Estimates based on data in Moving Cooler, 2009

Operations: Many Strategies, with 10-20% GHG Reduction Potential

Potential for 10-20% LDV GHG reduction by improving traffic flow and individual driving behavior:

- Managing speed (35-55 MPH is optimal)
- Speed limits/enforcement (could reduce fuel use 2-4%)
- Eco-driving
- “Active” traffic management to smooth traffic flow
- Improving signal timing (could reduce 1.315 MMT CO₂/yr)
- Roundabouts (multiple benefits)
- Reducing car and truck idling
- Work zone management to smooth flow
- Incident management
- Eliminating bottlenecks

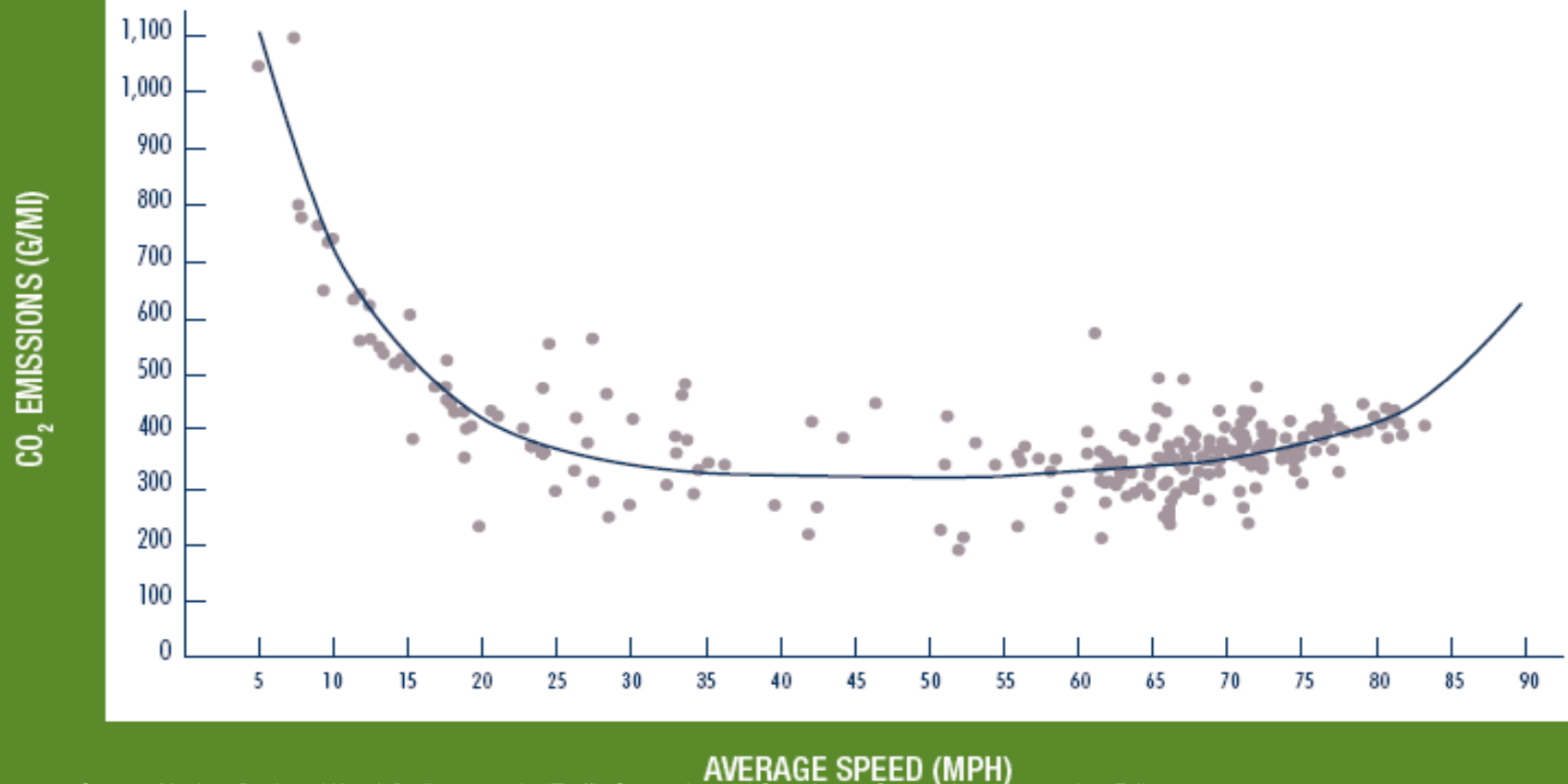
Operations: EcoDriving

- EcoDrivers can reduce fuel and CO2 by 10-15% through smart driving and vehicle maintenance.
- 10 years of Dutch experience found 10% GHG reduction and extremely cost effective (\$6-9.50/ton reduced)
- Pilot in Denver with 300 drivers achieved 10% fuel reduction and similar GHG reduction
- Useful for HDV, MDV, and LDV drivers
- Major push in Europe as GHG strategy
- Aided by dashboard displays of real-time MPG

Operations: EcoDriving

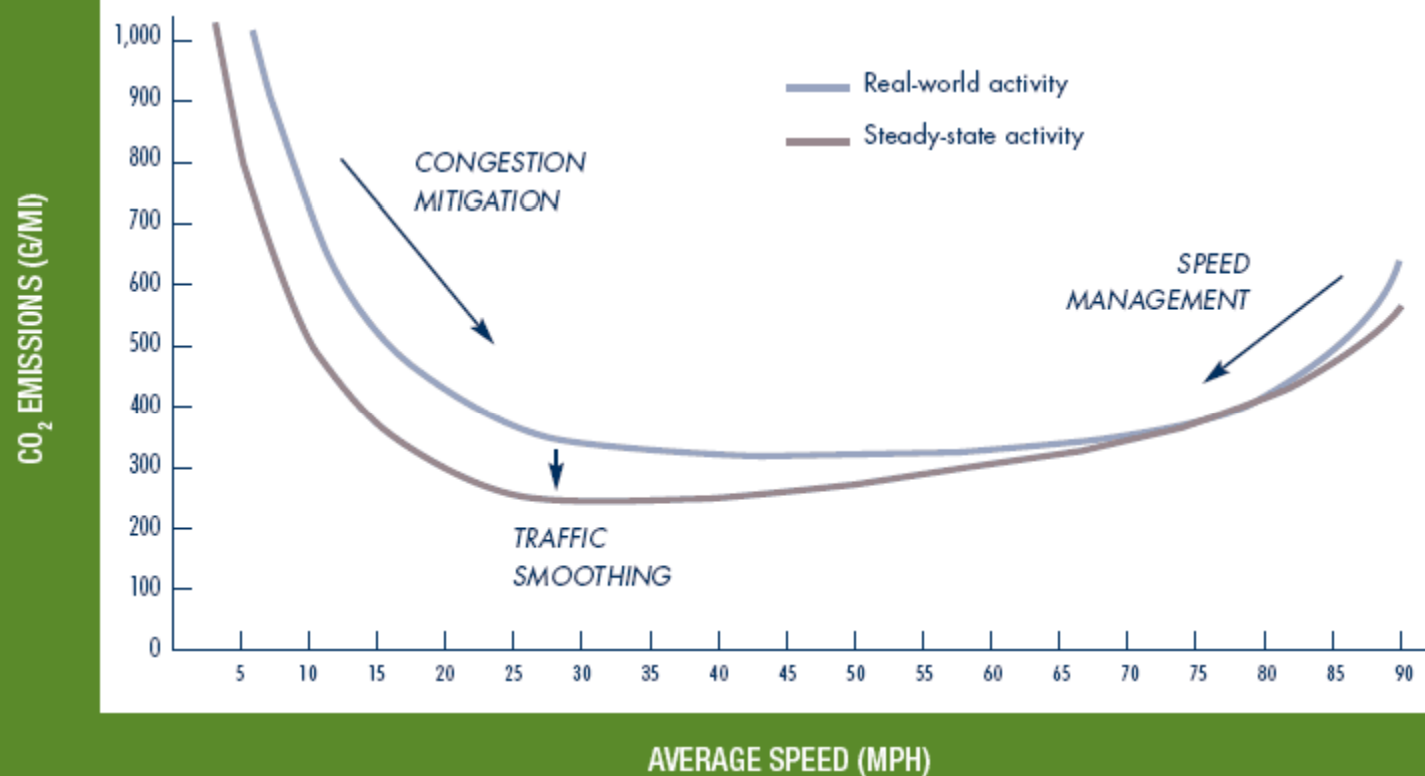
- EcoDrivingUSA™ -- nationwide effort to increase overall vehicle fuel economy and preserve the environment
- Partnership of Governors, auto industry, environmental groups
- Website:
 - [Be an EcoDriver](#)
 - [EcoCalculator](#)
 - [EcoDriving Quiz](#)
 - [Virtual Road Test](#)
 - [Is Your Community EcoDriving?](#)
 - [Educational Tools](#)
 - [News and Events](#)
 - [Join the EcoDriving Movement](#)
 - [Link this website on your blog or site](#)
- For more information contact: Seena Faqiri at 202.326.5518 or sfaqiri@autoalliance.org.

Operations: Effect of Speed on GHG



Source: Matthew Barth and Kanok Boriboonsomsin, "Traffic Congestion and Greenhouse Gases," *Access* magazine, Fall 2009.

Operations: Traffic Operation Strategies To Reduce CO₂



Source: Matthew Barth and Kanok Boriboonsomsin, "Traffic Congestion and Greenhouse Gases," *Access* magazine, Fall 2009.

Operations: Portland, OR Signal Timing

- Began 2002, 10-year project
- Climate Trust funded project and pays for CO2 offsets from project
- Improve signal timing on 17 major arterials
 - Optimize traffic flow
 - Reduce idling, acceleration, CO2 emissions and emissions from criteria pollutants
- Model for traffic signal offset projects

http://www.climatetrust.org/traffic_signals.html.

Construction/Maintenance/Agency Operations: Strategies to Reduce GHG, Energy Use, and Costs

- LED traffic lights
- LED roadside lighting
- Low carbon pavement
- More durable pavements
- LEED buildings
- Reduced roadside mowing
- Vegetation management on ROW
- Solar panels/wind on ROW
- Alt fuels and hybrid vehicles in DOT fleets
- Alt fuel buses

Solar Panels for Highway Lighting – Oregon DOT

- 594 solar panels produce 122,000 KWH/year to light interchange
- Avoids nearly 43 metric tons of GHG/year from normal electricity
- \$1.28 M project in operation for over a year
- PPP of OR DOT, PGE, and US Bank, using state and federal tax credits
- Could be a model for other DOTs
- ORDOT planning 2 additional projects
- www.oregonsolarhighway.com

Washington State: West Coast Green (Electric) Highway

- WSDOT is using a PPP to provide “Quick Charge” stations for electric vehicles along I-5 corridor
- \$1.32 million seed funding from US DOT grant
- Target completion of EV stations: 10/31/11
- 9 stations along I-5 and SR-2, from OR border to Canadian border
- Coordination with Oregon DOT and, eventually, California
- Pooled fund study opportunity: Strategies and Best Practices to Support Commercialization of EV and Infrastructure

www.westcoastgreenhighway.com

FHWA- Carbon Sequestration Pilot Program

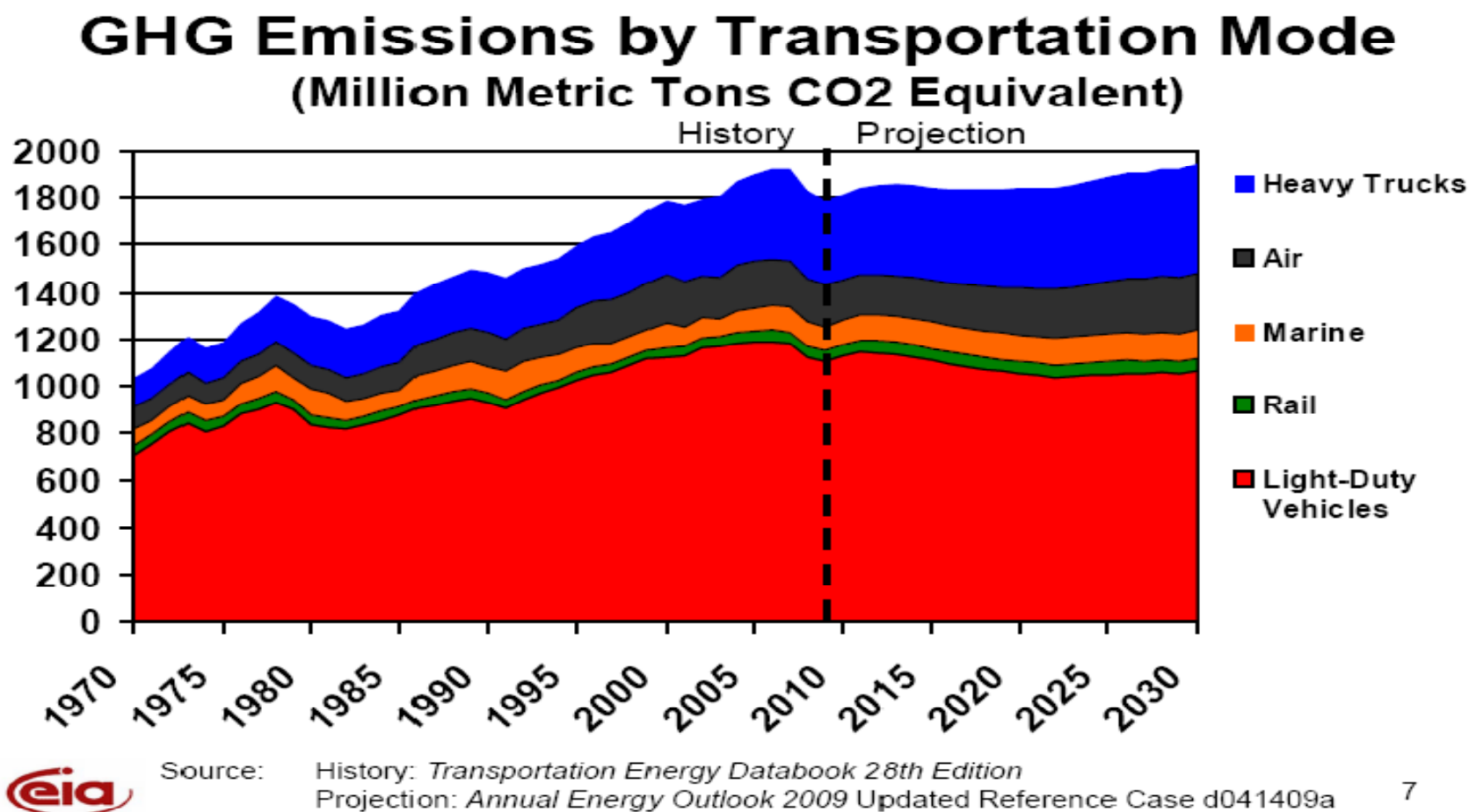
- Pilot established in 2008
- Assess how much carbon can be sequestered by native vegetation in the NHS right-of-way
- Determine feasibility of carbon credit sales by state DOTs and estimates of amount of revenue potential for state DOTs
- Final report available
 - Estimate of NHS ROW in each state
 - Highway carbon sequestration estimator
- http://www.fhwa.dot.gov/hep/climate/carbon_sequestration/index.htm

Alternative Energy Resources for State DOTs

- Missouri DOT report, January 2011
- Surveyed other state DOTs
- Evaluated cost-effectiveness of various strategies
- MoDOT recommended pursuing alt energy sources:
 - Wastewater treatment (“baffled bio-reactors”)
 - LED roadway lighting (in addition to LED traffic signals)
 - Renewable solar/wind installations
 - HVAC efficiency measures
 - Interior building lighting (including fluorescents, reflectors, and LED lamps)
 - High performance window systems
 - Energy management system
 - Re-commissioning and continuous commissioning of buildings

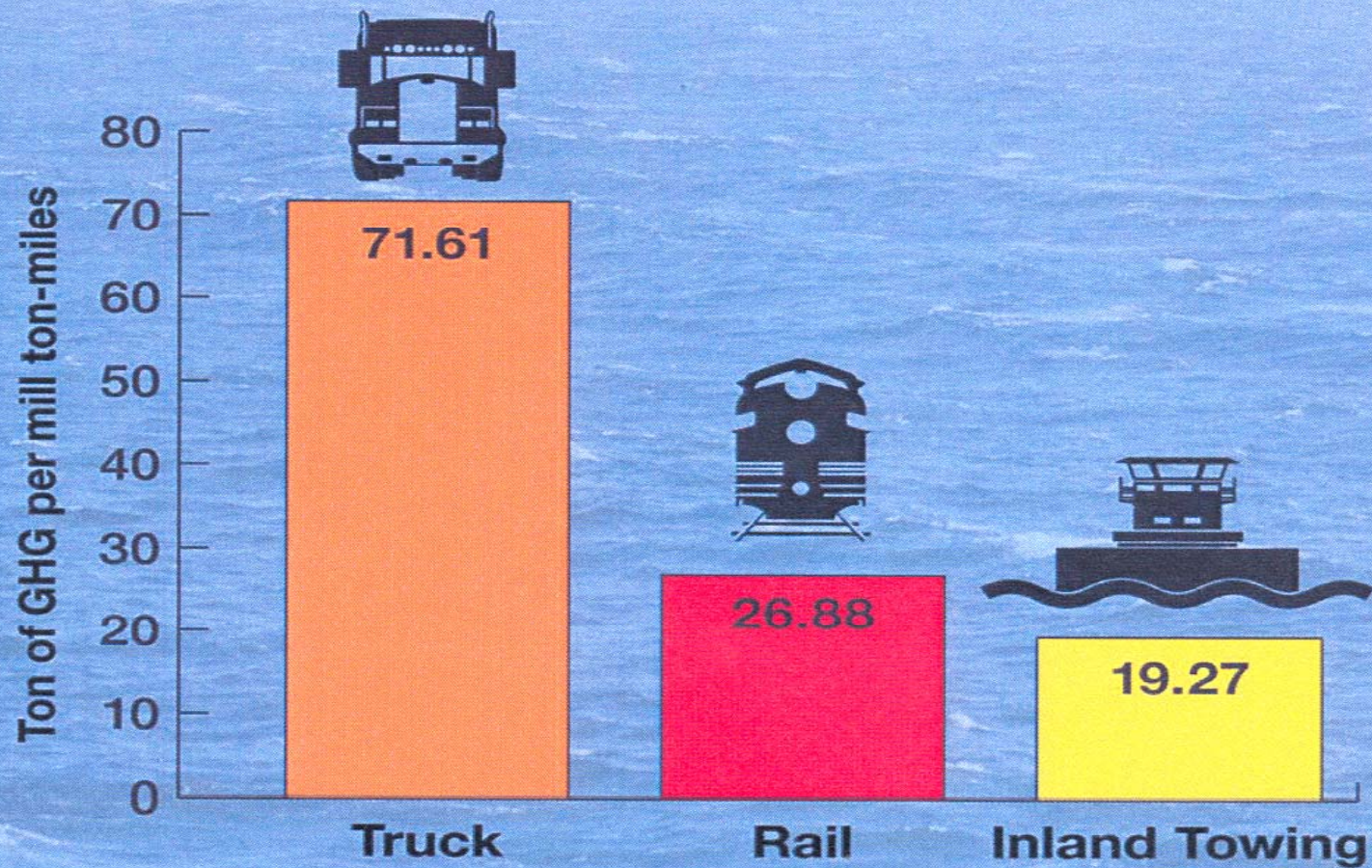
Source: Alternative Energy Resources for the Missouri Department of Transportation, 2011

Freight: Truck GHG is Growing Faster than Other Transportation GHG



Freight: Modal GHG Comparisons

Source: Texas Transportation Institute and Center for Ports and Waterways



Freight GHG Strategies in State Climate Action Plans

- Anti-idling programs
- Truck stop electrification
- Speed limit enforcement
- Freight villages/consolidation centers
- Feeder barge container service
- Bottleneck reduction
- Traffic flow improvements
- Pre-clearances at scale houses
- Truck driver training
- EPA SmartWay up-grade kits & loans & diesel retrofits
- Improvements to highway grade crossings
- Efficient Intermodal Facilities
- ECOdriving
- Incentives to retire older trucks
- Freight logistics improvements
- Shifting freight from truck to rail – CT shift 5% of truck traffic to rail/barge by 2020
- Hybrid power trucks
- Low-viscosity lubricants
- Single wide-base tires
- Automatic tire inflation systems
- Retrofits - PM and “Black carbon” reduction technologies 85% reduction in PM

Detailed info available in NCHRP 20-24(59), Appendix C

“Best Practices Guidebook for GHG Reductions in Freight Transportation”

- NC State University report to US DOT, 2007
- Covers trucks, freight rail, marine, air freight, pipeline
- Identifies 33 “best practices” for reducing truck GHG (plus 26 for other freight modes)
- All 33 could reduce truck GHG in 2025 by 12% below 2003 (compared to 67% increase in truck GHG if best practices are not implemented)

Freight: GHG, Diesel and Black Carbon

- Black carbon is a major contributor to climate change, diesel engines a primary source of BC
- Black carbon particles absorb sunlight, generate heat in the atmosphere, warms the air
- Every gallon of diesel emits 22 pounds of CO₂
- CO₂ has long atmospheric lifetime; black carbon remains in atmosphere only a few weeks
 - Reducing black carbon provides immediate reduction in the rate of warming along with public health benefits

Freight: Diesel Retrofits Reduce PM and Black Carbon

- Diesel truck retrofits reduce PM 99% (= 2007 EPA standards) and also reduce black carbon
- Locomotive retrofits reduce PM and black carbon; achieve over 76% PM and 25% fuel efficiency
- Cost-effective way to reduce emissions and save energy immediately
- Good CMAQ candidates
- Retrofits of construction equipment, state fleets and locomotives could be promising as state DOTs work to reduce emissions to meet air quality requirements

Pricing: A Necessary and Powerful Tool

- Without price signals, reducing driving extremely difficult
- Pricing incentivizes 3 legs of the GHG stool
 - Purchase of lower-carbon vehicles and fuels; and
 - Lower VMT
 - Eco-driving behavior
- Many different pricing tools available: auto “feebates,” carbon/fuel prices, PAYD insurance, mileage fees, parking pricing, congestion pricing, etc.
- Pricing produces revenue to invest in alternatives

“We know we need to get ready for a world in which energy will only be more expensive.” -- Wal-Mart

Strategy Comparisons

Potential GHG reductions, cumulatively 2010-2050, compared to on-road baseline GHG

- 15,186 mmt – carbon pricing equiv to \$2.71/gallon
- 3,361 mmt – VMT fees equiv to \$2.53/gallon
- 2,428 mmt – speed limit reductions
- 2,233 mmt – PAYD auto insurance (100% coverage)
- 1,815 mmt – eco-driving by 20% of drivers
- 1,445 mmt – at least 90% of new urban development is compact, with high quality transit
- 1,241 mmt – congestion pricing fully implemented in 120 metro areas at 65 cents/mile
- 575 mmt – \$1.2 trillion transit expansion

MMT = million metric tons

Source: “Moving Cooler,” 2009

Strategy Bundling

“Maximum” strategy bundle can reduce cumulative on-road GHG by 16% over 40 years, compared to on-road baseline:

- Tolls imposed in 2010 at 5 cents/mile on national Interstate system
- Congestion pricing at 65 cents/mile in 120 metro areas
- \$400 permit fee to park on neighborhood streets
- \$1.2 trillion transit expansion
- Bike lanes every 1/4 mile
- New and increased parking fees
- 90% of new urban development is compact, in dense Census tracts, with high quality transit
- Heavier and longer trucks allowed (up to 139,000 lbs)
- Eight more freight strategies
- Eco-driving by 20% of drivers
- Speed limit reductions
- Top 200 bottlenecks improved to LOS

Source: “Moving Cooler,” 2009

European View of Transport GHG Strategies (European Council of Ministers of Transport, 2006)

- “The most effective measures available include *fuel taxes, vehicle and component standards, differentiated vehicle taxation, support for eco-driving and incentives for more efficient logistic organization, including point of use pricing for roads.*”
- “More integrated transport and spatial planning policies might contain demand for motorized transport.”
- Mode shifts ... cannot ... form the corner-stone of effective CO2 abatement policy and the prominence given to modal shift policies is at odds with indications that most modal shift policies achieve much lower abatement levels than measures focusing on fuel efficiency.”
- “Ultimately higher cost energy sources will be required if there are to be further cuts in transport sector CO2 emissions.”

Summary

Many strategies are needed to reduce transport GHG. No silver bullet. Will need full mix of strategies including:

- Maximize energy efficiency of current vehicle technology
- Decarbonize vehicles and fuels world-wide
- Adopt pricing measures to reward conservation and tech innovation
- Push “eco driving” and system/speed management
- Adopt more efficient land use
- Support carpools & vanpools, biking, walking, transit use, trip chaining, telecommuting
- Adopt low carbon, energy-conserving strategies in construction, maintenance, and agency operations
- Retrofit legacy fleets to reduce PM and black carbon
- Implement wide-ranging freight technology and logistics improvements

V. Federal Direction -- Legislation, Planning, NEPA, etc.



Federal Climate/Energy Legislation

- Federal cap-and-trade legislation: unlikely for foreseeable future (but state/regional cap-and-trade programs are proceeding – Northeast and California)
- EPA authority on GHG: Congress may limit it or roll it back
- Federal energy legislation: could take many different forms (incentives for efficient vehicles, R&D, “clean energy” support, etc.)
- Political climate: volatile – uncertain outcomes
- GHG planning requirements: could be put in transportation authorization legislation – or energy bills

Cap-and-Trade – How it Works

- Set a “cap” on total GHG emissions, and reduce it over time
 - 17 to 20% reduction by 2020
 - 83% reduction by 2050
- Issue “allowances” to emit GHGs within the cap
 - Some allowances are auctioned; others distributed free
- “Allowances” are an economic asset that can be traded
 - Receiving a free allowance is like receiving dollars
- “Offsets” can be purchased in lieu of allowances
 - An offset is obtained by paying for a reduction made by sources outside the cap, including sources in other countries
 - Example: pay to avoid deforestation in a developing country

Source: Bill Malley, Perkins Coie

Federal Cap and Trade Bills – Big Impact on GHG, but Small Impact on Transportation GHG

EPA study found:

"The increase in gasoline prices that results from the increase in the carbon price ... is not sufficient to substantially change consumer behavior in their vehicle miles traveled or vehicle purchases"

"The relatively modest indirect price signal on vehicle manufacturers from this particular cap-and-trade policy creates little incentive for the introduction of low-GHG automotive technology."

Source: <http://www.epa.gov/climatechange/economics/economicanalyses.html>

Existing Law: Clean Air Act – EPA GHG Endangerment Finding

- EPA can regulate GHG under existing Clean Air Act (CAA)
- December 2009 EPA finding:
 - Atmospheric concentrations of GHG “**endanger**” public health and welfare (per CAA section 202(a))
 - Emissions of GHG from new motor vehicles “**contribute to**” air pollution which is endangering public health and welfare
- Based on this finding EPA is obligated to regulate GHG (e.g., GHG standards for autos)
- Based on this, GHG conformity is possible, but very unlikely
- Endangerment finding challenged in court by several states
- Congress may limit/roll back EPA authority over GHG

Federal Legislation: Proposed Transportation Planning Provisions

Several bills contain these provisions – which could be added to authorization legislation or energy bills:

- **TARGETS AND STRATEGIES:** States and TMA MPOs must develop GHG reduction targets and strategies, as part of transportation plans
- **PROGRESS:** States and TMA MPOs must “demonstrate progress in stabilizing and reducing” GHG emissions
- **METHODOLOGIES:** EPA must issue regulations on transportation GHG goals, standardized models, methodologies, and data collection
- **CERTIFICATION:** US DOT shall not certify state or MPO plans that fail to “develop, submit or publish emission reduction targets and strategies”
- **PERFORMANCE REQUIREMENTS:** US DOT must establish requirements, including performance measures, “to ensure that transportation plans... sufficiently meet the requirements.., including achieving progress towards national transportation-related GHG emissions reduction goals.”

How should climate change be considered in NEPA ?

- Under NEPA's broad scope, some EISs/EAs are already considering climate change
- Litigation history is building
- CEQ issued draft guidance on February 18, 2010
- Comments were due: May 24, 2010
- Proposal:
 1. Evaluate proposed actions that are reasonably expected to cause direct emissions of 25,000 metric tons or more of CO₂-equivalent on an annual basis, and,
 2. Consider impact of climate change on the project (e.g., effect of rising sea level on coastal bridges)
- AASHTO and FHWA provided extensive comments

CEQ Proposal: Consider GHG on a Project Level

1. Cumulative emissions over life of project*
2. Construction-related emissions
3. Emissions from vehicles using the highway
4. Up-stream emissions from fueling cycle (drilling, refining, shipping, etc.) and vehicle cycle?
5. Emissions effects of land use changes?
6. Emissions from roadway maintenance, lighting, etc.?
7. Others?

* 25,000 tons GHG/year is a reference point, above which to do project GHG analysis – but this is not a “bright line test”

CEQ Proposal: Roadway GHG Emissions

25,000 metric tons/year = 43,000,000 VMT/year or about 120,000 VMT/day*

- Therefore, action that would increase VMT by 120,000/day (NEW VMT) could trigger analysis, with all else being equal (e.g. speeds, congestion, fleet mix, etc.)
- This conversion is based on current average MPG; in future, higher MPG vehicles would allow a higher VMT before reaching 25,000 metric tons/year

CEQ: Also Consider Climate Impacts on Project

- Will the project be impacted by climate change? (rising sea level, more severe precipitation, etc.)
- CEQ said:
 - Discuss **climate change effects that should be considered in project development** such as flooding in low lying areas, development of coastal infrastructure
 - Also discuss **reasonably foreseeable future conditions** with no action



AASHTO Comments on CEQ Draft

- Planning process is the appropriate venue for developing and implementing GHG reduction strategies -- not project level
- Project-level analysis not meaningful
 - Inadequate tools
 - Disconnect between global emissions vs project-level analysis
 - Basis for 25,000 metric ton threshold?
- Major emphasis on adaptation needed in transportation policy

GHG and NEPA: Bottom Line

It all depends...

- What emissions sources are included in total?
- How are direct and indirect emissions defined?
- Life cycle emissions?
- What analysis year (or years) are used?
- Speed assumptions?
- Fleet MPG assumptions?
- New VMT vs. VMT shifted from elsewhere?
- Many questions...

Recent History –Court Rulings on NEPA/GHG

3 cases overturned FONSI/EA/EIS for lack of climate analysis:

- Center for Biological Diversity et al. v. NHTSA
- Mid States Coalition for Progress v. Surface Transportation Board
- Border Power Plan Working Group v. DOE

4 cases upheld lack of climate analysis or sufficiency of analysis:

- Audubon v. DOT, 2007
- Friends of the Earth v. Mosbacher, 2007
- Association of Public Agency Customers, Inc. v. Bonneville Power Admin, 1997
- Mayo Foundation v. Surface Transportation Board, 2006

AASHTO Position on Climate Change/Energy

- Accelerate energy technology innovation to increase energy efficiency and decrease the carbon intensity of the energy supply
- Increase vehicle fuel economy and advance biofuels by:
 - Support federal R&D to de-carbonize vehicles/fuels
 - Continue to strengthen fuel economy standards
 - Promoting and providing funding for clean vehicle and fuel programs
- Reduce VMT growth to 1% per year
- Double transit ridership by 2030
- Increase intercity passenger rail

See AASHTO “Real Transportation Solutions” at
<http://www.climatechange.transportation.org/>

FHWA Climate Change Activities

Current activities:

- Research (Gulf Coast study, VMT, GHG mitigation strategies, GHG estimation tools, adaptation pilots)
- Education (webinars, workshops, Clearinghouse, Q&As, peer-to-peer exchanges)
- Outreach/collaboration (NOAA, USGS, CEQ, EPA, DOE, FTA, HUD, Pew Center on Climate Change, AASHTO, AMPO, etc.)
- Technical assistance (GHG modeling, adaptation, NEPA documentation)
- Input for CEQ guidance on NEPA/climate change
- Linkages with sustainability, CSS, planning

Future activities:

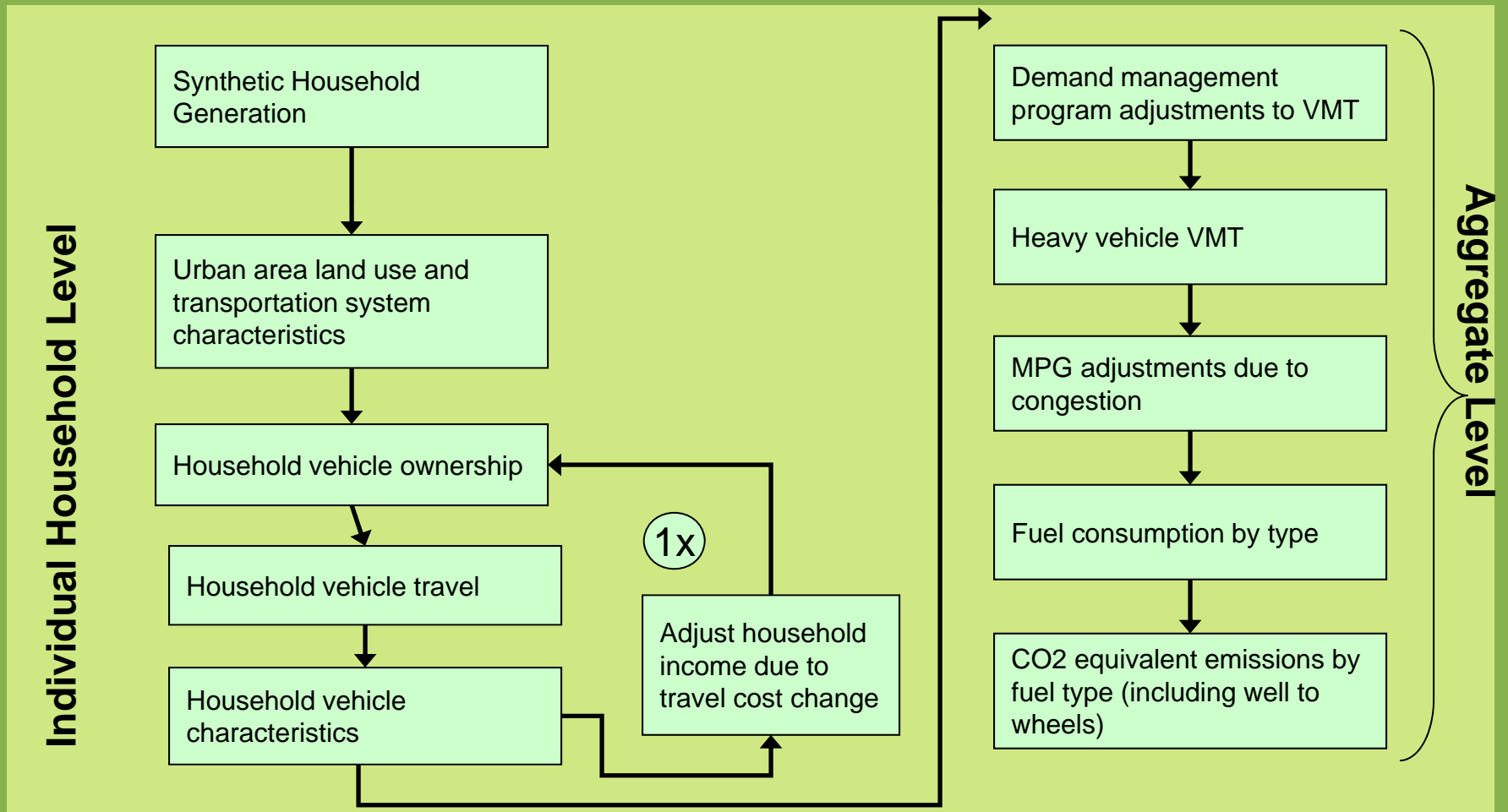
- Reauthorization proposal re climate change
- Guidance for considering adaptation in NEPA documents
- Working with EPA and others on data/modeling issues

FHWA Developing Tools for GHG Estimation

- Forecasting tools needed to estimate GHG impacts of strategies
- Most statewide and regional travel models not sensitive to GHG/TSM/TDM strategies
- Travel models need to link with GHG emission models
- FHWA is sponsoring carbon calculator and mitigation strategies guidebook
 - Enhancing GreenSTEP model for this project
 - Developing users manual

GreenSTEP Model

(developed by Oregon DOT, enhanced by FHWA)



GreenSTEP

Inputs

- Demographic changes
- Urban/rural development share
- Metropolitan/other densities
- Urban form
- Transit service
- Highway capacity
- Vehicle fuel efficiency and ages
- Electric vehicles
- Pricing (fuel, carbon, VMT)
- Demand management
- Congestion effects on MPG
- Carbon content of fuels
- CO2 production from electrical power use for transportation



Outputs

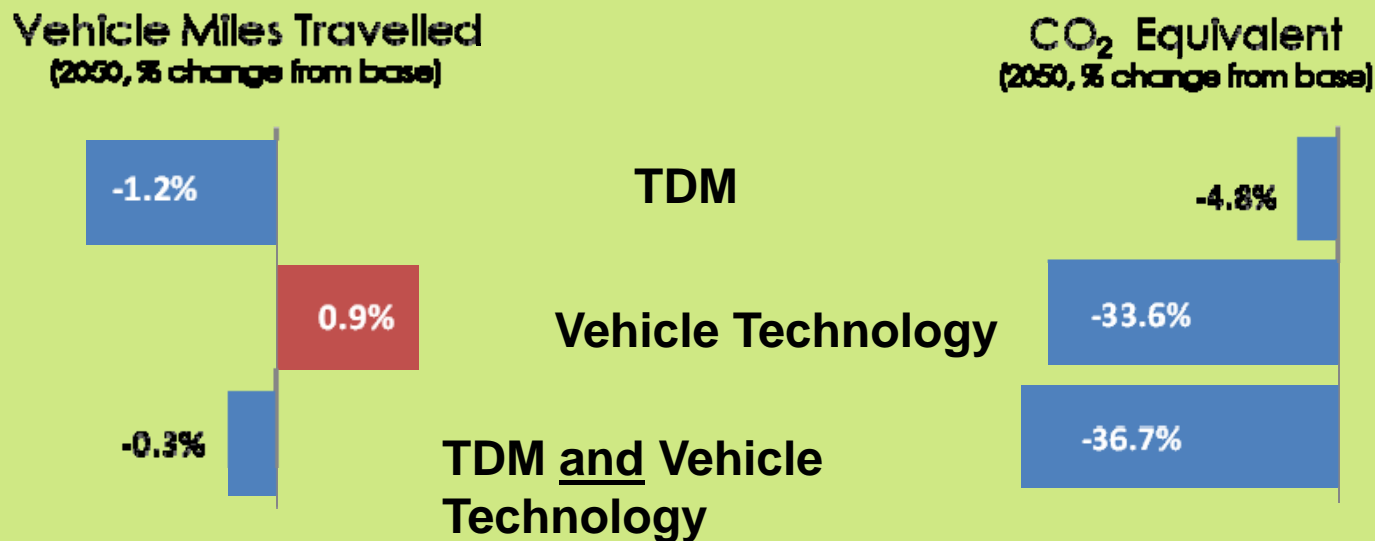
- VMT
- Fuel use
- Electricity use
- CO2 equivalent emissions

Example: Using GreenSTEP to Analyze GHG Policy Options

Used GreenSTEP to analyze:

- Travel Demand Management
- Vehicle Technology: increased vehicle MPG and more EVs
- TDM and Vehicle Technology

Results:



Guidebook: Mitigation Strategies

System Efficiency

- Resurfacing Highways
- Speed Reductions
- Improved Construction Materials
- Signal Optimization
- Roundabouts
- Incident Management
- Road Capacity Expansion
- Bottleneck relief/routing
- Roundabouts

Vehicle Efficiency

- Anti-idling Through Regulation
- Truck Stop Electrification
- Anti-idling Education And Campaigns
- Eco-driving, Including Maintenance And Dynamic Eco-driving
- Emission Standards
- Emissions Capping And Trading
- Encouragement Of Uptake Of Small, Low-speed Vehicles
- Feebates, Gas Guzzler Taxes And Annual Registration Fees
- Fuel Efficiency Standards
- Inspection And Maintenance (I/M) Programs, Including Roadside Emissions Monitoring
- Scrappage Programs
- Tax Credit For Cleaner Vehicles
- Transit Emission Reduction Programs Via Cleaner Fuels
- Truck Vehicle Retrofits
- Passenger Vehicle Retrofit
- Low-carbon Fuel Standard

Travel Demand Management

- Car Sharing
- Fuel Tax Increases
- HOV Priority
- Land Use Management, Including Car-free Planning And Non-motorized Transport
- Parking Management And Parking Pricing
- Pay-as-you-drive Vehicle Insurance
- Ridesharing
- Road Pricing, Including Distance-based, Distance-based Emissions Fees, Cordon
- TDM Education And Outreach
- Telework
- Transit Improvements
- Transit Incentives

Summary

- Federal legislation is highly uncertain
- Energy legislation is more likely than cap-and-trade
- GHG planning requirements may be legislated
- In absence of federal requirements, states may require GHG targets and strategies
- CEQ guidance on NEPA may be issued -- meanwhile, don't ignore climate change in NEPA documents
- FHWA is focusing on research, tech assistance, outreach, tools, interagency collaboration

VI. Climate Adaptation for Transportation



Why Does Adaptation Matter?



Why Does Adaptation Matter?



Source: abc.net.au

Why Transportation Agencies Should Plan for Adaptation

- Sea level rise & storm surges
 - Destruction of bridges
 - Erosion & permanent inundation of roads
 - Disruption of evacuation routes & road network
 - Bridge clearance limitations
- Other types of impacts
 - Increased flooding
 - Pavement and rail buckling
 - Increased flooding
 - More severe inland storms
 - Increased maintenance



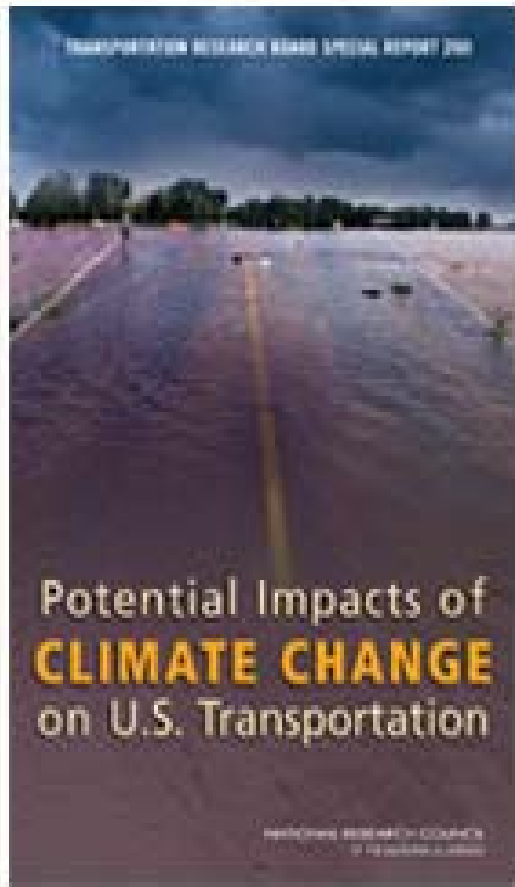
Source: <http://mceer.buffalo.edu/research/Reconnaissance/Katrina8-28-05/05BiloxiBay1/09lg.jpg>

Definition of Climate Adaptation

*“Actions by individuals or systems to **avoid, withstand, or take advantage of** current and projected climate changes and impacts. Adaptation **decreases a system’s vulnerability, or increases its resilience to impacts.**”*

--Pew Center on Climate Change

U.S. -- TRB Special Report 290



Potential Impact of Climate Change on U.S. Transportation (TRB Special Report 290)

**Transportation Research Board
Division on Earth & Life Studies
National Research Council**

U.S. -- TRB Special Report 290

- Climate change will affect every mode of transportation and every region in the United States, and the challenges to infrastructure providers will be new and often unfamiliar.
- State and local governments and private infrastructure providers will need to incorporate adjustments for climate change into long-term capital improvement plans, facility designs, maintenance practices, operations, and emergency response plans.

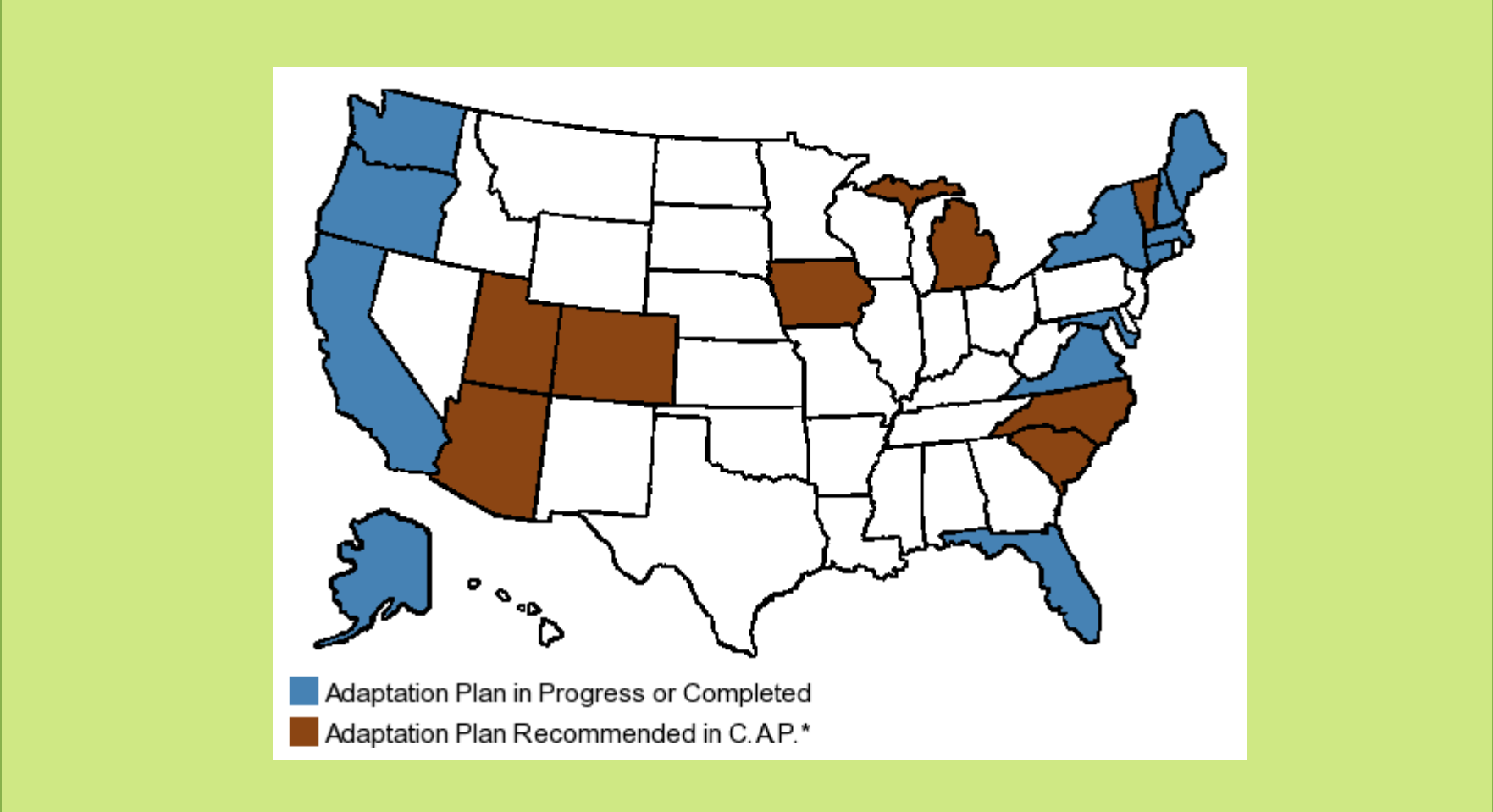
U.S. -- TRB Special Report 290

- Design standards will need to be re-evaluated and new standards developed as progress is made in understanding future climate conditions and the options for addressing them.
- Transportation planners will need to consider climate change and its effects on infrastructure investments. Planning timeframes may need to extend beyond the next 20 or 30 years.
- Institutional arrangements for transportation planning and operations will need to be changed to incorporate cross jurisdictional and regional cooperation.

U.S. -- States Focusing on Climate Adaptation

- Coastal states most concerned
 - Concern growing in noncoastal states
 - Multi-sector reviews of vulnerability
 - Often led by resource agencies
 - State DOT role -- significant to minor
 - Still early on the learning curve
- Connecticut
 - Massachusetts
 - New York
 - Pennsylvania
 - Maryland
 - Virginia
 - North Carolina
 - Florida
 - Michigan
 - Colorado
 - Washington
 - Oregon
 - California
 - Alaska
 - Hawaii
 - ... and more....

U.S. -- State Climate Adaptation Plans



CT – Adaptation

- Adaptation Subcommittee -options for adapting infrastructure include:
 - (1) relocation to lower risk areas;
 - (2) re-engineering to new, more protective standards; and
 - (3) implementing mitigation techniques such as watershed management to reduce the impact of flooding.

Source: Impacts of Climate Change – Infrastructure Workgroup of the Adaptation Subcommittee, April 2010

CT- Transportation Infrastructure Impacts of Climate Change

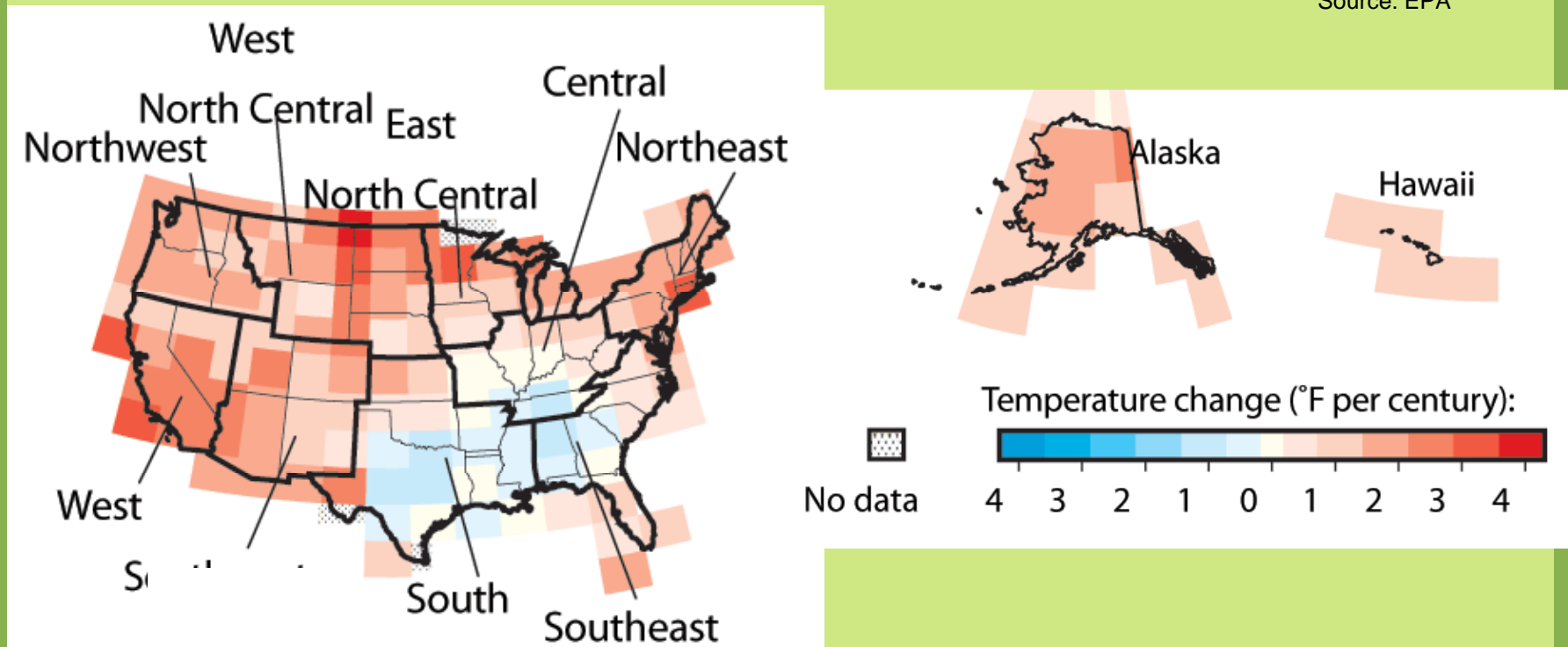
- Positive impacts
 - Warmer winters reduce snow and ice removal costs and lessen adverse environmental impacts from the use of salt and chemicals
 - Extend the construction season
 - Improve the mobility and safety of travel through reduced winter hazards.
- Negative Impacts
 - More freeze-thaw conditions - creating frost heaves and potholes on road and bridge surfaces, resulting in load restrictions on certain roads to minimize the damage.
 - Longer periods of extreme heat in summer - softening of asphalt that leads to rutting from heavy traffic.
 - Increases in very hot days and heat waves - limit construction activities due to health and safety concerns for highway workers

Source: Impacts of Climate Change – Infrastructure Workgroup of the Adaptation Subcommittee, April 2010.

U.S. -- Recent Temperature Changes

Annual Mean Temperature Anomalies, 1901-2005

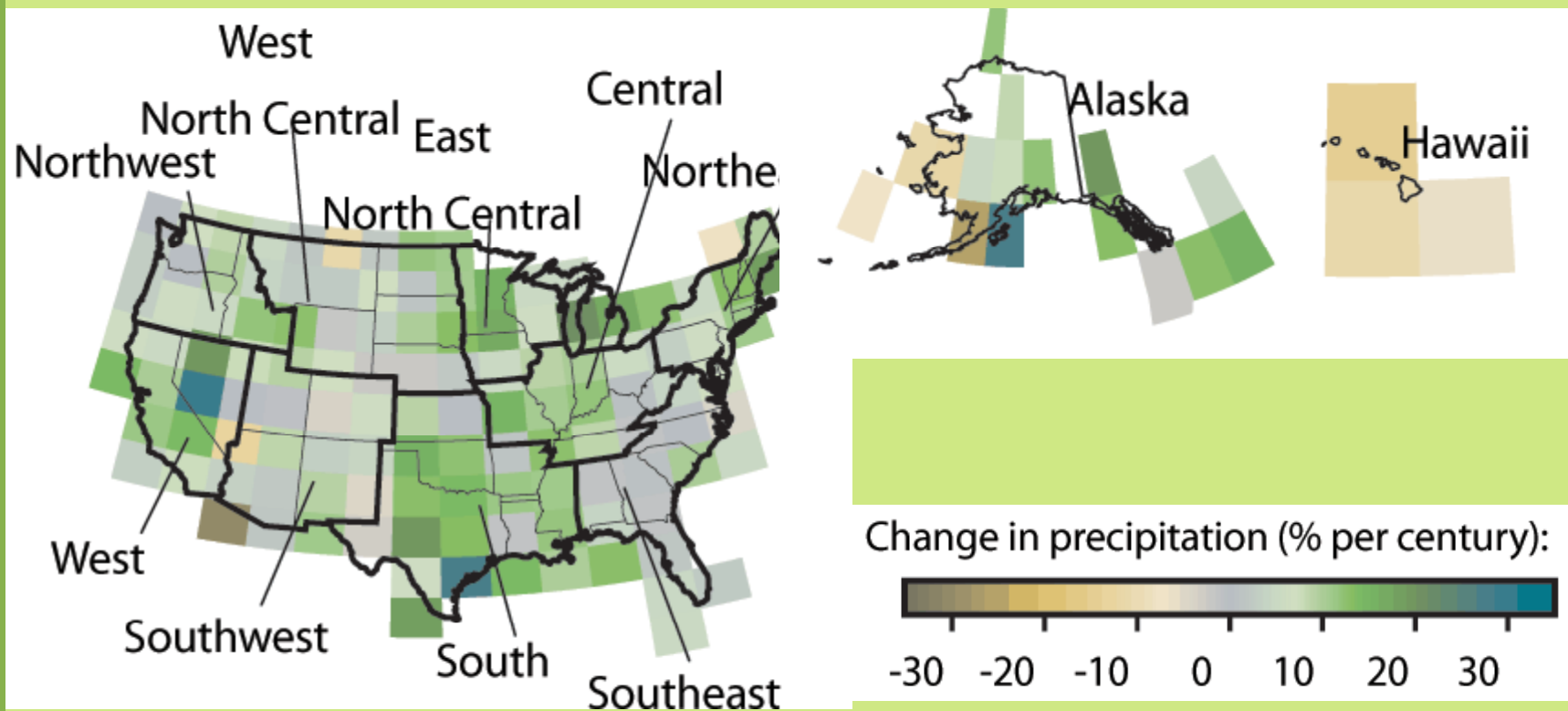
Source: EPA



U.S. -- Recent Precipitation Changes

Annual Precipitation Trends, 1901-2005

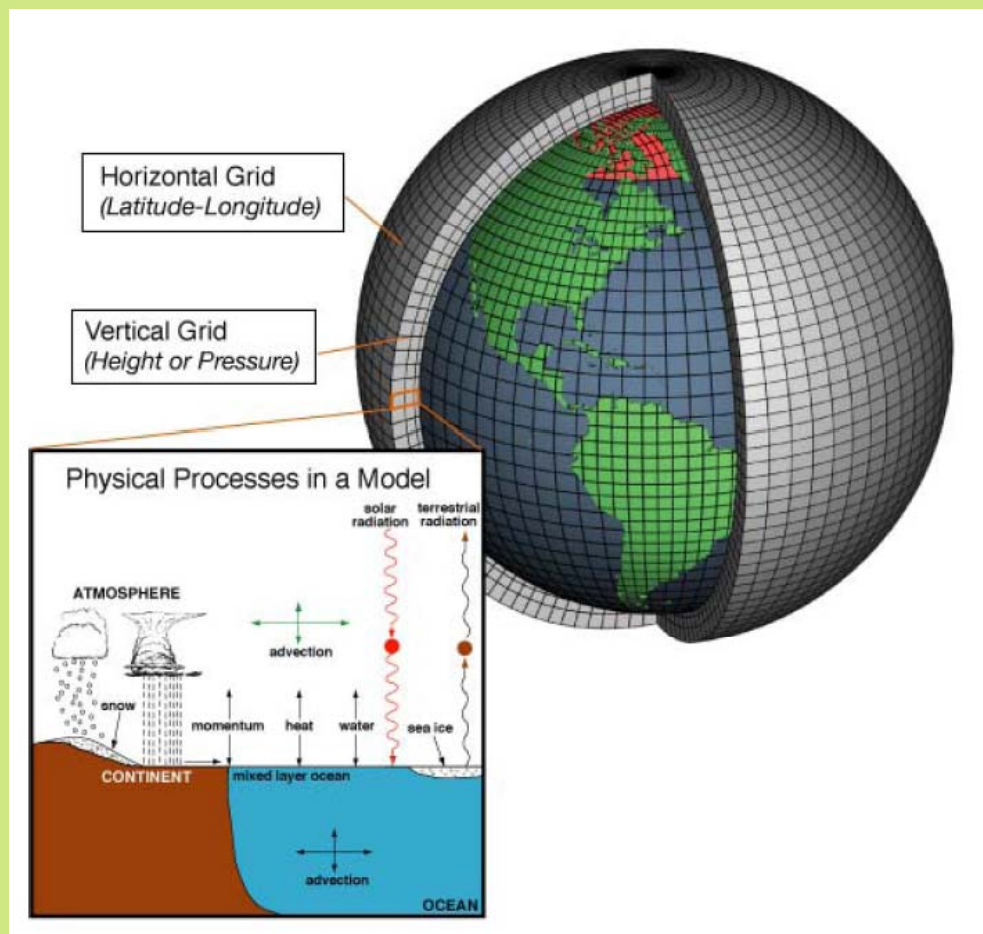
Source: EPA



Global Climate Model Basics

- Global Climate Model (GCM): a set of computer codes that solve mathematical equations which emulate the Earth's climate system
- GCMs operate in time steps
 - Projections made for each hour
 - Hourly values compiled to form climate projections
- Calculations performed at grid cell scale

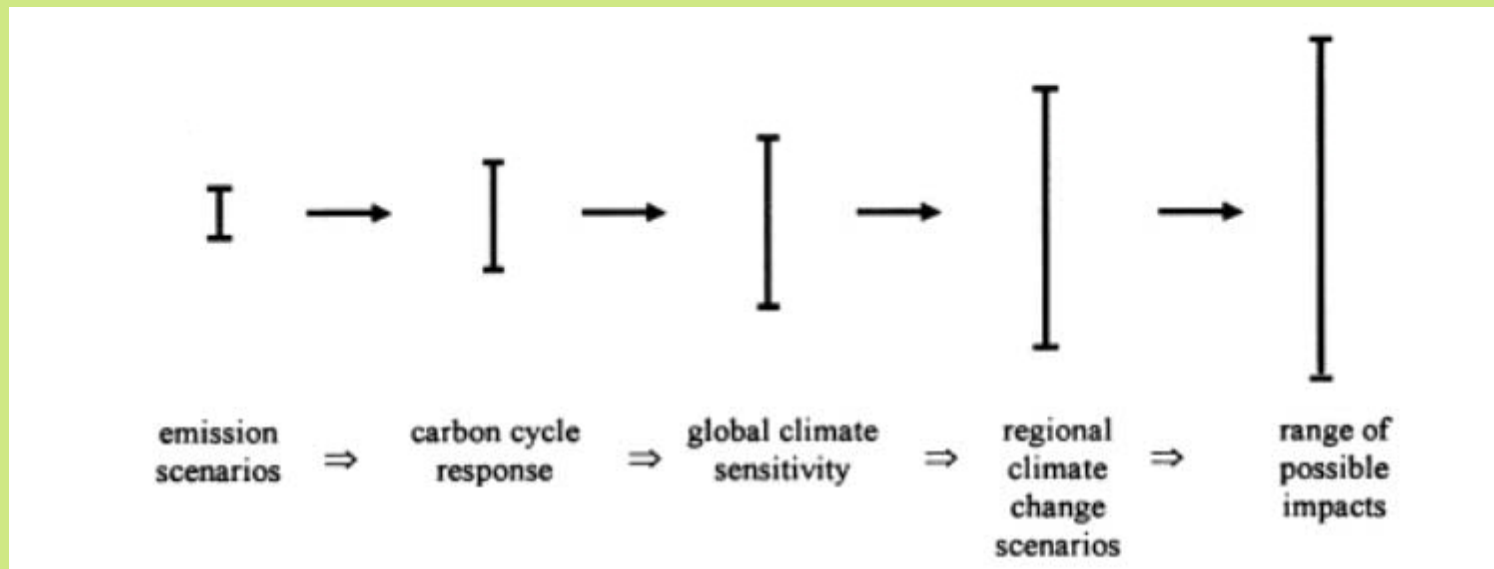
Global Climate Model Basics



Source: NOAA

Global Climate Model Uncertainty

- Uncertainty is substantial in climate modeling and builds each step of the way



Source: *Climate Change Policy*, edited by Stephen H. Schneider, Armin Rosencranz, and John O. Niles.

Global Climate Model Uncertainty

(continued)

- Uncertainty in precisely how all aspects of the climate system work together
 - Result: Different models use different assumptions and produce somewhat different outputs even if given the same input data
- Some major global climate patterns have not yet been accurately modeled (e.g. El Nino)
- Uncertain climate system feedback loops
 - Methane releases from melting permafrost and arctic lake & sea bottoms?
 - Increased precipitation and snowpack in Siberia causing colder winters in the Eastern U.S. and Europe?

FHWA Climate Change Effects Report

- 9 regions (6 continental US, Alaska, Hawaii, Caribbean)
- Projected *changes* by region:
 - Annual, Seasonal Temperature (change in °F)
 - Seasonal Precipitation (% change)
 - Where information exists:
 - Sea level rise
 - Storm activity
- Regional focus, also includes information at the international, national and State and local levels (as available)
- Available on FHWA climate change website

FHWA Climate Change Effects Report

- Provides information on climate change projections for transportation decision makers
- Summarizes current science
 - Science is progressing, expect information to improve over next 3-5 years
- Short, medium and long term
- Based on low and high GHG emission scenarios
- Assistance from Climate experts -- NOAA, USGS, DOE

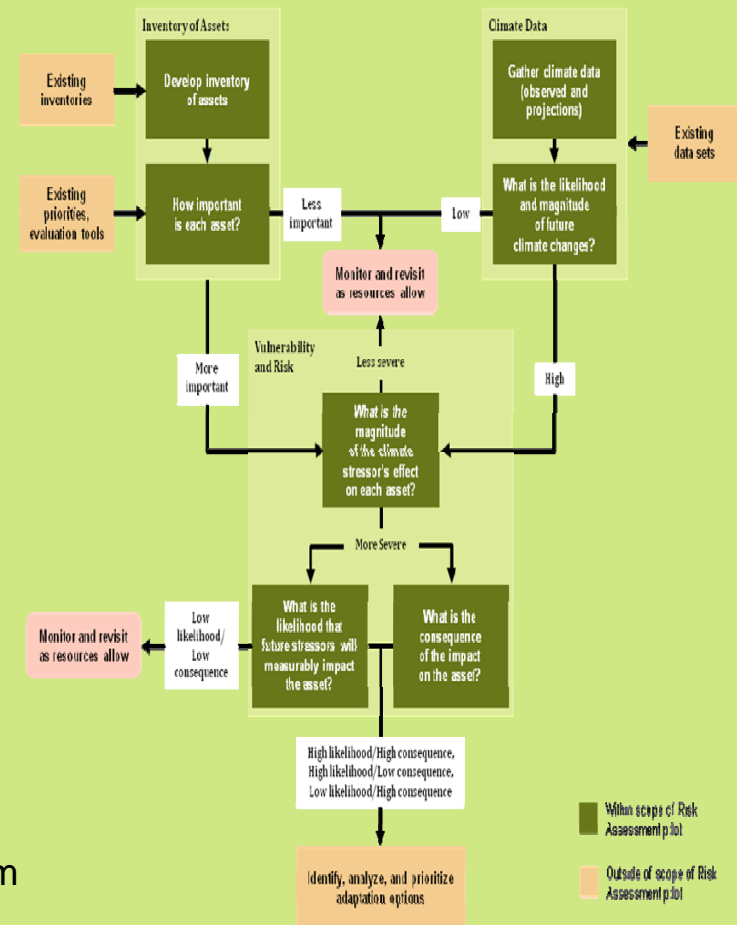
FHWA Climate Vulnerability/Risk Assessment Model

- Goal: Help transportation decision makers identify assets:
 - most exposed to the threats from climate change; and/or
 - could result in the most serious consequences as a result of those threats
- Draft model completed in 2010
- 5 pilots now underway to test model: WS, NJ, HI, VA, CA
- Finalize model for wider use

FHWA Climate Vulnerability/Risk Assessment Model

1. Develop inventory of infrastructure assets
2. Gather climate data
3. Assess risk and vulnerability of assets to projected climate change
4. Analyze, prioritize adaptation options
5. Monitor and revisit

www.fhwa.dot.gov/hep/climate/conceptual_model62410.htm



So what do we have to do NOW?

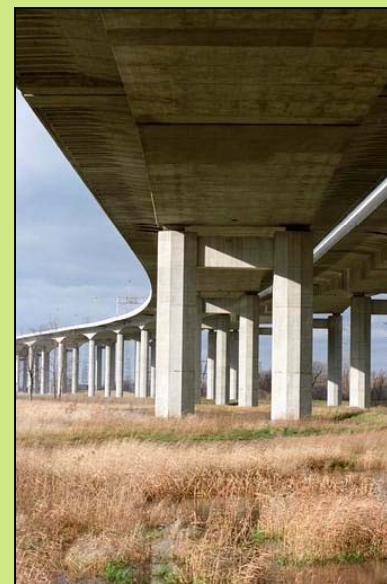
- Consider temporal factors and uncertainties
 - Planning / Design: 10 to 100 years out
 - Funding and flexibility to accommodate expected changes
 - Maintenance: 1- 10 years out
 - Limited funding and limited flexibility
 - Operations: 0.0001 – 1 year out
 - “Do the best you can...”

Implications for Environmental Reviews

- In NEPA process, sponsor must consider project vulnerability to future climate change
- US ACE may raise new issues in wetland permitting due to climate impacts
- USCG may raise climate impacts in bridge permitting
- DOI may raise issues & require more analysis for ESA, due to uncertainty of climate impacts on species

More Intense Storms: Implications for Facilities Design

- Changes in bridge height, foundation and superstructure
- Larger hydraulic openings for bridges over waterways
- Changes in suspended and cable-stay bridges to withstand more severe wind and turbulence
- Changes in materials specifications
- Changes in culvert design, capacity, and location
- Changes in slope design
- Changes in pavement drainage systems
- Heavier and lengthier armoring of river and stream banks and ditches to prevent erosion
- Greater pavement crowns to move runoff off pavement quicker



More Intense Storms: Implications for Facilities Design (cont.)

- Design additional in-system detention to meter runoff outflow
- Eliminate bridge design elements that could make a bridge scour critical
 - i.e. piers in the river, spread footings, use more sheet piling left in place
- Design terraced vegetated slopes using a variety of plant species
- Design more robust pavement markings that can be seen during wet/night conditions
- Provide larger capacity pumps/pump stations for below grade freeways to prevent flooding

More Intense Storms: Implications for Construction

Overall Strategy: protect motorists, workers, and the environment from hazards created in work zone by strong weather events

- Stronger specifications for protection of work under construction
- Stronger specifications that require contractor response plans for work zone impacted by high intensity storms



Hotter Drier Summers: Implications for Design

- Overall strategy: Design tougher, more resilient, lower maintenance roadways, bridges, facilities and roadsides
- Design lower maintenance bridge expansion
- Design seed/vegetation mixtures that create a denser, deep-rooted vegetation mat that is more erosion resistant
- Eliminate monoculture roadside vegetation designs that may not survive extended drought periods or invasive species attack
- Ensure all roadside building designs are LEED certified or modified to be energy efficient

Hotter, Drier Summers: Implications for Construction

Strategy: Protect work in progress from effects of higher temperatures for both short term and long term durability

- Encourage more night/cooler weather work to prevent damage such as slab curling, premature cracking, loss of air entrainment in concrete pavements, rutting and flushing in asphalt pavements
- Stronger specifications for Dust Control/Wind Erosion
- Worker Safety during extreme heat periods must be addressed
- More closely monitor moisture in aggregate piles
- Incorporate materials whose performance are less variable in weather extremes
- Modify vegetation planting periods to ensure optimal growth and survival

Implications for Maintenance/Operations

- Pavement rutting and rail buckling
- Longer construction season
- Closures and detours due to rock slides, soil erosion, flooding
- Speed reductions
- Flooding of culverts
- Change in weight restrictions
- More grass cutting/less snow plowing
- Work crew limitations during severe heat periods



More Intense Storms: Implications for System Operations and Maintenance

- Create a detailed economic model that speaks to the societal costs of delayed or inappropriate response to winter storms
- Emphasize routine maintenance items such as ditch cleanout, drainage structure cleanout to avoid failure during an intense rainfall event
- Monitor and clean, as needed, bike lanes, shoulders, and non motorized trails in vertical curve sag areas.
- Remove siltation, gravel, and other debris that present serious hazards to bicyclist and which may accumulate after winter plowing and heavy rainfall events



More Intense Storms: Implications for System Operations and Maintenance

More Intense Storms - Strategy: Use best practices to keep transportation infrastructure operating as safely and efficiently as possible during increased frequency and more intense winter storms

- Increased deployment and use of Roadway Weather Information Stations (RWIS) to effectively plan and respond to winter storms
- Keep motorists informed of hazardous conditions/roadway closures using appropriate technology (changeable message boards, etc.)
- Develop stronger contingency response plans for extraordinary winter storms

Source: Michigan DOT

Hotter, Drier Summers: Implications for System Operation and Maintenance

Overall Strategy: Use best practices to keep roadways and roadsides in a safe and aesthetically acceptable condition during the heat of summer

- Make sure vegetation is managed appropriately during drought periods near roadsides that are susceptible to wildfires
- Monitor and be ready to respond quickly to pavement “tenting” due to excessive heat periods
- Monitor health of vegetation in right of way that may be stressed due to extreme weather or invasive/new northerly migrating insect species and remove and replace as necessary

Maintenance/Operations - What else besides climate?

- Aging Infrastructure
- “Natural Disasters”
- Terrorism
- Congested Facilities
- “Just in Time”
- Technology – ITS
- Synergistic Effects
- Aging Bridges
 - Hydrology
 - Temperature – Significant variation?
- Aging Culverts
 - Hydrology - Beware of “single fix”
- Pavements – Replacement cycle..
 - Temperature
- Slopes / Road Side Trees - Synergies

Maintenance/Operations - What to do?

- Asset Management
- ETO (Emergency Transportation Operations)
- NIMS (National Incident Management System)
- ITS (Intelligent Transportation System)
- 511 (Traveler Information System)
- Adaptive Management / Partnerships....
- **BE READY FOR THE EXPECTED – .-.-..**

Final Words – Monitor and Reassess

- Maintain strong asset management system
- Investigate performance of adapted vs. non-adapted infrastructure during extreme weather events
 - Track any estimated cost savings (or lack thereof) from the adaptation actions
- Keep appraised of the latest climate projections for your region and reassess risks if they change

Summary

- **All modes** of transportation threatened
- **Affects all transportation functions** – planning, programming, environment, location, design, engineering, construction, operations, emergency planning – and budgeting
- **Low lying coastal areas especially vulnerable**
- **Risk assessment and prioritization** is key
- Transportation planners need to **be aware of and adapt to climate change impacts** on our transportation infrastructure
- Looming in future: where **not to build or re-invest?**

VII. Break-Out Groups to Brainstorm Future Actions



INFORMATION RESOURCES



Resources

- AASHTO: <http://climatechange.transportation.org/>
- Intergovernmental Panel on Climate Change (IPCC):
<http://www.ipcc.ch/>
- US DOT Transportation and Climate Change Clearinghouse:
<http://climate.dot.gov/index.html>
- FHWA Climate Change Program
<http://www.fhwa.dot.gov/hep/climate/index.htm>
- The Pew Center on Global Climate Change:
<http://www.pewclimate.org/>
- EPA Climate Change Program
<http://www.epa.gov/climatechange/>
- TRB Climate Change Activities
<http://www.trb.org/main/SpecialtyPageClimateChange.aspx>

Resources – Key Documents

- AASHTO, “Primer on Transportation and Climate Change,” 2008
- NCHRP 20-24 (59), “Strategies for Reducing the Impacts of Surface Transportation on Global Climate Change,” 2009
- European Council of Ministers of Transport, “Review of CO2 Abatement Policies for the Transport Sector,” 2006
- U.S. DOE, “Annual Energy Outlook,” 2009 (primary source of official U.S. data on energy and GHG)
- TRB Special Report 290: “Potential Impacts of Climate Change on U.S. Transportation,” 2008
- Pew Center on Climate Change, “Climate Change 101” and “Reducing GHG Emissions from U.S. Transportation

Resources – AASHTO

- **AASHTO Climate Change Steering Committee:** CCSC acts as a focal point and coordinating body for AASHTO's activities related to climate change. CCSC members act as the focal point for AASHTO on climate change policy issues and provide oversight and guidance to AASHTO's Climate Change Technical Assistance Program.
- **AASHTO Technical Assistance Program on Climate Change:** This is a new, voluntary program that provides timely information, tools and technical assistance to assist AASHTO members in meeting the difficult challenges that arise related to climate change.

For more information on AASHTO's Climate Change Steering Committee and Climate Change Technical Assistance Program, please contact:

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