

# Top Down vs. Bottom Up: GHG Measurement as a Policy Tool



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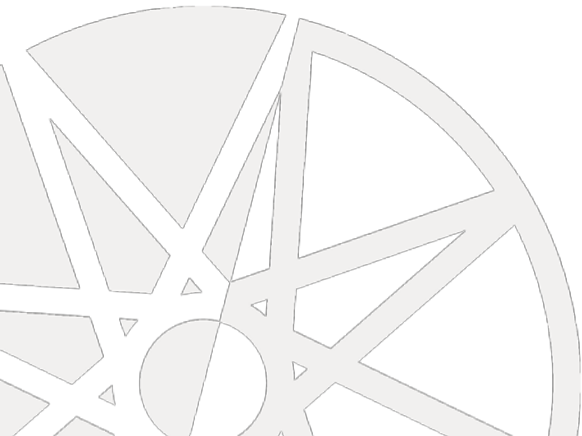
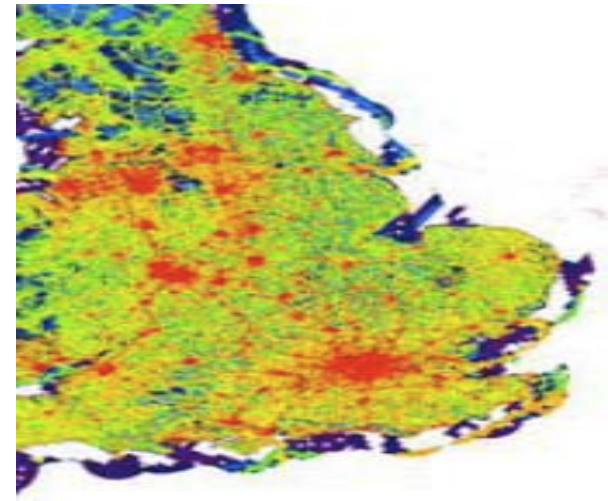


**ITDP**

Institute for Transportation  
& Development Policy

# Introduction

- **Status of global GHG policy**
- **Need for clear principles and metrics to measure progress**
- **Need improved evaluation tools and monitoring**



# CO2 Analysis Needed at Multiple Analysis Scales



## Project & Portfolio

Need to take care to evaluate system-wide impacts, induced demand



## Plan & Region

Optimal scale to consider system impacts for metropolitan plans/programs



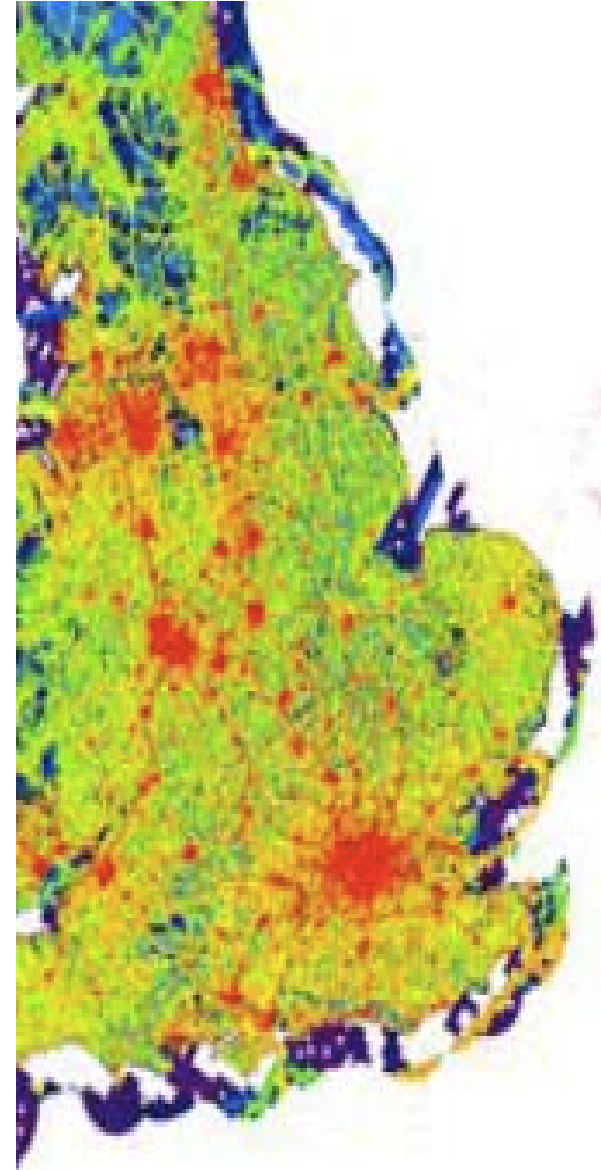
## Nation

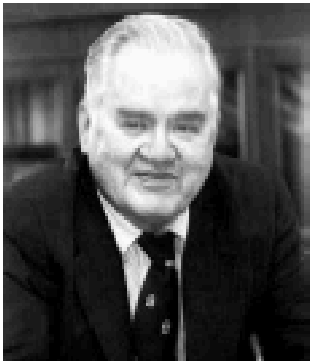
Often best for evaluating large programs and system policies

# Good tools with default data gets us started

If one lacks good data, start with default data and appropriate policy-sensitive tools

As sustainable mobility plans are implemented, ensure investment in better data, inventories and analysis





Far better an approximate **answer to the right question**...than an exact answer to the wrong question.

John W. Tukey (1962)



All models are wrong, but some are **useful**.

George E.P. Box (1979)



# Questions

## Principles

- **What role can statements like the “Climate Works/Our Cities Ourselves 8 Principles” play in communicating avenues for progress and measuring performance towards more sustainable transport and urban development?**
- **How can such statements best be validated and legitimized?**



**our cities ourselves**

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The Future of Transportation in Urban Life

# Bridging the gap

Pathways for Transport in the Post 2012 Process



## Questions

### Linking Finance to Sustainable Transport Progress

- Will NAMAs be more effective for transport than CDM?
- What is needed for better measurement, verification, & reporting?
- What can we do to get better simple tools?
- What is the roadmap for progress on NAMAs?
- What are the barriers for effective transport NAMAs?