Understanding and Using Federal Legislation and Regulations

Mariia Zimmerman
VP for Policy, Reconnecting America
www.reconnectingamerica.org

Rail~Volution Conference, Miami, FL
November 2, 2007
Creating and Seizing Opportunity
...the Future is What You Make of It

• Energy Legislation

• Climate Change

• Transportation
  – Reauthorization
  – Appropriations
  – Rulemaking and Implementation
Energy Legislation: Focusing on Efficiency

- Not just for oil companies anymore
  - Green buildings
  - Location Efficiency

<table>
<thead>
<tr>
<th>Single Family Household Type</th>
<th>Transportation Use</th>
<th>Household Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suburban Avg (240 MBTU)</td>
<td>125</td>
<td>115</td>
</tr>
<tr>
<td>Suburban Green (164 MBTU)</td>
<td>83</td>
<td>81</td>
</tr>
<tr>
<td>Urban Avg (143 MBTU)</td>
<td>28</td>
<td>115</td>
</tr>
<tr>
<td>Urban Green (89 MBTU)</td>
<td>20</td>
<td>69</td>
</tr>
<tr>
<td>Urban Multifamily Green (62 MBTU)</td>
<td>20</td>
<td>42</td>
</tr>
</tbody>
</table>

© Jonathan Rose Companies, LLC
The Climate Is Changing

In a recent poll by the National Association of Realtors:

- 88% of those surveyed support improved Public Transportation including rail and buses as important solutions to climate and energy problems.
- 83% support building communities where people can walk instead of driving.
TOD & Climate Change

- New developments that are compact, diverse and convenient will **reduce the need to drive** by 20-50 percent.

- Doubling residential density alone **reduces VMT per capita by 20%**

- If 60% of new development was transit-oriented, **GHG emissions would be reduced by up to 12% by 2050**

- Eliminating one vehicle and using public transit can **reduce a two-car household’s carbon footprint between 25-30%**.
State and Local Action in lieu of Federal Leadership

States with Climate Action Plans

Cities that have Signed USCM Climate Protection Agreement

Source: Pew Center for Climate Change (state map), US Conference of Mayors (cities map)
Comparison of Congressional Proposals in the 110th Congress

Bingaman-Specter assumes multiple low-carbon policies, including:
- Car & light truck fuel economy of 41 mpg by 2027
- Federal RPS of 15% by 2020
- Optimistic assumptions about new technologies coming online

Under these policies, the safety valve is not triggered. Without these policies the safety valve is expected to be reached in the early years and the target will be exceeded. The target remains at 2030 levels unless the President sets additional long-term targets.

Source: Pew Center for Climate Change (10/2007)
A new TEA is brewing

- Late 2008 Recommendations from Study Commissions
- FY09 Highway Trust Fund crisis
- Administration position on tolling, congestion reduction, and “core program”
- 2008 – let the games begin
- 2009 – the real fun begins
What is the National Purpose of the Federal Transportation Program?

Just a pass through and list of projects? OR

- Quality of Life; Lower transportation and health costs Provide more choices
- Reduce dependence on foreign oil
- Economic competitiveness of our metropolitan regions
- Environmental sustainability

Transportation is the 2nd highest household expense, after housing

Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics
A growing constituency
Re-establishing the Transportation Reform Community

- Advocacy Network
- Communications and Message
- Policy and Politics
- Research

✔ Focus Funding on Systems that Support our Values

✔ Require Accountability, Performance Measures, and a Level Playing Field

✔ Target Investments that Support National Priorities

Join Us!

www.reconnectingamerica.org