



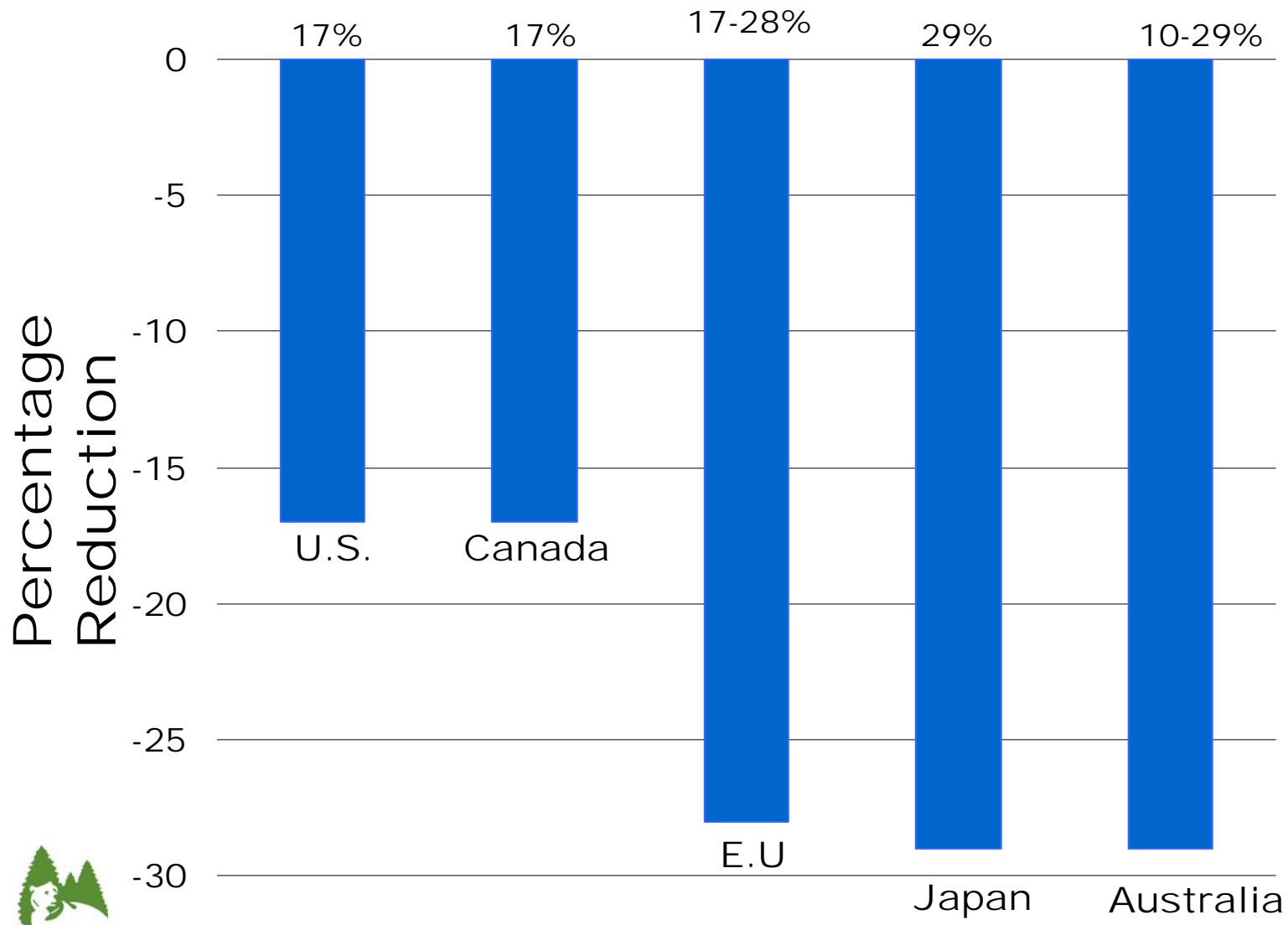
Biking and Walking to Cut Emissions

Natural Resources Defense Council

Federal Transportation Policy Reform
Campaign



Proposed 2020 Targets* from Developed Countries



*Compared to 2005 levels

Developing Country Proposed Targets and Actions



China:

- Pledge to reduction of CO2 emissions intensity per unit of GDP by 40-45% below 2005 levels by 2020
- Increase renewable energy by 15% and the extent of forest cover



India:

- Pledge to reduce CO2 emission intensity by 20-25% below 2005 levels by 2020
- Draft legislation to set targets as a result of energy efficiency and other initiatives



Brazil:

- Pledge to reduce emissions by 36-39% in 2020 below BAU
- Continued efforts to slow deforestation which have already cut rate in half

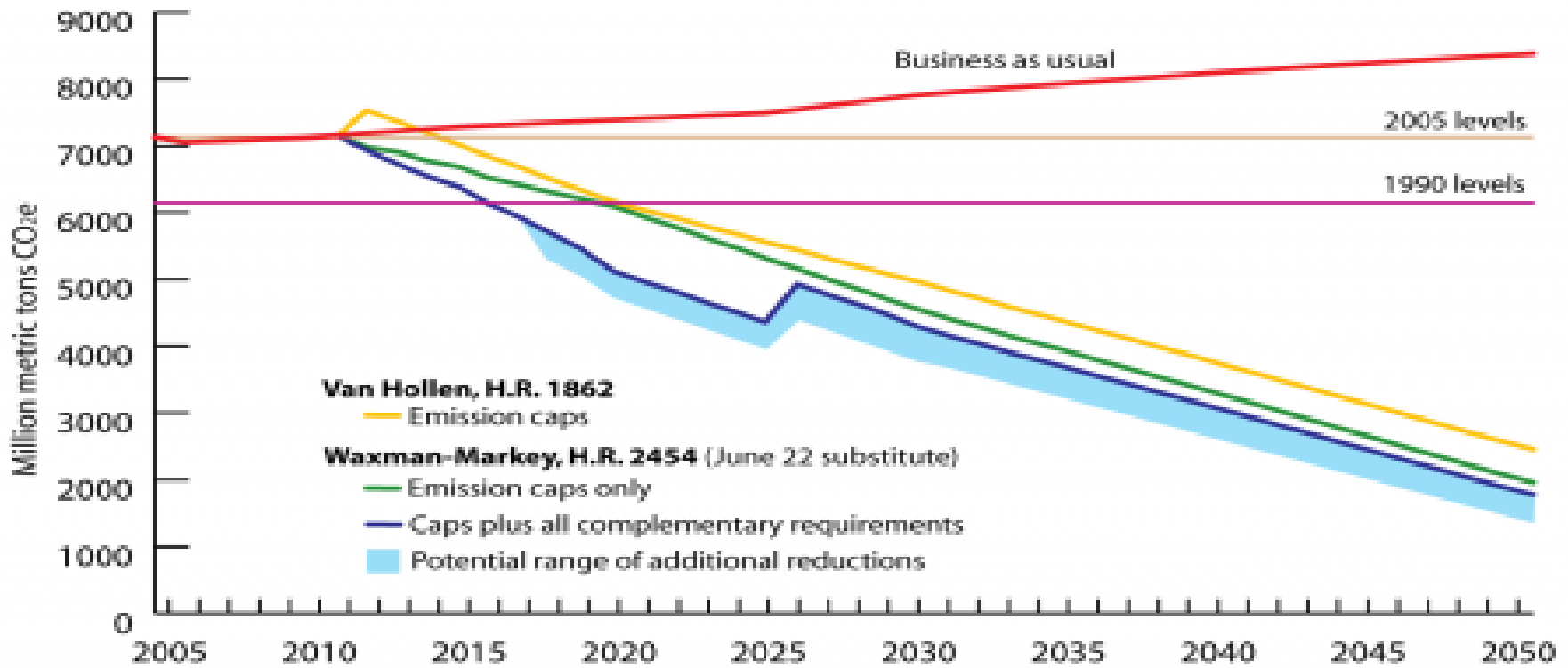


Mexico:

- Pledge to cut Mexico's emissions by 50% in 2050
- Development of emissions trading system for electricity and other sectors

Climate Policy Debate Heats Up

Emission Reductions Under Cap-and-Trade Proposals in the 111th Congress, 2005-2050
June 25, 2009

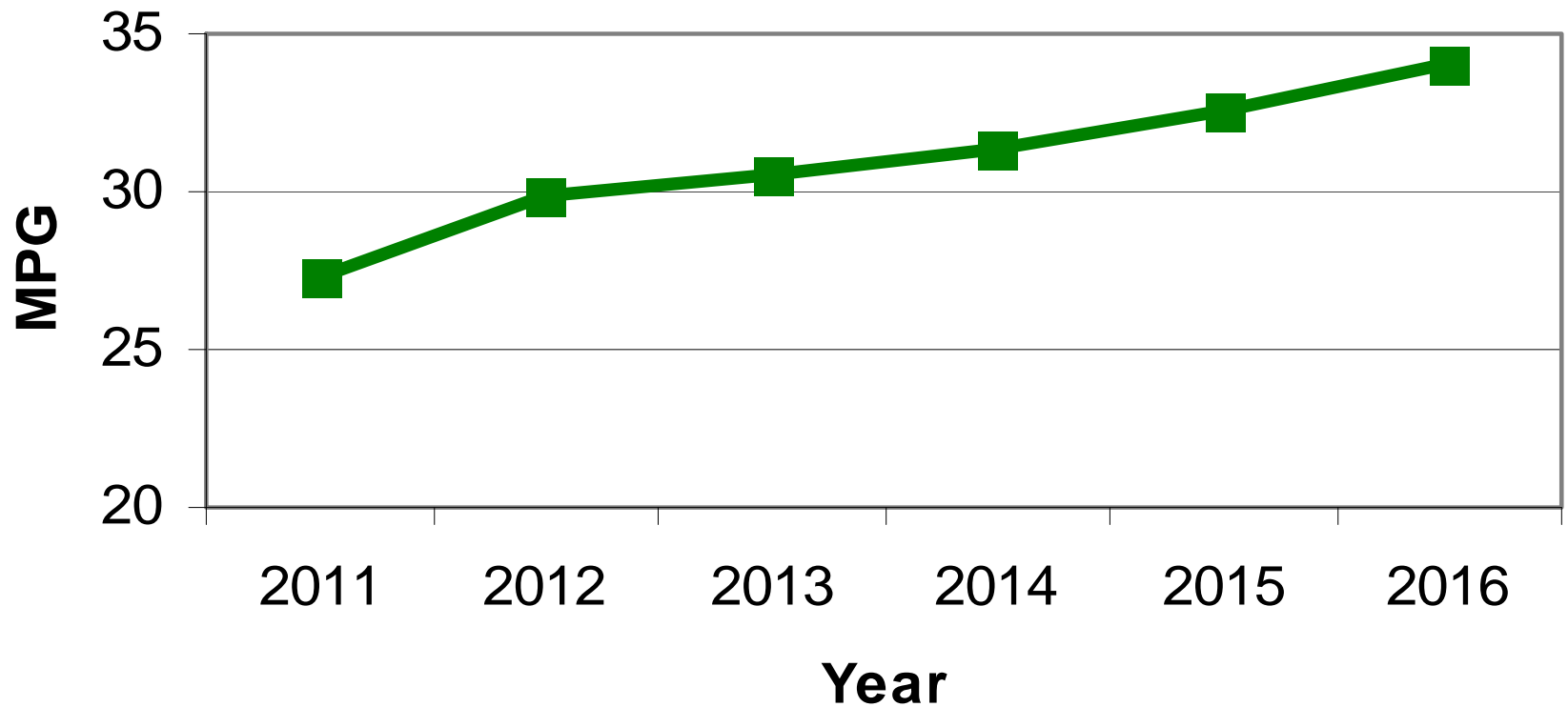


WORLD RESOURCES INSTITUTE

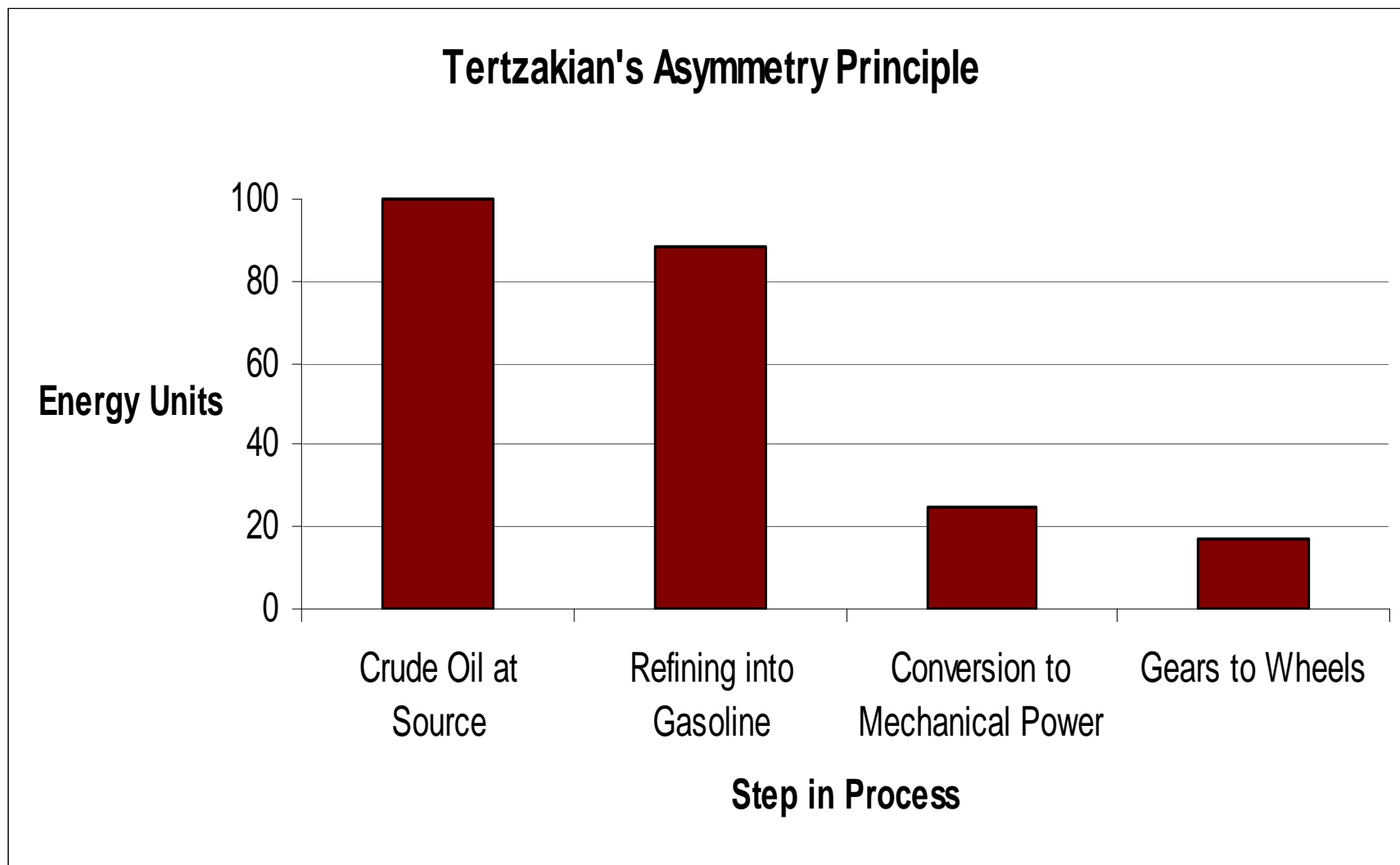
For a full discussion of underlying methodology, assumptions and references, please see <http://www.wri.org/usclimatetargets>.

Making Progress

Obama Administration Drives up Corporate Average Fuel Economy (CAFE)



Meanwhile: Many-fold Oil Savings with Every Gallon Saved



Source: Peter Tertzakian, *The End of Energy Obesity: Breaking today's energy addiction for a prosperous and secure tomorrow*, 2009.

Moving Cooler: Measuring National Potential for Smart Growth and Complementary



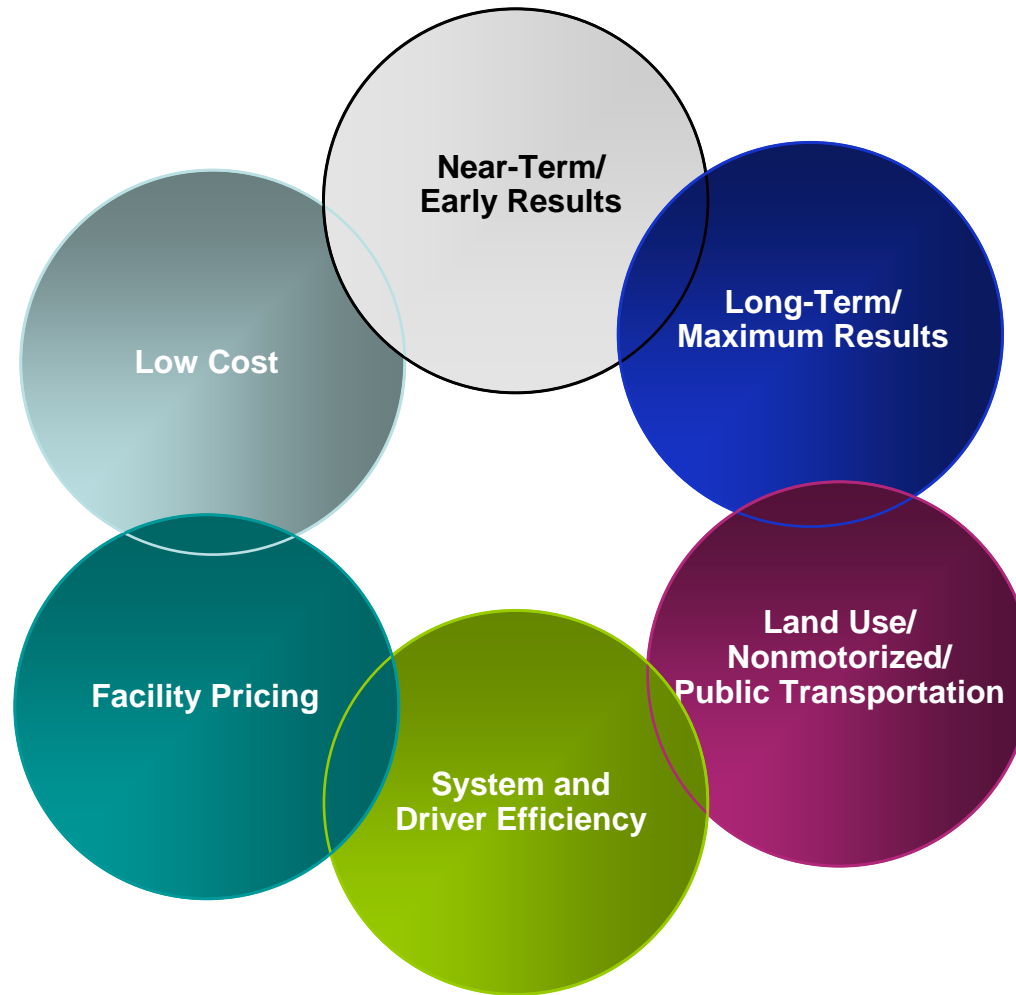
Moving Cooler

- **Analytic Team: Cambridge Systematics**
- **Multiple Party Steering Committee**
 - US Environmental Protection Agency
 - US Federal Highway Administration
 - US Federal Transit Administration
 - American Public Transportation Association
 - Environmental Defense Fund
 - ITS America
 - The Kresge Foundation
 - The Rockefeller Brothers Foundation
 - Urban Land Institute
 - Natural Resources Defense Council
 - Shell Oil Company
 - The Surdna Foundation
 - Rockefeller Brothers Fund

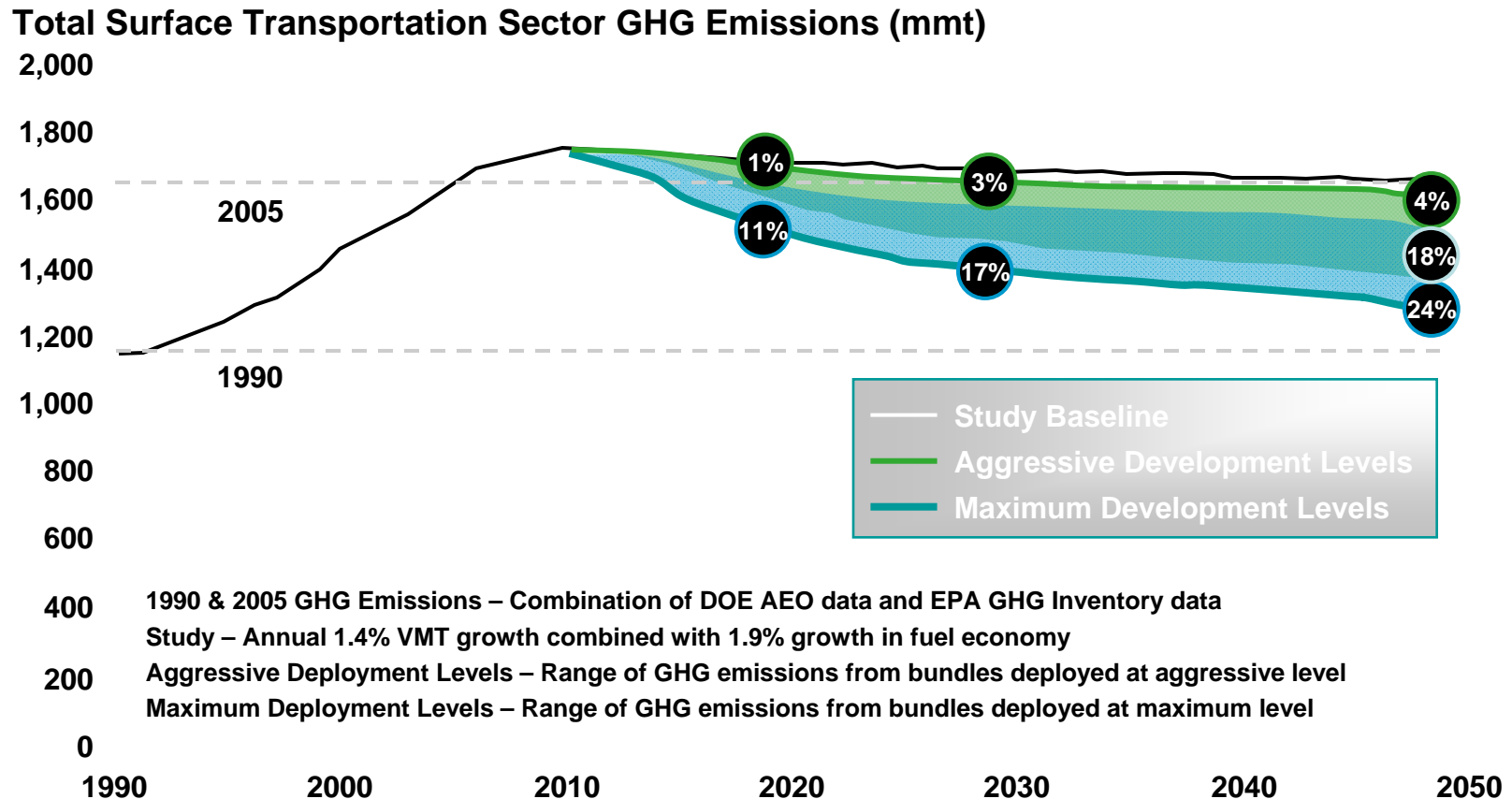
- **Pricing, tolls, PAYD insurance, VMT fees, carbon/fuel taxes**
- **Land use and smart growth**
- **Non-motorized / active transportation**
- **Public transportation improvements**
- **Regional ride-sharing, commute measures**
- **Regulatory measures**
- **Operational/ITS strategies**
- **Highway capacity/bottleneck relief**
- **Freight sector strategies**

Strategy Bundles Illustrative Analysis

Moving Cooler



Range of Annual GHG Reductions of Six Strategy Bundles (Aggressive and Maximum Deployment)

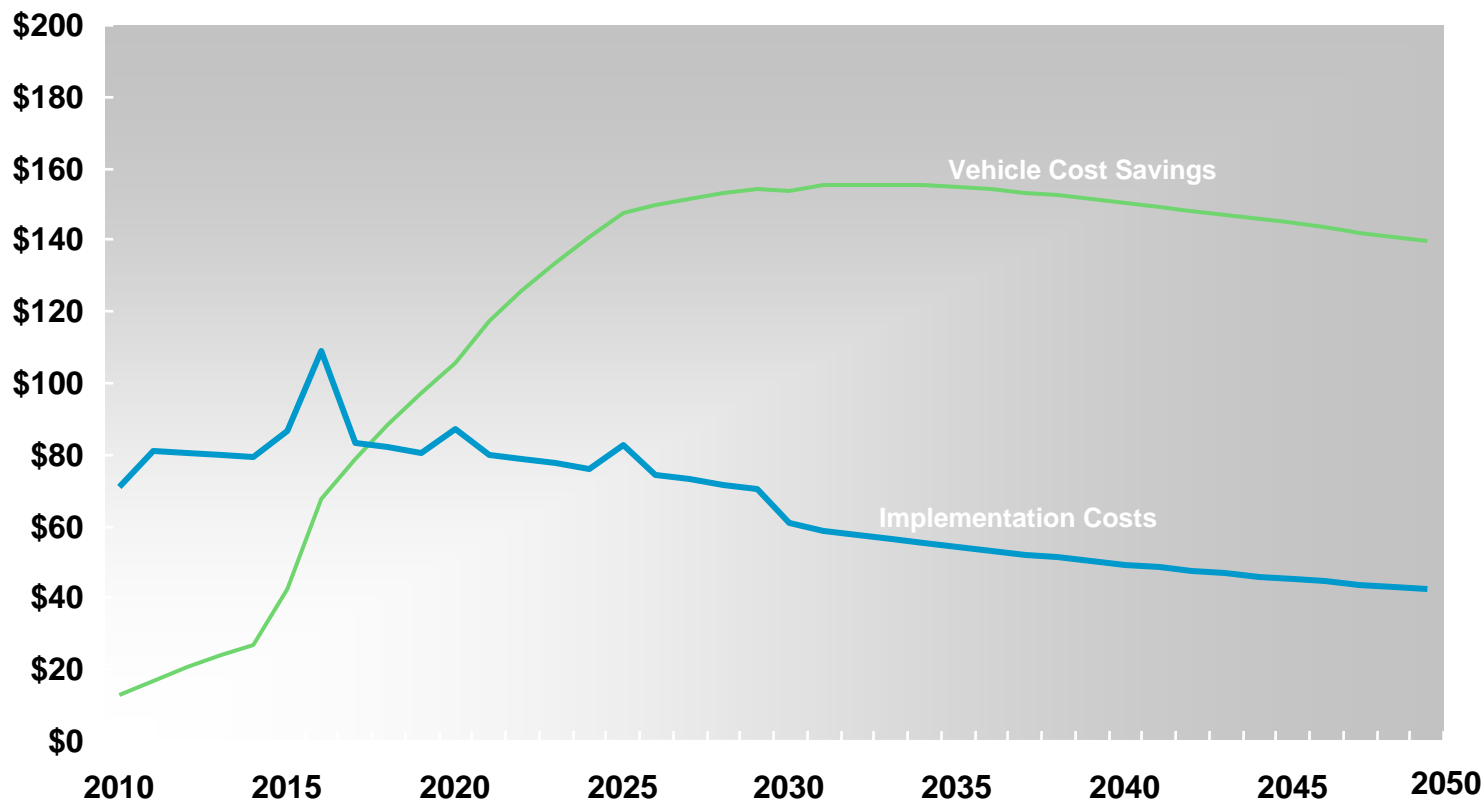


Note: This figure displays the GHG emission range across the six bundles for the aggressive and maximum deployment scenarios. The percent reductions are on an annual basis from the Study Baseline. The 1990 and 2005 baseline are included for reference.

Direct Vehicle Costs and Costs of Implementing Strategy “Bundles”

Moving Cooler

2008 Dollars (in Billions)



Note: This figure displays estimated annual implementation costs (capital, maintenance, operations, and administrative) and annual vehicle cost savings [reduction in the costs of owning and operating a vehicle from reduced vehicle-miles traveled (VMT) and delay. Vehicle cost savings DO NOT include other costs and benefits that could be experienced as a consequence of implementing each bundle, such as changes in travel time, safety, user fees, environmental quality, and public health.



- **Modest in isolation: 13 million tons reduction annually by 2030**
- **Substantial when bundled with some pricing, better land-use planning, public transportation, HOV/carpooling/commuting, limiting parking and creating nonmotorized zones, improved systems operations and multimodal freight facility investments: six percent and ten emission cuts from BAU by 2030 for aggressive and maximum scenarios respectively**
- **Extremely cost-effective, costing about \$80 billion cumulatively 2010-2050 while saving consumers more than 4x that much in reduced vehicle operating costs**



And Now, The Real Talent

Federal Transportation Policy Reform
Campaign

