



**The EMA: Efficient Mobility for America**

*A policy proposal, broad framework for re-authorization of SAFETEA-LU  
Promoting Economic Growth, Improved Quality of Life, and  
Energy Independence with Ecological Action*

*The EMA would meet a > 60% total reduction in CO2 emissions by 2050 from all vehicles  
and all transportation in the context of growing mobility of all modes of travel.*

Roadway Mobility	Rail Mobility	Freight Mobility
<ul style="list-style-type: none"> <li>▪ Roads: maintenance and new capacity for 4 trillion VMT in 2025</li> <li>▪ Bridges (rehabilitate deficient bridges and build 20 major new bridges by 2020)</li> <li>▪ Buses (and BRT and rural/small towns)</li> <li>▪ Safety</li> <li>▪ Bikes and Pedestrians</li> <li>▪ Parking</li> </ul>	<ul style="list-style-type: none"> <li>▪ Passenger Rail: including high-speed rail (HSR)</li> <li>▪ Light Rail</li> <li>▪ Commuter Rail</li> <li>▪ Subway</li> <li>▪ Security</li> <li>▪ Alternative rail (Streetcars, PRT, Monorail, Maglev)</li> <li>▪ Rural Transit / Rural (Small-town) Equity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Addressing bottlenecks</li> <li>▪ Trucking</li> <li>▪ Ports (including ferries)</li> <li>▪ Rail</li> <li>▪ Pipeline</li> </ul>
<p><b><i>Cross-Cutting Program Objectives</i></b></p> <p>..... Energy Independence (alternative fuels, electricity, fuel cells, etc) .....</p> <p>..... Emissions Reduction (vehicle technology) .....</p> <p>.... Environmental Enhancement (5-7%) linked to Fast Project Delivery ....</p> <p>..... Finance Innovation (PPP, Infrastructure Bonds, Pricing, etc) .....</p> <p>..... Data-Driven, Results-Based Spending Decisions .....</p> <p>..... Intermodal Connectivity .....</p> <p>..... Technology Implementation (ITS, etc) and Research. ....</p>		
<b><i>Federal Funding for Roads</i></b>	<b><i>Federal Funding for Rail</i></b>	<b><i>Fed. Funding for Freight</i></b>
Total target: \$44 billion per year in FY 2010, growing 7% per year.	Total target: \$16 billion per year in FY 2010, growing 7% per year.	Total target: \$11 billion per year in FY 2010, growing 7% per year.
<ul style="list-style-type: none"> <li>▪ Gas Tax and related vehicle fees</li> <li>▪ Tax incentives for private sector funding</li> <li>▪ Infrastructure Bonds</li> <li>▪ Introduce VMT fees</li> <li>▪ Carbon Tax (toward enviro. enhancement)</li> <li>▪ Toll provision: portion of fees from toll roads (such as 10% of tolls paid) shared to ensure system connectivity</li> </ul>	<ul style="list-style-type: none"> <li>▪ Carbon Tax (as a key funding source)</li> <li>▪ General Fund</li> <li>▪ Tax incentives for private sector funding</li> <li>▪ Infrastructure Bonds</li> <li>▪ Also to consider: Revenue Commission proposed ticket tax (and/or higher, market price, user fees, offset by g.f. low-income subsidy)</li> </ul>	<ul style="list-style-type: none"> <li>▪ New Freight fees</li> <li>▪ An appropriate percentage of truck gas tax and fee revenue paid</li> <li>▪ Carbon Tax (toward environmental enhancement)</li> <li>▪ Tax incentives for private sector funding</li> </ul>