

"Our program will demonstrate that demand-side resources, such as our commercial buildings, can provide operating reserves, frequency regulation, and capacity in wholesale grid markets," says Michael Cornicelli, executive vice president of BOMA/Chicago.

First U.S. Solar Highway Installed in Oregon

The first U.S. solar highway installation—covering about 8,000 square feet (740 sq m) and roughly the length of two football fields—has begun operating in Tualatin, Oregon. The 104-kilowatt solar photovoltaic system is producing about 112,000 kilowatt-hours per year, 28 percent of the 400,000 kilowatt-hours used to light the Interstate 5/Interstate 205 interchange. (See "Solar Power along the Highway," October 2008, page 214.)



The first solar highway in the United States is supplying renewable power to help light the way for drivers at a major freeway interchange in Tualatin, Oregon.

The \$1.3 million solar photovoltaic demonstration project is a public/private partnership involving Portland General Electric (PGE), US Bank, and the Oregon Department of Transportation (ODOT). The solar panels produce electricity during the day, supplying power to the PGE grid, and PGE returns an equivalent amount of power at night to light the interchange.

For more information on the project, visit www.oregonsolarhighway.com.

ULI Releases Recommendations for Transportation Reform

The upcoming reauthorization of federal surface transportation legislation—the current legislation expires in September—presents a historic opportunity to fundamentally rethink how the United States plans, funds, and builds its transportation networks. A new ULI report, *Transportation for a New Era: Growing More Sustainable Communities*, lays out recommendations for transportation policy reform.

A number of proposals for reform are on the table as Congress, the Obama Administration, and others work to forge a path forward, and the connections among land use, infrastructure, and sustainability are being considered as they have never been before. To contribute to this conversation, the Urban Land Institute, through its National Transportation Policy Dialogue program, brought together leading real estate and transportation thinkers and practitioners in workshops and other forums over the past year to consider the links among real estate, development, and transportation. Several recommendations—intended to guide transportation policy and programs at the federal level—are laid out in the report, including the following:

- ▷ Create a national vision for transportation and infrastructure.
- ▷ Support the metropolitan areas that drive U.S. prosperity.
- ▷ Recognize the role of land use in linking infrastructure, housing, and sustainability.
- ▷ Foster and encourage more compact development.
- ▷ Channel funding through the "three Bs"—use *base* formula funds to maintain the system; provide a *bonus* pool to create incentives for sustainable investment; and create an infrastructure *bank*, to invest in infrastructure.

REAL ESTATE RETURNS?

"We are now looking at one of those rare opportunities to invest in commercial real estate."

—Hessam Nadji, managing director, Marcus & Millichap, a commercial real estate investment adviser based in Encino, California, referring to properties that are located in places where supply is constrained—otherwise solid properties now on sale because losses elsewhere are forcing owners to raise money.

From "There's Value in Real Estate, If You Find Your Florida," by Paul Sullivan, *New York Times*, August 8, page B7.

ULI receives support for the ULI National Transportation Policy Dialogue from the Rockefeller Foundation and ULI trustee James Curtis.

RACHEL MACCLEERY is managing director of ULI's infrastructure initiative group.

Transportation for a New Era is available for download at the ULI Web site, www.uli.org.

Real-Time Carbon Counter Launched in New York City

The world's first scientifically valid, real-time carbon counter, a nearly 70-foot- (21-m-) tall digital billboard displaying the running total of long-lived greenhouse gases in the atmosphere, was launched in mid-June by global investment firm Deutsche Bank's Asset Management (DeAM) division outside Madison Square Garden and Penn Station in New York City. The number on the carbon counter is based on measurements developed by scientists at the Massachusetts Institute of Technology that include all long-lived greenhouse gases covered under the Kyoto and Montreal protocols—24 gases excluding ozone and aerosols.

"The carbon counter is a bold new experiment in communicating climate science to the public," says Ronald Prinn, professor of atmospheric science at MIT. "With



climate change in the news around the world, it is useful to have an up-to-date estimate of a single integrating number. . . . This number can help convey how fast these greenhouse gases are increasing, and the progress, or lack thereof, in slowing the rate of increase."

The Carbon Counter Number is available at www.know-the-number.com; updates will be available at <http://twitter.com/knowthenumber>.