

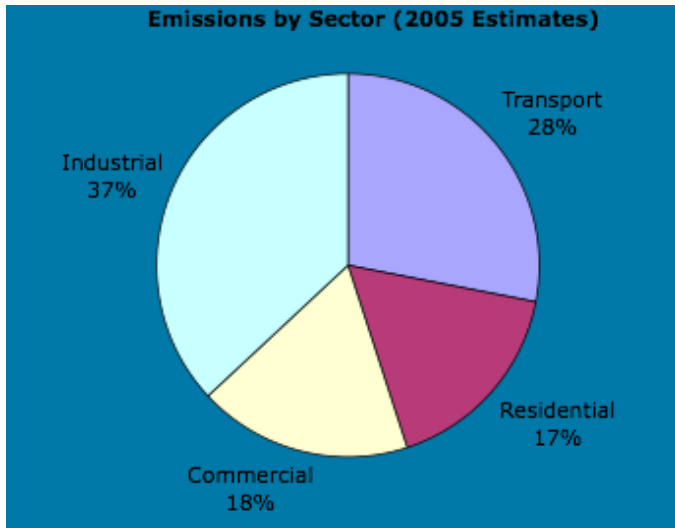


Climate Change & Active Transportation at the Federal Level

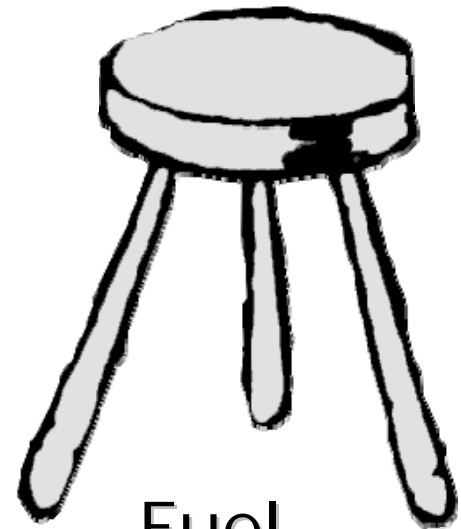
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Climate change context

Looking back...



We need progress on all 3 legs, but climate policy discussions historically ignored driving rates.



MPG Fuel
 GHG
 content VMT

- Challenges**
- ‘More complicated’
 - Committee jurisdiction divisions
 - Federal aversion to touching land use

Active Transportation: A Key Part of the Energy Solution

- 50% of trips are under 3 miles
- 5-15% minimum reduction in overall VMT in bike-friendly communities



Transportation Components in Original America's Climate Security Act

- No funding for clean transportation choices like walking & biking
- No policy to require or encourage transportation policy changes for VMT

*'Cap-and-trade is **not a sufficient policy for the transportation sector.** Intelligent land use and infrastructure policies that enhance the attractiveness of walking, biking, and public transport can also make an important and potentially critical difference by 2050.'*

--Dr. David Greene, Oak Ridge National Laboratory, in testimony before the Senate EPW Committee, November 2007



Smart Growth & Climate Coalition Proposal: 'CLEAN TEA'

- 10% of cap-and-trade funds to strategies to reduce VMT: transit, biking, smart growth, inter-city rail, etc.
- Eligible entities: regional/city/ local governments or transit agencies
- Requirements for coordinated land use and transportation plans & performance standards
- Improved federal data collection and modeling techniques



New Transportation Components Senate (Boxer-Kerry) Bill

- **Funding for clean transportation:**

Competitive Project Funds (1.2% of overall bill allocations)

Planning funds (up to 10% of competitive pot)

Transit Formula Funds (1.2%)

- **National goal** for transportation sector

- **Greenhouse gas Performance standards** for State & MPO
transportation plans

- **Technical assistance** from US DOT



What's Next?

- **Senator Reid and President Obama support moving a climate & energy bill this year**

- **Kerry-Graham-Lieberman proposal**
 - Departure from cap-and-trade
 - 'Carbon tax' on oil consumption
 - Could generate \$15-30 billion annually

- **Surface Transportation Reauthorization**

Moving Forward

- **Maintain policy from Boxer-Kerry** on transportation climate performance standards
- **Expand funding** beyond just 2.4% in Boxer-Kerry

Principles for Kerry-Graham-Lieberman

- Keep any money generated from the transportation sector in clean transportation investments
- Ensure a significant portion of funding is devoted to VMT reduction strategies like active transportation
- Don't just dump the money in the Highway Trust Fund



Lessons Learned

What's worked

- Messaging: Focus not just on climate, but cost savings for consumers and oil independence
- Not just about one mode or strategy
- Diverse messengers
- Great champions on the Hill, CLEAN TEA marker legislation

Join us!

Become a T4America partner:

www.t4america.org

Join our Smart Growth & Climate listserv &
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