



May 20, 2010

The Honorable John Kerry
United States Senate
Washington, D.C. 20510

The Honorable Joseph Lieberman
United States Senate
Washington, D.C. 20510

Dear Senators Kerry and Lieberman,

We, the undersigned organizations, thank you for your leadership on the American Power Act and for the increased attention to the transportation sector in this bill. We believe the policy directing funds for transportation to fund emission-reducing projects is a responsible and important step forward, and we applaud your inclusion of the transportation planning provisions. However, we are concerned that the funding levels in the bill are not sufficient to meet the need for greenhouse gas emission reductions from transportation, and a hard cap on transportation funds would hamper the ability to keep pace with emission-reduction opportunities over time.

We support the policy reforms included in the bill because they direct states and regions to spend federal transportation dollars received from the climate bill to build sustainable transportation solutions. The three avenues for funding - Transportation Investment Generating Economic Recovery (TIGER) grants, the Transportation Efficiency grants, and the Highway Trust Fund with a green screen - give state and local governments several options to invest in low- and no-carbon transportation.

While these funding programs will help reduce emissions, the transportation sector will need more resources if we are to make optimal reductions in this sector's emissions. Under the Act, the transportation sector will contribute an estimated minimum of \$19.5 billion per year, yet receive at most \$6.25 billion per year. While we appreciate that this level of funding is greater than prior climate bills, it still limits the ability of states, counties, cities and transit systems to invest in sustainable transportation. The market needs a stronger signal regarding the importance of shifting our transportation modes to low- and no-carbon alternatives.

The transportation sector is responsible for nearly a third of greenhouse gas emissions and 70 percent of our country's oil use. In order to improve our transportation system to reduce greenhouse gas emissions, the investment into transportation should be proportional to the greenhouse gas emissions produced by transportation. In addition, transportation investment must be indexed to the cost of carbon to ensure sufficient emissions reduction over time. If the price American families pay for transportation increases, so should the investment in cost-effective transportation options to ensure consumers have other safe and convenient transportation choices like walking, bicycling and public

transportation. Investing in a substantial shift of short trips (three miles or less) to bicycling and walking could cost-effectively reduce CO₂ emissions by over 90 million tons per year, equivalent to replacing more than 50 million vehicles with highly fuel efficient gas-electric hybrids.

Once again, we thank you for your leadership on the American Power Act and the important policy gains toward sustainable transportation. We urge you to increase the revenue returning to the transportation sector, and index that investment to the price of carbon.

Sincerely,

Alliance for Biking & Walking
Adventure Cycling Association
Association of Pedestrian and Bicycle Professionals
Bikes Belong
International Mountain Bicycling Association
League of American Bicyclists
National Center for Bicycling and Walking
Rails-to-Trails Conservancy
Safe Routes to School National Partnership

CC:

Senator Tom Carper
Senator Arlen Specter
Senator Michael Bennet
Senator Ben Cardin
Senator Kirsten Gillibrand
Senator Frank Lautenberg
Senator Bill Nelson
Senator Jeff Merkley