



Climate – Transportation Legislation: Recent History and Prospects for 2009

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Overview

- Reducing vehicle miles traveled (VMT) in national climate legislation
- Transportation Legislation Status
- Leading state efforts
- Prospects for linking climate and transportation legislation in 2009

Major Bills Addressing VMT and Travel Demand

- Senate

- » Lieberman-Warner (S. 2191)

- » Sen. Carper's CLEAN-TEA S. 3624

- House

- » Dingell-Boucher Discussion Draft

- » Rep. Markey iCAP H.R. 6186

Lieberman-Warner (S. 2191) Transit & Travel Demand

- Until the L-W bill, transportation in a climate change bill was about vehicle technology and fuels
- First major bill to address transit and travel demand

Lieberman-Warner Transit & Travel Demand (2)

- Committee-passed bill key provisions:
 - » 1% (approx \$1B/year) Allowance Value Mass Transit (Sec. 3304) (Senator Cardin)
 - » 10% (approx \$10B/yr) to states (not local gov't) for climate mitigation (Sec. 3303)
 - Token attention to travel demand reduction
 - 1 of 11 discretionary eligible uses
- Manager's Amendment Changed funding somewhat

L-W Manager's Amendment

- Broadened Transit category to include Travel Demand (Sec. 621)
 - » Increased Total Allowance Allocation
 - Beginning at 1% rising to 2.75% over time
 - Set subcategories
 - 65% improving public transit
 - 30% for new transit
 - But only 5% for efficiency and travel demand reduction
- State Funding – Began at 4% growing to 10% of allowances, and increased eligible activities from 11 to 22, reducing funds for travel demand

Sen. Carper: CLEAN-TEA S. 3624 (9/08)

- States and MPOs **SHALL** develop transportation GHG reduction goals & plans using scenario analyses
- Integrate projects into transportation plans
- Eligible uses: transit, ped/bike, freight rail, travel data and model improvements
- 10% of cap-and-trade auction revenues (~\$10-20 billion/yr by 2020, depending on cap)

Dingell-Boucher draft (10/08)

- Sec 552: States & local governments **MAY** develop Transportation Energy Efficiency Plans
- Support for planning, data, model improvement, scenario analysis, stakeholder engagement
 - » Better data and models are as important to addressing transportation GHGs as a registry is to an effective climate bill
- Eligible uses include: transit, smart growth, TDM, freight, bottleneck relief
- 3% of cap-and-trade auction revenues (~\$0.5-2.0 billion/yr by 2020?)
- Intended to compliment transportation reauth.

Rep. Markey (H.R. 6186)

Investing in Climate Action & Protection Act (iCAP)

- Establishes National Energy Efficiency Fund (12.5% of Auction – Approx \$963 B) (Title III)
- Sec. 327 provides 20% of this fund for reducing travel demand and increasing transit
 - » 70% to local government
 - » 30% to states
- EPA sets guidelines for VMT reduction plans & project funding; competition for implementation funding
- Eligible Activities :
 - » Mass transit, TOD, in-fill, zoning, bike/ped, telecommuting...

Transportation Reauthorization

- SAFETEA-LU expires September 2009
- Everyone agrees new funding is needed
- Performance-based policy is the zeitgeist
 - » Differing opinions on rigor, accountability
- Current Funding -- \$286 Billion/yr
- T&I Chairman Oberstar: \$500 billion transportation bill
- State highway officials (AASHTO): \$545 billion
 - » \$375 billion for highways
 - » \$93 billion for transit (goal: 2X ridership by 2030)
 - » \$42 billion for freight, \$25 billion for intercity rail
 - » A few billion for GHGs, \$100 million for land use
- Transit officials (APTA): \$123 billion for transit

Transportation (2)

- Transportation Advocacy Groups (Transportation for America)
 - » Focus the transportation on meeting national goals
 - » Put all modes on equal footing
 - » Require accountability for outcomes; incentives and penalties linked to performance
 - » Build the other half of the transportation system: expand choices, complete streets, reinvest in cities
- Green Groups looking at making transportation bill a priority
- All interests looking at linkage w/infrastructure, stimulus, climate bills

State Updates: California

- Landmark **AB 32** global warming law of 2006
 - » Reduce GHGs to 1990 levels, by 2020
 - » Scoping Plan -- 5 MMTCO₂ for smart growth land use and transportation strategies
 - » Some think more is possible
(Climate Plan analysis: 14.4 and 17.9 MMTCO₂)
- Implementation through **SB 375**
 - » Incentives for 18 CA MPOs to plan for GHG emissions reduction to achieve state targets
 - » Encourages “Blueprint”-style scenario planning
 - » Offers priority transportation funding, additional flexibility for compliance
 - » CARB will be setting GHG target

State Updates:

Washington, New York, Massachusetts

Washington

- VMT/capita target: 2000 levels by 2020, 1990 by 2035
- Serious consideration of pricing measures

New York

- MPO GHG analysis of Transportation Improvement Plans (TIPs) and Long Range Transportation Plans (LRTP)
- VMT reduction goal: 10% from BAU by 2018

Massachusetts

- Commonwealth Capital
- Global Warming Solutions Act: 80% < 1990 by 2050



Climate-Transportation Summary

- Transportation and Climate bills both in play in 2009
 - » Climate bills have begun to address VMT, funding, and needed data and planning
 - » Ignoring VMT will make the job for others much harder
 - » Better data and models are as important to addressing transportation GHGs as a registry is to an effective climate bill
- Transportation reauthorization is just beginning and it isn't clear how it will address GHG
- States are engaged

Prospects in 2009 for Linking Climate & Transportation Legislation

- Climate bill increasingly seen as a source of revenue to fix other problems
 - » Transportation stakeholders eyeing a bigger slice of the climate pie (1/3 emissions)
 - » Doggett bill would use revenue to fund health care
- Economic stimulus could link energy, climate and infrastructure, including transportation
- Senate EPW will also be focusing on SAFETEA-LU reauthorization
 - » Could create linkages to climate or be lost opportunity
- E&C and T&I relationship on climate unclear
 - » Waxman chairmanship opens new possibilities

Transportation Bill Issues

- Will transportation reauthorization make climate change better or worse?
- How will GHG emission reduction fit into transportation reauthorization?
- Will the transportation bill grow the programs seeded in the climate bill?
- What if the transportation bill passes before a climate bill?
 - » What does that say about goals & strategy?



For more information...

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