



Transportation, Energy, & Global Warming at the Federal Level

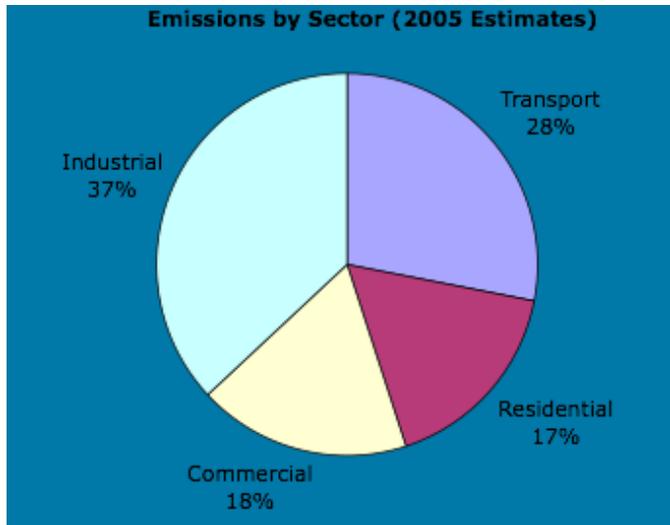
U.S. Senate Action in the 110th

Kate Rube
Policy Director
krube@smartgrowthamerica.org
Smart Growth America
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What happened in the Senate & Why does it matter?

- Global warming legislation
- Energy legislation
- Other transportation-related legislation
- Lessons Learned

Transportation in Global Warming Policy



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



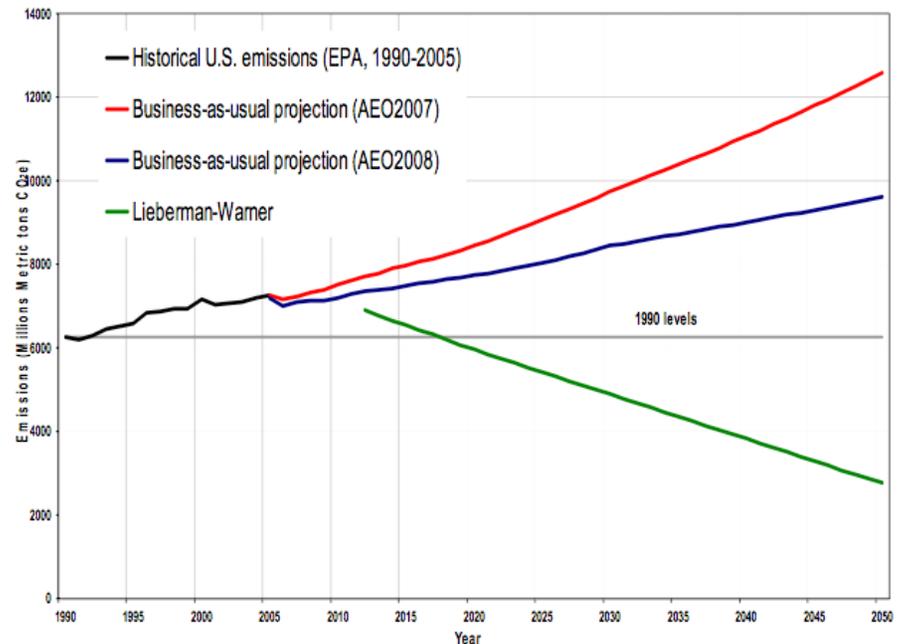
MPG Fuel
 GHG
 content VMT

Challenges

- 'More complicated'
- Committee jurisdiction divisions
- Federal aversion to touching land use

America's Climate Security Act

- Caps global warming emissions
- Annual emissions allowance that declines over time
- Percentage of emissions allowances auctioned off each year
- Generated approx. \$150B/year



Transportation Components in Original America's Climate Security Act

- Upstream cap on refineries
- No funding for clean transportation

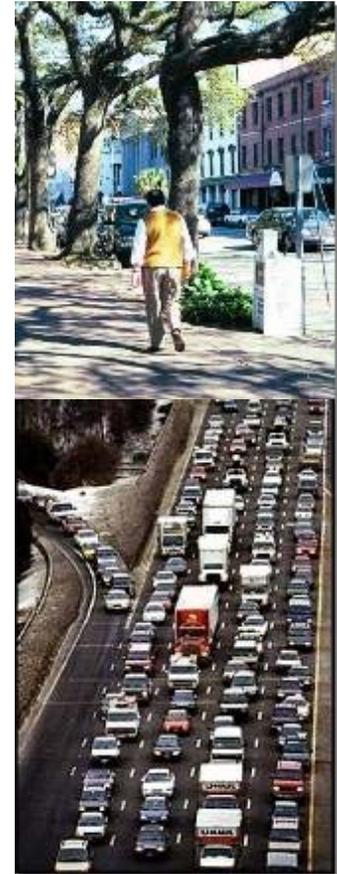


*'Cap-and-trade is **not a sufficient policy for the transportation sector.** Intelligent land use and infrastructure policies that enhance the attractiveness of walking, biking, and public transport can also make an important and potentially critical difference by 2050.'*

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

Smart Growth & Climate Coalition Proposal

- 10% of auction 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



Timeline for Lieberman-Warner

October-November 2007

EPW Hearings Held



December 2007

- Cardin Amendment
- Carper Amendment
- Lautenberg Amendment
- Manager's Amendment



Bill Passes Cttee (11-8)
(All Dems plus Warner,
Lieberman, Sanders)

June 2008:

'Gang of 16' Senators send
letter to Sens Boxer & Reid



Bill Fails on Floor (48-36)

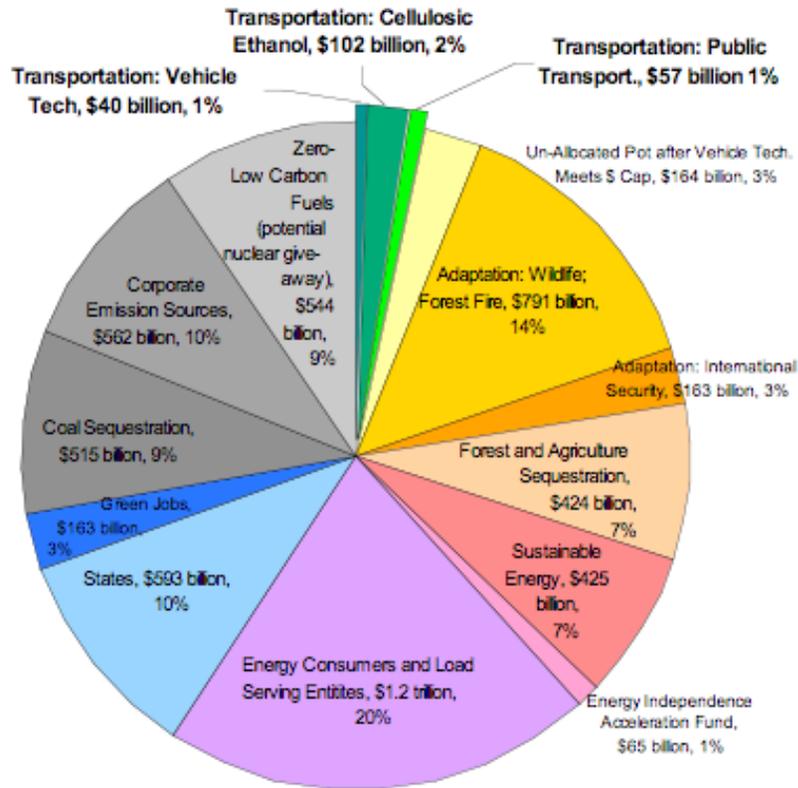


Jan-May 2008:

Floor Action & Hearings



New Transportation Components in the Bill



Percentage of Lifetime Allocation and Auction

- Transportation Sector Emission Reduction Fund
- Performance standards for state transportation plans

| Years | Percentage | Avg. Annual Value |
|-------------------|------------|--------------------|
| 2012 through 2017 | 1.00 % | \$1,163,791,666.67 |
| 2018 through 2021 | 2.00 % | \$2,733,832,000.00 |
| 2022 through 2050 | 2.75 % | \$5,297,024,206.90 |

Why did the bill fail?



- "The goal is for a theme (example: climate bill equals higher gas prices) each day, and the focus is much more on making political points than in amending the bill... or affecting policy."

--GOP strategy memo for Lieberman-Warner



Carper's Bill: CLEAN-TEA

- Clean Low-Emissions Affordable New Transportation Equity Act
- Funding to cities & state DOTs for projects that reduce global warming pollution
- Climate/VMT targets through transportation plans



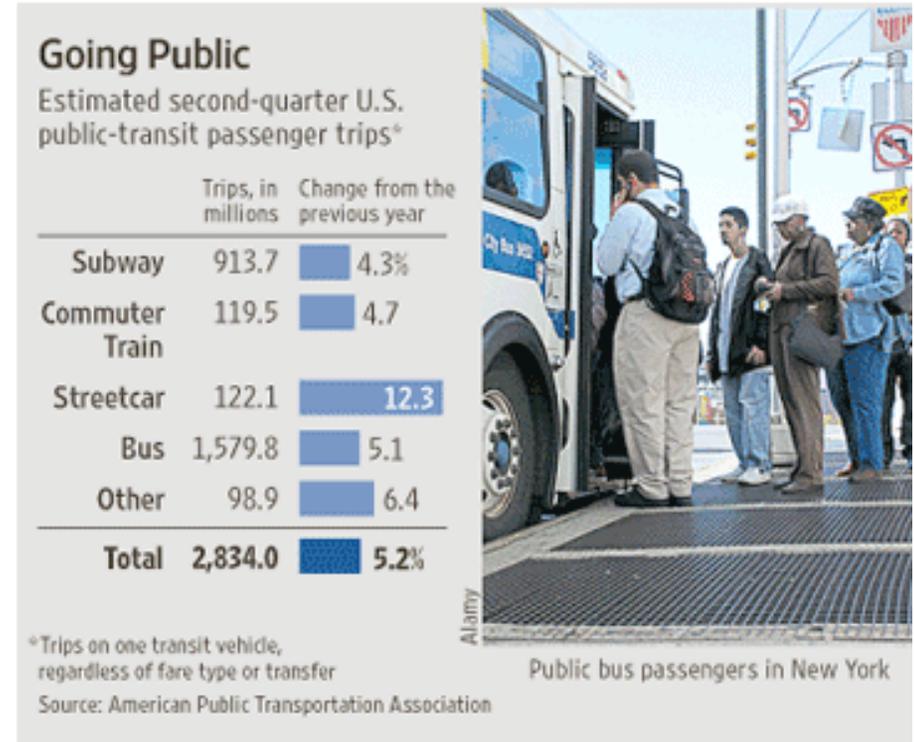
Transportation & Energy Legislation

- **Saving Energy Through Public Transportation (S. 3380 Clinton)**
- **Senator Reid's amendment to the Energy Bill (S. 3268)**
 - \$300m New Starts funding
 - \$1 billion for maintenance and stock, service expansion
 - \$200m / year for TOD Corridors
 - \$200m Energy efficiency for transit systems
 - National goals for reducing gasoline consumption: 20% by 2017 ; 35% by 2025 ; 45% by 2030



Fall Senate Stimulus (Failed 52-42): Transportation Components

- \$8 billion to build and repair highways & bridges
- \$2 billion to enhance public transportation systems
- \$400 million to improve airports
- \$350 million to upgrade Amtrak railroads



Senate Transportation Bills from the 110th Congress

- National Infrastructure Bank (Dodd)
- Complete Streets Act (Harkin-Coleman)
- National Highway Bridge Reconstruction & Inspection Act (Klobuchar)
- Amtrak Legislation (*Signed into law*)
- High-Speed Rail for America Act (*Drafted, Kerry-Isakson*)

Lessons Learned

What worked

- Messaging: Focus on climate AND savings impacts for consumers
- Broad coalition
- Building champions
- Broad education on the Hill

Challenges

- Starting late
- Lack of knowledge on the Hill
- No cost-per-ton analysis
- Making the case to rural/non-urban states