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
Global warming legislation

Transportation in Global Warming Policy

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

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
Global warming legislation

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

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Smart Growth America
New Transportation Components in the Bill

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