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March XX, 2008

Dear :

As the Senate and House consider climate change legislation, we are writing to urge that a strong focus be placed on reducing greenhouse gas emissions from the transportation sector. Surface transportation is a major contributor to the emission of greenhouse gases. It is responsible for a third of America's carbon dioxide (CO<sub>2</sub>) emissions, making it the nation's second largest source. As cities, we have for a long time recognized the critical role that efficient transportation and land use policies play as part of our local climate action plans.

Transportation is among the nation's fastest growing sources of emissions. This is due to the increasing national driving rate, which has outpaced population growth threefold in the last 25 years. The Energy Information Administration estimates that driving, measured in vehicle-miles traveled (VMT), will double nationwide by 2030. Recent analyses show that this projected growth in driving will wipe out the combined CO<sub>2</sub> reductions from higher CAFE standards and low carbon transportation fuel requirements passed in the Energy Independence and Security Act of 2007. This leaves CO<sub>2</sub> emissions from the transportation sector 25 percent above 1990 levels in 2030.

We want to ensure that any revenue generated under Federal climate change legislation from emissions permits provide a strong investment in clean transportation choices that help local governments reduce the CO<sub>2</sub> emissions generated by the transportation sector. To achieve national reduction goals, we must have a federal climate change policy that provides the funding tools and resources to address this issue where it is most directly influenced—at the local level. We are concerned that the current Lieberman-Warner bill (S. 2191) allocates only 1 percent of the total permit revenue for transit investments and targets no funds directly to local governments and transit agencies.

Without addressing surface transportation, climate change legislation will fall short in achieving needed CO<sub>2</sub> reductions from the transportation sector. We strongly urge you to support efforts that increase funding for public transportation, transit-supportive land use policies and other tools to reduce transportation sector greenhouse gas emissions. We look forward to working closely with you on this urgent issue.

Sincerely,