

October 12, 2009

United States Senator Barbara Boxer  
Chairwoman  
Environment and Public Works Committee  
United States Senate  
410 Dirksen Building  
Washington, DC 20510

United States Senator James Inhofe  
Ranking Minority Member  
Environment and Public Works Committee  
United States Senate  
456 Dirksen Building  
Washington, DC 20510

Dear Chairwoman Boxer and Ranking Minority Member Inhofe:

We are writing to express our strong support for a robust climate change bill that includes dedicated funding for transit and smart growth initiatives. As Mayors of urban areas and General Managers of transit agencies, we recognize the tremendous benefit that transit oriented development has on the health, welfare and economic vitality of our communities and are committed to implementing land use and transportation policies that reduce greenhouse gas (GHG) emissions and provide increased access to transit. However, meaningful progress at the local level cannot be fully realized without leadership from Washington.

We applaud efforts in H.R. 2454, "the American Clean Energy and Security Act of 2009" (ACES) to allow states the flexibility to use up to ten percent of the clean energy and energy efficiency allowances to provide the local share for transit projects. This a step in the right direction. However we urge that any Senate climate protection legislation better reflect the true value that is realized through transit investments by ensuring that ten percent of the revenues raised through these allowances be directed to local governments and transit agencies to expand regional planning and improve access to transportation alternatives that reduce GHGs and vehicle-miles traveled (VMT) and encourage land use policies and practices that will achieve sustainable regional growth.

Transportation sources account for an estimated 28 percent of all GHG emissions and are expected to increase in connection with the national driving rate, which has outpaced population growth threefold in the last 25 years. The Energy Information Administration estimates that driving, measured in VMT, will increase 60 percent nationwide by 2030. This projected growth in driving will negate CO<sub>2</sub> reductions realized through higher Corporate Average Fuel Economy (CAFE) standards and low carbon transportation fuel requirements. To meet national GHG and VMT reduction goals we must have a federal climate change policy that directs the funding tools and resources necessary to address transportation sector emissions at the level of greatest influence—the local level.

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 GHGs, and we look forward to working with you on this urgent issue.

Sincerely,

Dorothy Dugger  
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Bay Area Rapid Transit  
Oakland, California

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Mayor  
San Francisco, California

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Mayor  
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General Manager/Chief Executive Officer  
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San Carlos, CA

Ron Dellums  
Mayor  
Oakland, California

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General Manager/Chief Executive Officer  
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Kenosha Area Transit  
Kenosha, Wisconsin

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