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A. Legislative updates and related news

Deja Vu: Congress Could Put Off Deal on Transport Bill Until Next Month

by [Elana Schor](#) on September 24, 2009 (DC.streetsblog.org)

[After a day of twists and turns, the House yesterday approved a three-month extension of the current law that governs spending on the nation's transit, bridges, and roads. Yet the 335-85 vote obscures an ongoing clash between the House and Senate that could extend into a fourth straight month.](#)

[House transportation committee chairman Jim Oberstar \(D-MN\) and most members on his side of the Capitol contend that a three-month extension is needed to spur an agreement on a long-term infrastructure bill before year's end.](#)

[But given Senate Democrats' preference for an 18-month delay, the two chambers soon could add a one-month extension of existing transport law to the spending bill that Congress must pass by next week to keep the government funded.](#)

Such a move would effectively postpone until October 30 the deadline for the House and Senate to reach an agreement. Oberstar, speaking on the House floor yesterday, was unmoved by the Senate and White House's call for a long delay in reforming transportation spending.

The difficult decisions that we face today will not be any easier in 18 months, and the American people will pay the price for our inaction through lost jobs, decreased mobility, diminished productivity, and continued high levels of traffic fatalities and injuries.

Republicans split their votes on the three-month extension after their leaders chose to oppose the bill, protesting the mere possibility that a federal gas tax increase could be debated as a funding mechanism for Oberstar's six-year, \$500 billion transportation plan. House Minority Whip Eric Cantor (R-VA) accused Oberstar of trying to "buy time to bring the parties together to the table to agree on a gas tax [increase]."

Outside of Washington, construction companies and state DOTs say that uncertain federal funding is slowing down some massive -- and environmentally questionable -- road projects. For example, the Missouri DOT is [reportedly in](#) limbo on its \$3.5 billion plan to widen I-70 between St. Louis and Kansas City to accommodate truck-only lanes, a project that [has drawn](#) criticism from the Sierra Club and other green groups.

SENATE PASSES THE FY2010 TRANSPORTATION AND HOUSING SPENDING BILL (9/22/2009)
LEGISLATION MOVES TO CONFERENCE COMMITTEE (from Smart Growth America)

After almost a week of debate over amendments, the Senate approved its \$122 billion FY 2010 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill by a vote of 73 to 25. (With the unfortunate acronym of THUD.)

The House approved its version of the bill on July 23 by a vote of 256-168. The discretionary funding levels in the bill vary just slightly between the Senate and House versions, with the Senate spending \$67.7 billion and the House providing \$68.8 billion. The most significant difference is over spending for high-speed rail and funding for a National Infrastructure Bank. The Administration has made it clear that funding for high-speed rail is a priority issue for them, seeking \$1 billion a year for high-speed rail over the next five years.

SGA supports the higher level of funding for high speed rail included in the House bill. There will be a House/Senate conference committee in the coming days to reconcile the two different versions of the bill, giving us more time to weigh in and tell Congress to support the higher funding level for high speed rail.

These bills also include \$150 million for [HUD's new sustainable communities effort](#), which will largely help fund planning grants to communities and regions. HUD will be releasing a process for the structure and application of those grants sometime after final passage of the appropriations bill.

During the week prior to passage, Senate Republicans offered a number of amendments to the bill in an attempt to strip all earmarked funding. The failed amendments included an amendment from John McCain (R-AZ) to block funding for HUD's brownfields economic development program and an amendment from Tom Coburn (R-OK) to remove a requirement that states spend 10 percent of their highway and transit cash (only about 2% of all transportation spending) on enhancement projects such as pedestrian and bike paths, safety projects, and scenic and historic highway programs (see [vote for Coburn amendment](#)).

[And read more details about the Coburn amendment from Transportation for America.](#)

The Senate did pass an amendment offered by Senator Wicker (R-MS) that requires Amtrak to allow passengers to transport guns in their checked luggage or lose federal funding if they fail to comply within 6 months. This language was adopted by a vote of 68-30.

The Senate and House conferees are expected to meet in the next few weeks to work out the differences between the bills. The version approved by the House **does not** include the amendment related to firearms on Amtrak.

	Administration	House	Senate
Department of Transportation	\$73.3 billion	\$75.8 billion	\$75.8 billion
High Speed Rail	\$1 billion	\$4 billion with \$2 billion being shifted to a National Infrastructure Bank upon authorizing legislation	\$1.2 billion
Housing & Urban Development	\$47.5 billion	\$47 billion	\$45.8 billion

APPROPRIATIONS: Senate approves Interior-EPA spending bill (09/25/2009)

Noelle Straub, Taryn Luntz and Robin Bravender, E&E reporters

The Senate yesterday approved, 77-21, a \$32.1 billion spending bill to fund environmental agencies for fiscal 2010 after deflecting several controversial amendments that would have limited the Obama administration's authority to regulate greenhouse gases.

H.R. 2996 would provide \$10.2 billion for U.S. EPA, \$11.1 billion for the Interior Department and \$5.3 billion for the Forest Service.

The Senate measure is \$225 million below President Obama's request and \$200 million below the House-approved package. The funding levels offer the agencies a significant boost compared with recent years, providing \$4.5 billion above 2009 levels.

A House-Senate conference will now be needed to reconcile the differences between the two measures before a final version is sent to the White House.

Although several Republican senators offered amendments seeking to curb EPA's authority to regulate greenhouse gas emissions, their provisions were blocked from getting votes on the Senate floor under a unanimous consent agreement reached yesterday morning.

Measures that were not brought to the floor for votes include an amendment from Sen. Lisa Murkowski (R-Alaska) that would prohibit EPA from regulating stationary sources of carbon dioxide emissions for one year (*see related story*).

Amendments from Sen. David Vitter (R-La.) to limit EPA's regulatory authority were also denied floor votes, including one that would prohibit EPA from regulating carbon dioxide emissions until both China and India signed international agreements requiring similar emission reductions and another that would have prohibited the agency from moving forward on its proposed "endangerment finding" until the agency evaluated the potential effects on employment.

Coburn amendments

Sen. Tom Coburn (R-Okla.) had eight amendments up for consideration on the spending bill. The Senate voted, 79-19, to kill his amendment to divert money from the Land and Water Conservation Fund for land acquisition to instead be used by federal agencies to reduce their maintenance backlogs.

Several Coburn amendments were accepted by unanimous agreement. They included measures to require that any report submitted by a federal agency to the House or Senate Appropriations panels be posted on the committees' Web sites; to prevent money in the bill from being used to

impede or restrict activities of the Department of Homeland Security to achieve "operational control" of U.S. international borders; and to require that no private property be included unless the owner makes a written request.

Feinstein had planned to offer a second-degree amendment to Coburn's measure prohibiting any no-bid contracts and grants, but the two came to an agreement and approved his modified measure by voice vote.

Coburn decided to withdraw two amendments. One would have canceled \$1 million directed to the Sewall-Belmont House in Washington, D.C., and instead give the money to the National Park Service for its maintenance backlog. The second would have required the president within 120 days of submitting the 2011 budget request to submit a report describing the annual cost of maintaining all federal land holdings for the previous three years.

[Click here](#) to read the bill summary.

[Click here](#) to read the bill.

CLIMATE: Boxer, Kerry say comprehensive bill is on track for Wednesday *(09/25/2009)*

Allison Winter and Ben Geman, E&E reporters

[Sens. Barbara Boxer \(D-Calif.\) and John Kerry \(D-Mass.\) yesterday confirmed plans to introduce their sweeping proposal to reduce greenhouse gas emissions next week.](#)

["It will be out next week. We will meet our target," Kerry said. "I said I would introduce it by the end of the month, and we will introduce it on the 30th, Wednesday."](#)

Boxer added that hearings and markups in her Environment and Public Works Committee would follow "very soon" thereafter.

"The legislation is going to be very interesting to people because we did some really different things and we're excited about it," Boxer said.

As the pair prepare for the next stage of climate maneuvering, Kerry made attempts to reframe the verbiage surrounding the bill and sell its concepts more broadly, insisting it is not a "cap and trade" proposal but a "pollution reduction" bill.

"I don't know what 'cap and trade' means. I don't think the average American does," Kerry told reporters. "This is not a cap-and-trade bill, it's a pollution reduction bill."

Kerry's word choice echoes President Obama's references to "greenhouse gas pollution" and "carbon pollution" in his Tuesday address to the United Nations. Top Obama administration

science officials, including Energy Secretary Steven Chu and U.S. EPA Administrator Lisa Jackson, have also adopted similar vocabulary in recent months ([Climatewire](#), Sept. 23).

Despite the change in rhetoric, it does not appear Kerry and Boxer have stepped away from the basic structure for cap and trade. He said the bill would still have emissions allowances and a marketplace.

Kerry said their proposal would differ from the House bill, [H.R. 2454](#) somewhat, but that it would build on the "very significant" work in that measure.

The House bill, approved in late June, aims to reduce nationwide greenhouse gas emissions by 17 percent by 2020 and 83 percent by 2050.

A lobbyist familiar with the Senate deliberations said that an EPW Committee markup is slated for the week of Oct. 12 or Oct. 19.

Release of the bill next week will push Senate climate maneuvering into a new phase, giving lawmakers specific proposals to highlight -- or attack -- ahead of floor debate that may occur later this year.

"I don't know that it changes opinions necessarily, but at least you can talk about specific provisions, and maybe the debate can narrow down to specific items, as opposed to just generally whether you are for or against the idea," said Sen. Ben Nelson (D-Neb.), a conservative Democrat who has criticized cap and trade as a way to curb emissions.

The bill is also expected to include contributions from the Finance and Agriculture committees. Finance Chairman Max Baucus (D-Mont.) plans to mark up provisions on international trade and allocation of emissions allowances, provided the bill is "clearly moving," he said earlier this week. Sen. Debbie Stabenow (D-Mich.), a member of the Finance Committee who is working on her own contributions to the bill, said the Senate tax panel would be much more involved in making contributions and changes to the bill than the Ways and Means Committee was on the House side.

"We will certainly be very involved with allocations," Stabenow said yesterday. "You can expect Finance to hold hearings and play a specific role."

Kerry plans to contribute to the bill without a markup in his panel. And new Agriculture Chairwoman Blanche Lincoln (D-Ark.) yesterday said she envisions contributing the bill without a formal markup in her panel.

"I have certainly indicated to them that I am looking forward to the role that agriculture can play," Lincoln said. "Our hope is that we will be able to offer recommendations, and we will hope that those will be some recommendations that can be incorporated into the bill."

"I don't think it will be a necessity that we have to mark anything up. I hope it won't be," she added.

Senate Democratic leadership hopes to bring the climate bill to the floor this year, but it remains unclear whether the measure will find a spot in a busy calendar.

Reporter Robin Bravender contributed.

CLIMATE: OBAMA OFFERS A HAND TO SENATE NEGOTIATIONS OVER CAP-AND-TRADE BILL
(09/23/2009)

Darren Samuelsohn, E&E senior reporter

[President Obama told global leaders skeptical of Congress' ability to pass climate legislation that he will take a personal role in the Senate global warming debate.](#)

[At the United Nations in New York yesterday, Obama said he would try to help break the gridlock on Capitol Hill that has Senate Democratic leaders openly questioning whether a climate bill can be finished before a major U.N. negotiation summit this December in Denmark.](#)

"Most importantly, the House of Representatives passed an energy and climate bill in June that would finally make clean energy the profitable kind of energy for American businesses and dramatically reduce greenhouse gas emissions," Obama said, partially defending his administration's record on climate change. "One committee has already acted on this bill in the Senate, and I look forward to engaging with others as we move forward."

[Obama personally lobbied a number of reluctant House Democrats in the closing days before the House floor vote earlier this spring. But in the Senate, the president has been focused on an equally complex health care bill, leaving most of the global warming work to top administration advocates like White House energy and climate adviser Carol Browner.](#)

Environmentalists, and some of their allies on Capitol Hill, have been urging Obama to get more personally engaged on the climate bill.

"President Obama said many of the right things in his speech to the United Nations, and his personal commitment to action on this issue is not in question," said Alden Meyer of the Union of Concerned Scientists. "But the real test is whether he can work with Senate leaders to get meaningful action on clean energy and climate legislation in the few months remaining before the Copenhagen climate summit."

Damon Moglen, global warming campaign director at Greenpeace USA, was far less diplomatic. "President Obama left nothing but disappointment in his wake, merely running through a catalog of totally inadequate domestic measures and offering nothing in the way of improved commitments on emissions cuts or funding for the developing world," Moglen said. "Move along, nothing to see here."

At a press conference in New York, Browner was asked if she thought Congress could complete the climate bill by 2010. "You all follow Congress," she said. "We all know that how the schedule works in Congress can change abruptly. It can go faster, it can go slower. What we need is comprehensive legislation, and we're going to do our best to get it as soon as we can."

If Congress does not act, Browner said, industry is likely to face a series of court rulings that force it to reduce its emissions. She cited Monday's decision by a federal appeals court in New York that said states and land trusts could use common law to sue a greenhouse gas emitter for causing a public nuisance.

"What this means is the courts are starting to take control of this issue," Browner said. "And if they were to follow this logic out, they would be setting standards. Obviously, that's not something that anybody wants. We need a unified set of rules for the country. We need to give the businesses the kind of predictability and certainty so they can make the capital investments that are going to get us the kind of reductions we need.

"That is best done through legislation," Browner added. "I think whether it's the Supreme Court case of several years ago, this more recent decision, everything is moving toward getting legislation done because it is the best way to do it."

'The reality of the calendar'

[Back in Washington, Senate Democratic leaders have been offering mixed messages about the prospects for the global warming and energy package that Sens. Barbara Boxer \(D-Calif.\) and John Kerry \(D-Mass.\) aim to introduce shortly.](#)

Majority Leader Harry Reid (D-Nev.) yesterday sidestepped a question about whether he would hold a vote before the end of the year on the Boxer-Kerry legislation. "We're going to push climate as hard and as fast as we can," he said.

Majority Whip Dick Durbin (D-Ill.) was also circumspect about Obama's call for moving the climate bill. "I want to get to all of these issues this year, as the president has asked us to," he said. "But I think Senator Reid is reflecting the reality of the calendar, and we just have to see what we end up with. Senator Boxer is preparing for the debate. She's ready. But the question is whether we have the time to treat this issue as it should."

[Boxer and Kerry are still aiming to release their legislation before the end of the month, though Kerry yesterday tried to give himself a little bit of wiggle room for its formal unveiling.](#)

["That's our current plan," said Kerry, the chairman of the Foreign Relations Committee. "But we've got a lot of drafting to do between now and then. But we're working on it."](#)

[For her part, Boxer would not give any specifics when asked about her timeline for moving the bill through the Environment and Public Works Committee. "We're going to mark up shortly," she said. "As soon as we've held the requisite number of hearings."](#)

Finance Chairman Max Baucus (D-Mont.) also said yesterday that he is still planning a markup for key pieces of the climate bill that deal with international trade and allocation of allowances.

"I'm going to take my cues largely from leader Reid to see what his schedule is, and how quickly climate change is moving this year," said Baucus, who is currently in the center of negotiations over the health care legislation. "If it looks like it's clearly moving, we're going to mark up."

Kerry said he is now unlikely to hold a markup on his pieces of the climate bill in the Foreign Relations Committee. Instead, he said he was leaning toward adding his pieces to the bill before it gets introduced.

As for other committees that have a role in the climate bill, including Agriculture and Commerce, Kerry said he expected the bill will include placeholder language that makes sure no amendments get offered

on those issues during the EPW Committee markup. "And then we'll put something final together with the leadership," he said.

Several small Senate working groups also continue to orbit around the principal climate authors. Sen. John McCain (R-Ariz.), for example, said he is in talks with Sens. Joe Lieberman (I-Conn.), Lindsey Graham (R-S.C.) and Maria Cantwell (D-Wash.) on a number of contentious issues that are unlikely to be resolved by the Boxer-Kerry legislation.

McCain also said he doubted whether the Boxer-Kerry proposal would do enough to satisfy his demands for greater incentives for the nuclear industry.

"I'll take second place to no one on climate change," McCain said. "I introduced the first cap-and-trade bill on the Senate floor. I introduced the second. All of them had nuclear power as a component. The radical environmentalists are driving the agenda. And for someone to say that they have a robust nuclear element, I'd love to see it. There's been no indication of it."

Other Senate Republicans appear far less willing to engage with the Obama administration.

"In the final analysis, President Obama's speech today was a failure," said EPW ranking member James Inhofe (R-Okla.), "A failure to define success, a failure to provide real solutions for international energy security, and a failure to sketch the outlines of a meaningful international climate change agreement that will pass the Byrd-Hagel test," referring to the 1997 Senate resolution.

"Nearly 1 in 10 Americans are looking for work," added Sen. John Barrasso (R-Wyo.). "President Obama's scheme is for less American energy production. Less energy production will mean fewer jobs for Americans."

Defending the Senate's prerogative

Uncertainty over the timing of the Senate climate debate has prompted heated complaints from some traditional U.S. allies. For example, John Bruton, the former Irish prime minister and now European Commission ambassador to the United States, issued a statement last week questioning the U.S. commitment to success in Copenhagen.

"I submit that asking an international conference to sit around looking out the window for months, while one chamber of the legislature of one country deals with its other business, is simply not a realistic political position," Bruton said.

By contrast, Australian Prime Minister Kevin Rudd defended the Obama administration and Congress during a press conference in New York.

"Remember, the fundamental change occurred with the change in U.S. administration," Rudd told reporters. "The United States has now said for the first time they're going to move toward an emissions trading scheme, that was not the case before. The United States is re-engaged in the global negotiating game, that was not the case before. And there is still some ways yet to go between now and Copenhagen."

Several senators yesterday also insisted that it is their prerogative to take as much time as they need on the global warming bill.

"The Europeans are our friends and allies and we need to work with them and the rest of the world on this climate change issue," Durbin said. "But unfortunately, the European Union doesn't have control over the

Senate calendar. And Senator Reid, I think, is being honest that this is becoming problematic the longer it takes for us to get to health care."

McCain was more blunt when it came to Bruton. "I don't think there's 10 Americans," he said, "that know who he is."

Reporter Nathaniel Gronewold contributed from New York.

B. Actions within the Administration

\$100 MILLION IN OBAMA ADMINISTRATION ECONOMIC RECOVERY ACT FUNDS CHARTS NEW COURSE FOR GREEN TRANSPORTATION 43 TRANSIT PROJECTS CHOSEN TO REDUCE ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS

DOT press release, September 21, 2009

[The Obama Administration today announced \\$100 million in Economic Recovery Act funding for 43 transit agencies that are pursuing cutting-edge environmental technologies to help reduce global warming, lessen America's dependence on oil and create green jobs. Among the projects funded under the competitive bidding, Alabama will replace gasoline and diesel buses with electric hybrids, Massachusetts will construct wind energy generation turbines and Vancouver, Washington, will install solar panels at transit facilities.](#)

"This is a sign of things to come," said **U.S. Transportation Secretary Ray LaHood**, who made the announcement in Atlanta, the site of the largest award. "This shows how investing in green transportation not only helps the planet, but creates jobs and strengthens our economy. It also shows how much more we can do."

The 43 winning proposals were submitted by transit agencies from across the country as part of a nationwide competition for \$100 million in American Recovery and Reinvestment Act of 2009 (ARRA) funds. Selection criteria included a project's ability to reduce energy consumption and greenhouse gas emissions and also to provide a return on the investment. Other criteria included readiness to implement, applicant capacity, degree of innovation and national applicability. The Federal Transit Administration reviewed more than \$2 billion in applications for these funds.

"These grants will put Americans to work now while improving our environment in the future," said **FTA Administrator Peter Rogoff**. "The transit industry continues to be at the forefront of reducing pollution and creating a cleaner, safer environment for our nation."

Transit agencies began submitting their proposals after the FTA announced rules for the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grant program as part of the Recovery Act last March.

Since President Obama signed ARRA into law on Feb. 17, 2009, grants totaling more than \$7.2 billion have been made available for transit improvements throughout the nation.

The U.S. Department of Transportation is making \$48.1 billion available for highway, transit, bridge, rail, shipyard and airport construction and repairs nationwide. Of that, \$26.5 billion already has been obligated to fund more than 8,500 approved projects in 55 U.S. States and Territories.

The winning project proposals are as follows:

Alabama: Montgomery Area Transit System (Montgomery), \$2,675,000. Purchase of Five Hybrid Electric Buses: City of Montgomery-MATS proposes to purchase 30-35 foot low floor hybrid-electric buses in order to replace existing transit system buses.

California: AC Transit (Hayward, headquarters in Oakland), \$6,400,000. Install photovoltaic capacity to generate "green" hydrogen: Install multiple PV modules at its Central Maintenance Facility in Hayward. Combined with AC Transit's already-installed solar capacity, this solar installation will produce the renewable electricity equivalent to what will be required to produce 180 kg/day of "green" hydrogen.

California: City of Santa Clarita, \$4,620,000. Photovoltaic Modules on Transit Maintenance Facility: Add photovoltaic (PV) modules to the Transit Maintenance Facility (TMF) to generate electricity to offset the electric power consumed at the TMF site. The PV modules will be placed on top of canopies that will generate electricity while providing shade for full-size inter-city and commuter buses.

California: Los Angeles County Metropolitan Transportation Authority (Los Angeles), \$4,466,000. Red Line Westlake Rail Wayside Energy Storage System: Install wayside energy storage substation (WESS) at Westlake passenger station is at-grade level on the high-speed heavy rail subway Red Line. The nearby traction power substation will be switched off when the WESS is operating. The WESS flywheel technology captures regenerative braking energy when trains slow or stop and transfer back to same train or another train when it starts or accelerates, reducing energy demand and peak power requirements.

California: North County Transit District (North San Diego, headquarters in Oceanside), \$2,000,000. PV Solar Implementation at facilities: Install PV solar in a variety of facilities.

Colorado: Denver Regional Transportation District (Aurora, headquarters in Denver), \$770,000. Heating upgrades at East Metro bus maintenance facility: To improve the heating system at its East Metro bus maintenance facility located in Aurora, CO. This project will replace the three existing boilers with three new 15-psi, 20-ppm NOx boilers with Advanced Hawk Integrated Control Systems. The advanced control system will operate the boilers based on load demand as opposed to outside temperature.

Colorado: Denver Regional Transportation District (Boulder, headquarters in Denver), \$325,000. Heating upgrades at Boulder bus maintenance facility: To improve the heating system at its Boulder bus maintenance facility located in Boulder, CO. This project will replace two old boilers with four new 2.5 MBtu Clearfire condensing boilers with 20-ppm low NOx burners. An updated control system will allow the boilers to be reset based on outdoor air temperatures, will reduce cycling of the boilers, and will serve as a boiler master controller that will stage the boilers based on demand loading.

Connecticut: Connecticut Department of Transportation (statewide) \$7,000,000. Stationary Fuel Cells and Hybrid Transit Buses Incremental Costs: The purchase of diesel-electric hybrid transit buses and stationary fuel cells for use in the statewide bus system in Connecticut. This grant would allow ConnDOT to upgrade the upcoming purchases of buses and would fund the incremental cost of a hybrid bus compared to a conventional bus. It would also fund stationary fuel cells to provide primary and emergency back-up power for the bus maintenance and storage facilities.

Delaware: Delaware Transit Corporation (statewide), \$1,500,000. Solar Panel Installations at DTC facilities: Retrofits Delaware Transit Corporation facilities with solar panels, which will generate cost savings through fossil fuel energy reductions.

Florida: Palm Tran (West Palm Beach), \$320,000. Diesel Bus Efficiency Improvements with Thermal Motor Fans: Purchase and install Thermal Motor Fans for diesel buses to improve bus efficiency and lower fuel costs.

Florida: Broward County Transit, \$2,000,000. Diesel Bus Efficiency Improvements bus cooling System retrofits: Replace the mechanically/hydraulically driven cooling system on buses with electrically powered devices in order to achieve fuel savings and reductions in energy and greenhouse gas emissions. BCT will purchase and install MiniHybrid Thermal Systems ("MH8") from EMP Advanced Development LLC (EMP) which will increase fuel efficiency by 5 percent.

Georgia: Metropolitan Atlanta Rapid Transit Authority, \$10,800,000. Laredo Bus Facility Solar Canopies: Provide shade structures with integrated, grid tied photovoltaic cells to be erected on the bus storage lot at the Laredo Bus Maintenance Facility. PV canopies will produce power and reduce temperatures underneath canopies. MARTA anticipates that the power produced by these photovoltaic panels will be sold to Georgia Power under their Distributed Generation Contract Program. The largest PV installation in Georgia.

Iowa: Ames Transit Agency (Ames, CyRide), \$1,600,000. Hybrid bus purchase incremental costs: Upgrade forty-foot diesel buses on order to hybrid electric buses.

Illinois: Illinois Department of Transportation on behalf of seven transit agencies (statewide), \$4,030,000. Statewide Paratransit Bus Hybrid Program: Purchase 31 paratransit hybrid buses to replace 31 gas and diesel vehicles. Buses will be powered by an Azure Dynamics hybrid system of Michigan. Agencies include Champaign Urbana, MTD; Rockford MTD; St Clair MTD; Springfield MTD; PACE Suburban Bus; Rock Island MTD; Bloomington-Normal Public Transit System.

Illinois: Chicago Transit Authority (Chicago), \$1,500,000. North Park Electrification - Electric Power Delivery System for Outdoor Bus Parking: Construct electrified stalls that will deliver electrical power for up to 80 vehicles and provide services such as heating and air-conditioning to vehicles that would otherwise be left idling during overnight cleaning and prior to morning pullout.

Illinois: Rock Island Metro (Rock Island), \$600,000. Solar Thermal System: A solar thermal system on the building roof will provide hot water for the operations building and the maintenance building. This is a solar thermal project not based on PV-based solar.

Illinois: Champaign-Urbana Mass Transit District – CUMTD (Champaign-Urbana), \$450,000. Facility upgrade with Geothermal Heat Pump System: CUMTD will replace the existing conventional HVAC system with an efficient geothermal HVAC system. Geothermal HVAC systems are highly effective system with improved efficiencies over conventional systems due to the heat exchange process with an underground source that maintains a near constant temperatures.

Indiana: Greater Lafayette Public Transportation Corporation (Lafayette), \$2,180,000. Wind Energy Project: GLPTC seeks to reduce its electrical energy usage by investing in a renewable source of energy to be generated by wind using equipment on site. The primary use of electrical energy by GLPTC is by its garage and maintenance facilities. The installation of wind turbine units on GLPTC premises is projected to provide a significant amount of the total amount of electrical energy used by CityBus.

Massachusetts: Lowell Regional Transit Authority (Lowell), \$1,500,000. [Hale Street Solar Photovoltaic system: The installation of a photovoltaic panel array on the roof of the Hale Street garage facility owned by the LRTA. The facility is used by the LRTA to store, fuel, maintain, and repair transportation vehicles \(buses, vans, tow trucks etc.\) as well as administrative and dispatch services. The facility is a 70,000 square foot building located in an industrial zone in Lowell, Massachusetts.](#)

Massachusetts: Massachusetts Bay Transportation Authority (Boston), \$2,500,000. Renewable Wind Energy: MBTA will design and construct wind energy generation turbines in eastern Massachusetts (from among Kingston, Newburyport, Bridgewater).

Maryland: Maryland Transit Administration (statewide), \$522,000. Halon 1301 Replacement: The MTA currently has approximately 5 metric tons of Halon 1301 (CBrF3) deployed at 24 MTA facilities in and surrounding Baltimore City. Each metric ton of Halon 1301 released to the atmosphere - intentionally or inadvertently - is equivalent to releasing 6,900 metric tons of carbon dioxide. The scope of this project includes destruction of MTA's inventory of Halon 1301 and replacement with another clean agent.

Michigan: Thunder Bay Transportation Authority – TBTA (Alpena), \$2,590,000. Plug-in hybrid buses purchase: Replace 4 diesel buses with 4 series plug-in hybrid buses, operate in a non-urban/rural area and collect data for two years. Bay Area Transportation Authority (BATA) will provide technical assistance to TBTA.

Michigan: Flint Mass Transportation Authority (Flint), \$2,200,000. Ultra-light Zero Emissions Buses: Replaces two of Flint MTA diesel buses with advanced all-electric Zero-Emissions GTB-40 buses from Fisher Coachworks. The new Fisher buses will provide more than triple the equivalent fuel economy in all-electric mode and reduce CO2 emissions due to the extensive use of lightweight materials and the large capacity battery system.

Minnesota: Productive Alternatives/Transit Alternatives (Fergus Falls), \$845,000. Energy Reduction Consolidated Projects: A variety of building energy-efficiency upgrades, hybrid vehicle upgrades, wind generator power systems, and the equipment needed to convert cooking oil to a blend with vehicle fuel to operate some of their buses.

Minnesota: Minneapolis-St. Paul Metropolitan Council (Minneapolis), \$1,100,000. Replace Diesel Buses with Gas Hybrid Electric Buses: Metro Mobility is scheduled to replace small diesel buses that have operated over 255,000. The proposed replacement vehicles include small gas/electric hybrid buses.

North Carolina: City of Charlotte/Charlotte Area Transit System (Charlotte), \$3,000,000. Hybrid Buses: Upgrade a planned order of buses from diesel to hybrid technology. CATS' fleet and financial plans call for the replacement 1998, 1999 and 2007 year diesel buses with new diesel buses in fiscal year 2012. This project will upgrade the replacement buses to hybrid technology.

New Jersey: NJ Transit (statewide), \$250,000. Efficient Air Compressor Systems at NJ TRANSIT Facilities: NJ TRANSIT completed energy audits of its 20 largest facilities and identified air compressor conservation opportunities including variable frequency drives and increased air storage at 5 locations. These projects improve the working environment, conserve energy, reduce operating/maintenance costs and reduce GHG emissions for a ten-year lifecycle.

Nevada: Regional Transportation Commission of Washoe County (Reno), \$3,000,000. Diesel Electric Hybrid Articulated Buses: Purchase low floor 60' hybrid electric diesel articulated buses to replace 40' and 35' diesel buses.

New York: Capital District Transportation Authority (Albany), \$3,520,000. Hybrid Electric Buses Incremental Costs: For the incremental cost of making transit buses hybrid electric.

New York: New York City Transit Department of Subways (New York City), \$2,000,000. Remote 3rd Rail Heaters Monitoring and Control System: Install wireless control points linked to 3rd rail heaters in two phases. The project will allow these 3rd rail heaters to be remotely monitored and turned on and off from a central control location depending on weather conditions, thus minimizing electricity use and

eliminating wasted energy. TIGGER will fund the labor portion of the project only. Material is being financed and procured through the New York Power Authority.

Ohio: Greater Cleveland Regional Transit Authority (Cleveland), \$2,257,000. Facility Energy Conservation Project: Based on the results of a comprehensive conservation analysis, GCRTA will implement a conservation project with energy procurements and retrofit resulting in significant cost savings. Includes replacement of lighting fixtures, control systems, and roof upgrades at selected facilities.

Oregon: Lane Transit District (Eugene), \$3,000,000. Hybrid Transit Buses Incremental Costs: For the incremental cost of hybrid-electric propulsion on 40-foot replacement buses. The buses to be replaced are diesel propulsion and have been in service since 1994.

Oregon: Tri-County Metropolitan Transportation District of Oregon (Portland), \$750,000. Diesel Bus Efficiency Improvements with Bus Cooling System Retrofits: Replace the existing hydraulically-powered engine cooling system with a more efficient electrically powered system. This technology has been shown at TriMet to improve fuel mileage by over 5 percent.

Pennsylvania: Red Rose Transit Authority – RRTA (Lancaster), \$2,450,000. RRTA's Operations and Administrative Center Facility Upgrades: Add energy improvements to the planned upgrade of Red Rose Transit's main operations facility in Lancaster, PA. Energy improvements include geothermal for heating and air conditioning, skylights and light tubes to reduce lighting fixture needs, solar panels on all available roof surfaces to produce electricity, a green roof on the new office addition, two waste oil burners to heat the vehicle storage building using waste oil generated by RRTA from the vehicle fleet, and energy efficient fixtures throughout the facility.

Rhode Island: Rhode Island Public Transportation Authority – RIPTA (statewide), \$345,000. Lighting Conversion and Upgrades for Facilities: Converting the lighting system at four RIPTA facilities to more energy efficient systems. The benefits of this project were identified as part of a recent energy review conducted of RIPTA facilities by Northern Energy Services. The project would entail installing new highly efficient compact fluorescent light fixtures in RIPTA facilities.

Tennessee: Chattanooga Area Regional Transportation Authority (Chattanooga), \$650,000. Lighting Upgrades for Facilities: Purchase and installation of approximately 1,724 existing fluorescent lights with LED lighting in seven areas of operation. This project would encompass CARTA's parking garage facilities, bus barn and shop, service lane, steam room, and maintenance shop.

Texas: VIA Metropolitan Transit (San Antonio), \$5,000,000. Composite body electric buses: Replace conventional diesel transit buses with 35-ft composite body electric transit buses. The project includes quick-charging stations at this terminal layover in route to recharge bus batteries. Grid sourced electrical energy used to recharge the bus batteries will be augmented with solar energy collected with panels procured and installed under this project.

Virginia: Arlington Transit – ART (Arlington), \$1,500,000. CNG-Hybrid Buses: Purchase CNG-Hybrid buses to replace Ford Diesel vehicles in the ART fleet. The CNG-Hybrid buses are heavy duty and larger than the current light duty Ford vehicles.

Washington: Snohomish County Public Transit Benefit Area – Community Transit (Everett), \$3,000,000. Hybrid Bus Transit Incremental Costs: The incremental cost of a hybrid propulsion system on 30 forty foot diesel buses that are already being procured.

Washington: Link Transit (Chelan-Wenatchee), \$2,925,000. Battery Powered Zero Emission Circulator Buses: Innovative Quick Opportunity Charge, Lithium-Ion "Titanate" Battery Powered Community Bus program. This project replaces five diesel powered buses operating on high frequency circulator routes and will also create a "quick charge" automated opportunity charge station with two charging podiums at Link Transit's Intermodal Transportation Center. An additional manual charging station would be installed at Operations Base.

Washington: Clark County Public Transportation Benefit Area (Vancouver), \$1,500,000. Facility Improvement Project: Improve various systems and install solar panels at several Clark County facilities. System improvements include high performance fluorescent lighting, LED exit signs, retrofitting existing pole lights; and installing occupancy sensors for private offices, conference rooms and bathrooms. HVAC upgrades include DDC control system covering all buildings, expanded control system with advanced control strategies. Solar PV system installations range from 5kW to 20kW.

Wisconsin: Madison Metro Transit (Madison), \$150,000. Lighting Upgrades in Bus Storage and Maintenance Garage areas: This project will install replacement lighting in bus storage and maintenance garage areas.

Wisconsin: Milwaukee County Department of Transportation and Public Works (Milwaukee), \$210,000. Purchase gasoline-electric hybrid vans: Gasoline-electric hybrid vans will be purchased to replace gasoline-powered vans used by transit supervisors.

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ADMINISTRATION OFFICIALS WRAP UP SUSTAINABLE COMMUNITIES TOUR WITH DENVER VISIT (9/21/2009)

EPA, DOT, HUD and White House Urban Affairs officials announce additional proposals to support sustainable communities

DENVER – Environmental Protection Agency Administrator Lisa P. Jackson, Transportation Secretary Ray LaHood, Housing and Urban Development Secretary Shaun Donovan and White House Director of Urban Affairs Adolfo Carrion, representing the Administration's DOT-HUD-EPA Interagency Partnership for Sustainable Communities, wrapped up their three-city Sustainable Communities Tour in Denver today.

Following yesterday's events in Chicago and Dubuque the officials, joined by Colorado Governor Bill Ritter and Denver Mayor John Hickenlooper, toured Denver's Union Station and South Lincoln Park Homes and held a White House Urban Affairs community forum focusing on sustainable communities in urban areas. Later in the day, Administrator Jackson, Secretary LaHood, Secretary Donovan and Director Carrion also addressed the Hispanic Chamber of Commerce.

Denver's Union Station is a hub of the Regional Transportation District's multi-year, multi-billion dollar FasTracks transit network, which is designed to greatly expand access to light-rail and other forms of public transportation. South Lincoln Park Homes is located next to a light rail stop that has stimulated transit-oriented development in the surrounding community. The neighborhood, built on a formerly contaminated brownfield site, will offer a range of housing and transportation options while minimizing its residents' environmental impact.

"As we saw today, Denver is a model for transforming neighborhoods to make them greener and more affordable to live, work and raise families," said HUD Secretary Donovan. "Federal investments, particularly through the Recovery Act, are designed to encourage and support further innovative development here in Denver and around the country."

While in Denver, Secretary Donovan announced that HUD is awarding \$300 million in Recovery Act Public Housing Capital Fund competitive grants to fund 36 “green” public housing transformation projects across the country. One of the grants announced today was for the Denver Housing Authority to continue development of South Lincoln Park Homes, which the Secretaries visited today as part of the tour.

The Public Housing Capital Fund grants are provided through The American Recovery and Reinvestment Act of 2009 (Recovery Act) and are specifically designated for the creation of energy efficient communities through substantial rehabilitation or new construction of public housing developments. These transformational activities will substantially increase energy efficiency and environmental performance of public housing properties. The funding will reduce energy costs, generate resident and housing authority energy savings, and reduce greenhouse gas emissions attributable to energy consumption.

At the White House Urban Affairs sustainable communities forum, Administrator Jackson unveiled a new EPA tool to help local governments identify specific zoning code and land use ordinance fixes that would improve access to affordable housing, provide additional low-cost transportation options, preserve community character, and protect the local environment.. This tool is available at http://www.epa.gov/smartgrowth/essential_fixes.htm.

During her remarks to the Hispanic Chamber of Commerce Administrator Jackson also announced that the Agency had partnered with the Universidad Metropolitana in San Juan, Puerto Rico, to translate the popular This Is Smart Growth publication into Spanish. This publication describes how sustainable development can create economic opportunity while building great places for people to live and protecting the environment. This publication is available at <http://www.epa.gov/smartgrowth/tisg.htm>

“This tour was focused on the idea that a community’s environmental quality is an integral part of its economic possibility,” said EPA Administrator Lisa P. Jackson. “In our many site visits and community discussions, we’ve seen great enthusiasm for building sustainable communities, and are excited about the prospects of coordinating this unprecedented interagency partnership with the work of our state and local partners.”

Secretary LaHood announced his commitment to sustainable communities shortly after his confirmation, charging the Department’s Policy Office with developing a Livable Communities Initiative that would foster livability measures ranging from bicycle and pedestrian facilities to congestion mitigation, traffic management and improving rural transit. The DOT has also required that States spend at least three percent of their Recovery Act funding allocation on the Transportation Enhancement Program, a primary source of bicycle and pedestrian infrastructure funding. Going forward, Secretary LaHood has proposed to Congress that the next Surface Transportation Reauthorization include livability measures that would streamline transportation planning and increase interagency collaboration.

“Inspired by the innovative approaches to economic development and efforts to improve the quality of life we’ve seen, we are now even more driven to replicate these successful models across the country,” said Secretary LaHood. “At the Department of Transportation, we are committed to building livable communities by providing greater transportation choices and improved access to jobs and opportunities.”

“What we have seen here today is exactly the type of innovation and collaboration among local governments, federal agencies and private partners that President Obama has called for in his new vision for urban policy,” said Adolfo Carrion, Director of the White House Office of Urban Affairs. “The Lincoln Park Neighborhood is a success because federal resources were used to leverage local support for a great initiative that is transforming Denver. This is one of the models we believe could serve to transform areas in similar communities across the nation.”

Secretary Donovan and Administrator Jackson also announced a series of proposals on the first day of the tour designed to encourage communities to improve access to affordable housing, provide additional low-cost transportation options, and protect the local environment.

Secretary Donovan announced steps key to achieving the goals of the Partnership, as embodied in the six key Sustainable Communities Principles that govern its work. The Secretary announced new HUD guidelines to make it easier to recycle land and develop multifamily housing in communities across the country, while ensuring the environmental health and safety of future residents. The new guidelines remove a policy barrier to development in towns and cities across the country, often in places near jobs and transportation infrastructure where affordable housing is badly needed.

Administrator Jackson made several critical announcements designed to further the Partnership's and Administration's commitment to sustainable communities. Those announcements included:

That EPA will soon launch an Urban Waters initiative. Through the initiative, the Agency will work with federal, state and local officials to coordinate our support to communities cleaning up these urban waters and restore the surrounding neighborhoods in urban areas.

The Administrator also announced that EPA will work to help States better target State Revolving Fund dollars to water infrastructure investments that will support the development of sustainable communities.

That four state and local governments will receive technical assistance as a result of the Agency's Smart Growth Implementation program. The State of California, the cities of Las Cruces, New Mexico and Louisville, Kentucky and Montgomery County, Maryland will receive technical assistance on sustainability issues through a team of national experts the Agency will pay for and coordinate.

The Secretaries and the Administrator also jointly announced their work with the Administration to develop a fully coordinated legislative and regulatory strategy. This coordinated effort will focus on ensuring that all three agencies programs are fully aligned and working effectively together to attain the goals set out in the Partnership's Sustainable Community Principles.

The tour is a part of the work that the Agencies have committed to through the DOT-HUD-EPA interagency partnership the three agencies announced in June. The partnership, working closely with the White House Domestic Policy Council, is focused on bringing a new level of interagency collaboration and ensuring that housing and transportation goals that help attain sustainable growth are met while simultaneously protecting the environment, promoting equitable development, and addressing the challenges of climate change in rural, suburban and urban communities nationwide.

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EPA FINALIZES THE NATION'S FIRST GREENHOUSE GAS REPORTING SYSTEM/MONITORING TO BEGIN IN 2010

EPA press release, Release date: 09/22/2009

WASHINGTON – On January 1, 2010, the U.S. Environmental Protection Agency will, for the first time, require large emitters of heat-trapping emissions to begin collecting greenhouse gas (GHG) data under a new reporting system. This new program will cover approximately 85 percent of the nation's GHG emissions and apply to roughly 10,000 facilities.

"This is a major step forward in our effort to address the greenhouse gases polluting our skies," said EPA Administrator Lisa P. Jackson. "For the first time, we begin collecting data from the largest facilities in this country, ones that account for approximately 85 percent of the total U.S. emissions. The American public,

and industry itself, will finally gain critically important knowledge and with this information we can determine how best to reduce those emissions.”

EPA’s new reporting system will provide a better understanding of where GHGs are coming from and will guide development of the best possible policies and programs to reduce emissions. The data will also allow businesses to track their own emissions, compare them to similar facilities, and provide assistance in identifying cost effective ways to reduce emissions in the future. This comprehensive, nationwide emissions data will help in the fight against climate change.

Greenhouse gases, like carbon dioxide, are produced by burning fossil fuels and through industrial and biological processes. Fossil fuel and industrial GHG suppliers, motor vehicle and engine manufacturers, and facilities that emit 25,000 metric tons or more of CO₂ equivalent per year will be required to report GHG emissions data to EPA annually. This threshold is equivalent to about the annual GHG emissions from 4,600 passenger vehicles.

The first annual reports for the largest emitting facilities, covering calendar year 2010, will be submitted to EPA in 2011. Vehicle and engine manufacturers outside of the light-duty sector will begin phasing in GHG reporting with model year 2011. Some source categories included in the proposed rule are still under review.

More information on the new reporting system and reporting requirements:
<http://www.epa.gov/climatechange/emissions/ghgrulemaking.html>

**DOT SECRETARY RAY LAHOOD AND EPA ADMINISTRATOR LISA P. JACKSON PROPOSE
NATIONAL PROGRAM TO IMPROVE FUEL ECONOMY AND REDUCE GREENHOUSE GASES/ NEW
INTERAGENCY PROGRAM TO ADDRESS CLIMATE CHANGE AND ENERGY SECURITY**

Release date: 09/15/2009

Contact Information: CONTACT: EPA: Cathy Milbourn milbourn.cathy@epa.gov 202-564-7849 202-564-4355 DOT: Rae Tyson 202-366-9550

WASHINGTON – U.S. Department of Transportation (DOT) Secretary Ray LaHood and U.S. Environmental Protection Agency (EPA) Administrator Lisa P. Jackson today jointly proposed a rule establishing an historic national program that would improve vehicle fuel economy and reduce greenhouse gases. Their proposal builds upon core principles President Obama announced with automakers, the United Auto Workers, leaders in the environmental community, governors and state officials in May, and would provide coordinated national vehicle fuel efficiency and emissions standards. The proposed program would also conserve billions of barrels of oil, save consumers money at the pump, increase fuel economy, and reduce millions of tons of greenhouse gas emissions.

“American drivers will keep more money in their pockets, put less pollution into the air, and help reduce a dependence on oil that sends billions of dollars out of our economy every year,” said EPA Administrator Lisa P. Jackson. “By bringing together a broad coalition of stakeholders – including an unprecedented partnership with American automakers – we have crafted a path forward that is win-win for our health, our environment, and our economy. Through that partnership, we’ve taken the historic step of proposing the nation’s first ever greenhouse gas emissions standards for vehicles, and moved substantially closer to an efficient, clean energy future.”

“The increases in fuel economy and the reductions in greenhouse gases we are proposing today would bring about a new era in automotive history,” Transportation Secretary Ray LaHood said. “These

proposed standards would help consumers save money at the gas pump, help the environment, and decrease our dependence on oil – all while ensuring that consumers still have a full range of vehicle choices.”

Under the proposed program, which covers model years 2012 through 2016, automobile manufacturers would be able to build a single, light-duty national fleet that satisfies all federal requirements as well as the standards of California and other states. The proposed program includes miles per gallon requirements under NHTSA’s Corporate Average Fuel Economy Standards (CAFE) program and the first-ever national emissions standards under EPA’s greenhouse gas program. The collaboration of federal agencies for this proposal also allows for clearer rules for all automakers, instead of three standards (DOT, EPA, and a state standard).

Specifically, the program would:

Increase fuel economy by approximately five percent every year
Reduce greenhouse gas emissions by nearly 950 million metric tons
Save the average car buyer more than \$3,000 in fuel costs
Conserve 1.8 billion barrels of oil

Increase Fuel Economy and Reduce Carbon Dioxide Emissions:

The proposed national program would require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile. Under the proposed program, the overall light-duty vehicle fleet would reach 35.5 miles per gallon (mpg) in model year 2016, if all reductions were made through fuel economy improvements. If this occurs, Congress’ fuel economy goal of 35.0 mpg by 2020 will be met four years ahead of schedule. This would surpass the CAFE law passed by Congress in 2007, which required an average fuel economy of 35 mpg in 2020.

Reduce Greenhouse Gases:

Climate change poses a significant long-term threat to America’s environment. The vehicles subject to the proposed rules announced today are responsible for almost 60 percent of all U.S. transportation-related greenhouse gas emissions. These will be the nation’s first ever national greenhouse gas standards. The proposed standards would require model year 2016 vehicles to meet an estimated combined average emission level of 250 grams of carbon dioxide per mile under EPA’s greenhouse gas program. The combined EPA and NHTSA standards would reduce carbon dioxide emissions from the light-duty vehicle fleet by about 21 percent in 2030 over the level that would occur in the absence of any new greenhouse gas or fuel economy standards. The greenhouse gas emission reductions this program would bring about are equivalent to the emissions of 42 million cars.

Save Consumers Money:

NHTSA and EPA estimate that U.S. consumers who purchase their vehicle outright would save enough in lower fuel costs over the first three years to offset the increases in vehicle costs. Consumers would save more than \$3,000 due to fuel savings over the lifetime of a model year 2016 vehicle.

Conserve Oil and Increase Energy Security:

The light-duty vehicles subject to this proposed National Program account for about 40 percent of all U.S. oil consumption. The program will provide important energy security benefits by conserving 1.8 billion barrels of oil, which is twice the amount of oil (crude oil and products) imported in 2008 from the Persian Gulf countries, according to the Department of Energy’s Energy Information Administration Office. These

standards also provide important energy security benefits as light-duty vehicles account for about 60 percent of transportation oil use.

Within the Auto Industry's Reach:

EPA and NHTSA have worked closely to develop this coordinated joint proposal and have met with many stakeholders including automakers to insure the standards proposed today are both aggressive and achievable given the current financial state of the auto industry.

NHTSA and EPA expect automobile manufacturers would meet these proposed standards by improving engine efficiency, transmissions and tires, as well as increasing the use of start-stop technology and improvements in air conditioning systems. EPA and NHTSA also anticipate that these standards would promote the more widespread use of advanced fuel-saving technologies like hybrid vehicles and clean diesel engines.

NHTSA and EPA are providing a 60-day comment period that begins with publication of the proposal in the Federal Register. The proposal and information about how to submit comments are at:

<http://www.epa.gov/otaq/climate/regulations.htm> for EPA and

<http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.43ac99aefa80569eea57529cdba046a0/>

for NHTSA.

Draft Environmental Impact Statement:

NHTSA has prepared a Draft Environmental Impact Statement (EIS) for the proposed CAFE standards. The Draft EIS compares the environmental impacts of the agency's proposal and reasonable alternatives. NHTSA is providing a 45-day comment period on the Draft EIS. Information on the submission of comments is provided at the above NHTSA Web address.

EPA INTRODUCES NEW POLICY GUIDE TO HELP COMMUNITIES COMBAT COASTAL CLIMATE CHANGE (9/2/2009)

[The U.S. Environmental Protection Agency has published a new guide that was written for planners, government officials, developers and residents of the nation's coastal and waterfront communities. The publication, called "Smart Growth for Coastal and Waterfront Communities," offers ideas for managing and protecting riverfronts, lakefronts and oceanfronts.](#) Roughly one-half the U.S. population lives in coastal counties of some sort, making them vulnerable to flooding, rises in sea level and the changing nature of hurricanes and other tropical storms.

Guidelines cover:

- How to restore natural barriers between water and communities
- Smart development
- Revitalization, including finding new uses for historic properties
- Transportation ideas, given the rather dramatic fluctuations that might occur with the number of people in a community during a given season

Aside from the EPA, other contributors were the U.S. National Oceanic and Atmospheric Administration, the International City/County Management Association and the Rhode Island Sea Grant Program. The other major sponsor/contributor was the national [Smart Growth Network](#), which was formed by the EPA and numerous partners ([listed here](#)).

[Here's a link to where you can find the new EPA guide.](#)

C. New research...

NEW NATIONAL ACADEMIES STUDY AFFIRMS LINKS BETWEEN DEVELOPMENT PATTERNS, TRANSPORTATION, EMISSIONS, AND ENERGY

September 2nd, 2009 (Smart Growth America)

By [Steve Davis](#)

[The Transportation Research Board of the National Academies of Science yesterday released a Congress-commissioned report entitled, *Driving and the Built Environment: The Effects of Compact Development on Motorized Travel, Energy Use and CO2 Emissions*.](#) The study by a panel of transportation planning experts looked at the role smarter planning and development could play in reducing oil dependency and carbon emissions. Geoff Anderson, President and CEO of Smart Growth America, issued this statement in response:

“This timely and important study provides resounding affirmation that urban development is both a key contributor to oil dependency and climate change and an essential factor in combating those twin threats to our future.

Since 1980, the number of miles Americans drive each day has grown three times faster than population, and almost twice as fast as vehicle registrations. The authors found that ‘dispersed, automobile-dependent development patterns have come at a cost, consuming vast quantities of undeveloped land, increasing the nation’s dependence on imported petroleum, and increasing greenhouse gas emissions that contribute to global warming.’

[The report confirms what *Growing Cooler* and dozens of studies have now established: Meeting the growing demand for conveniently located homes in walkable neighborhoods could significantly reduce the growth in the number of miles Americans drive, shrinking the nation’s carbon footprint while giving us more choices in our communities.](#)

[Because the transportation sector accounts for nearly a third of greenhouse gas emissions and 70 percent of our oil use, we have to find a way to reduce the amount each of us has to drive each day, especially as population grows toward 400 million.](#)

Market research shows that a majority of future housing demand lies in smaller homes and lots, townhouses, and condominiums in neighborhoods with nearby access to jobs, activities and public transportation. The researchers note that demographic changes, shrinking households, rising gas prices, lengthening commutes and cultural shifts all play a role in that demand.

While demand for such smart-growth development is growing, the authors note that government regulations, government spending, and transportation policies still favor sprawling, automobile-dependent development. Changing those policies should play a role in addressing climate and energy issues, the report concludes.

Doing so comes with an array of important side benefits, as the authors point out: ‘More compact, mixed-use development should reduce some infrastructure costs, increase the feasibility and cost-effectiveness of public transit, and expand housing choices where compact developments are undersupplied. Other benefits include reduced conversion of agricultural and other environmentally fragile areas and greater opportunities for physical activity by facilitating the use of non-motorized modes of travel, such as walking and bicycling.

As Congress moves forward with climate legislation and the transportation authorization, there is a once in a lifetime opportunity to realize the multiple benefits that investments in green transportation and smarter community planning would create for the country. Congress should include policy in these landmark bills that will provide cities and towns with the resources and guidance to create the walkable, more convenient communities that Americans want.”

REACHING OUR CLIMATE GOALS BY INCREASING TRANSIT RIDERSHIP

September 23rd, 2009

By [Sara Wolfson](#)

[A new report released yesterday chronicles how the record public transportation ridership of 2007 and 2008 helped cut carbon dioxide emissions by 37 million tons in 2008 — and more importantly, how increasing transit ridership in the future is an essential strategy for helping us reach our ambitious national goals of cutting emissions and preventing climate change. \[Read the report\]\(#\) \(pdf\)](#)

Last summer was a revelation for many people.

With gas topping \$4 a gallon in some places, behaviors that seemed natural or immutable, like spending huge amounts of time in the car, were found to be deeply dependent on cheap, easily-available gasoline — which was not so cheap anymore. This trend helped speed an already growing movement towards public transportation up to a fever pitch.

So a year later, Environment America asked the question: What were the environmental benefits of this surge in transit ridership?

Environment America, a partner with SGA on many state projects, released a report today called “Getting on Track: Record Transit Ridership Increases Energy Independence” which chronicles the positive benefits of that booming transit ridership on our energy use and emissions. 2008 saw record ridership on streetcars, trolley, rail, buses, and commuter rail, as well as a drop in the time that people spent driving their cars. According to Environment America, this was no coincidence.

Not only did Vehicle Miles Traveled (VMT) go down, but people actively switched to other modes of transportation. Based on the places where VMT dropped the most, EA concluded that “the fewer miles people drove, the more they utilized transit.”

Switching modes provided several important benefits. It saved money spent nationally on gasoline. It reduced our dependence on foreign countries that are sometimes hostile or in turmoil. Further, Environment America reports that “in terms of global warming, public transportation reduced carbon dioxide emissions, the leading cause of climate change, by 37 million tons in 2008.” Take a look:

Table 3—National energy, environmental benefits from public transportation, 2008

	Energy savings (in billions of gasoline equivalent)	CO ₂ emission reduction (million metric tons)
Reduction by direct use of public transportation (vs. private vehicle usage)	1.80	16.20
Fuel consumed by public transportation vehicles	-1.38	-12.30
Reduction via congestion mitigation	0.34	3.00
Secondary reduction via reduced travel distance facilitated by public transportation availability	3.40	30.10
TOTAL REDUCTION	4.16	37.00

Sources: ICF International, SAIC

At the same time [that many transit agencies across the country are facing growing demand for their services](#), they are also facing immense budget shortfalls. The EA report recommends that if we want to cut emissions and increase the positive impacts on the environment, providing more support and flexibility to transit agencies, despite tight budgets, would be a good place to start. They lay out an ambitious, but reachable, goal for increasing transit ridership. (Some portions bolded for emphasis):

Growing demand and preference for transit warrant an overhaul of public transportation policy, rather than a business-as-usual approach. This would fully capitalize on the growth opportunity evidenced in 2008 and 2009, deliver significant energy and environmental benefits, and put the nation firmly on track to energy independence.

Such an overhaul could take the form of setting a high yet realistic target for increasing transit ridership by 10 percent annually. **This level was achieved across many states and transit systems in 2008 and 2009**, and in 15 years such an approach could reduce transportation oil consumption by 20 billion gallons per year — **equivalent to what we currently import from the Persian Gulf**. This would also result in an annual reduction of **180 million tons** of carbon dioxide pollution — more than four times the current benefit conferred by public transportation.

[In 30 years, a 10 percent annual growth in transit ridership would save more than 80 billion gallons of gasoline per year, more than three-quarters of the oil that America consumes currently for transportation. Also, carbon dioxide emissions would be cut by more than 700 million tons per year, or 12 percent of current total U.S. emissions.](#)

[Elana Schor at Streetsblog Capitol Hill points out that increasing transit ridership 10 percent and cutting 180 million tons of CO2 would get us halfway to the stated targets in the current House climate bill:](#)

That annual cut of 180 million tons of CO2 would amount to 3 percent reduction below 2005 emissions levels every year. The climate bill passed by the House in June aims to reduce emissions by 17 percent below 2005 levels over the next 11 years, making a national transit-ridership target a key weapon in the arsenal of climate policy-makers.

Stay tuned; you'll hear more from us in the next few weeks about what you can do to get more support for clean transportation as we move toward a less wasteful and more environmentally-friendly future.