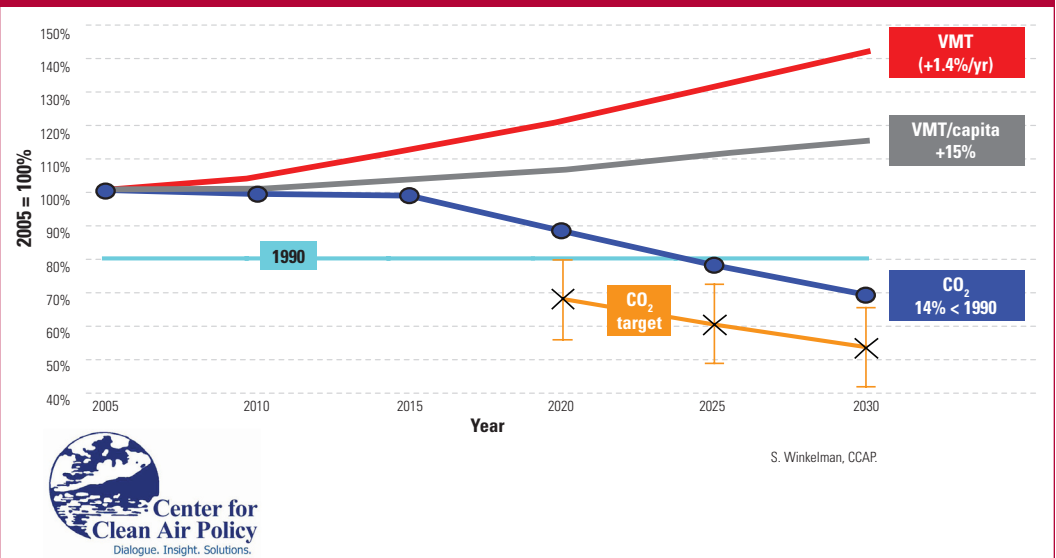


# Clean, Low-Emission, Affordable, New Transportation Efficiency Act (CLEAN-TEA)

**H.R. 1329** Introduced by Representatives Blumenauer (OR), Tauscher (CA), and LaTourette (OH) and S.575 introduced by Senators Carper (DE) and Specter (PA)

The transportation sector is the second-largest and fastest-growing contributor to global warming pollution in the United States, in large part due to steadily rising number of miles that cars and trucks travel each year. Despite some stagnation in the last year because of the economy, driving—or the vehicle miles traveled (VMT) rate—has grown by three times the rate of population growth over the past 15 years and is expected to grow by 40 percent by 2030, largely because we’ve designed the vast majority of our communities in ways that give people no other option but to drive everywhere. While there has been a federal focus on increasing fuel economy of vehicles and decreasing carbon content in fuels, these strategies alone will not be enough to slow and reverse overall greenhouse gas (GHG) emissions from the transportation sector. *The number of miles that vehicles travel is the critical, but often forgotten, “third leg” of the transportation stool.*

**Vehicle Miles Traveled (VMT) Growth Projected to Offset Gains from CAFE and Low-GHG Fuels (55 mpg CAFE and -15% fuel GHG in 2030)**



## The Solution:

Transportation alternatives, paired with more efficient land use, are critical tools to seriously address climate change. These strategies can significantly reduce global warming emissions, and they help reduce our dependence on oil, save money at the gas pump, save communities money on infrastructure costs, and deliver the kind of vibrant, walkable places that are in demand.

Research has shown that compact development patterns reduce carbon emissions from automobiles by up to 10 percent, compared to typical sprawl-type developments. Public transportation in the United States already saves an estimated 6.9 MMT of carbon each year.



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This isn't just a solution for big cities—many smaller towns across the country are using transportation and community design techniques to help revitalize their main streets and give people access to jobs and places they need to run errands.

### What the Bill Does:

The Clean, Low-Emission, Affordable, New Transportation Efficiency Act (CLEAN-TEA) would lower emissions from the transportation sector by setting aside 10 percent of funds generated from the auction of carbon emissions allowances from a future cap and trade climate bill to fund a Low Greenhouse Gas Transportation Fund.

The bill would require states and regional and local governments with a population over 200,000 to establish a goal of reducing emissions from the transportation sector and develop a transportation greenhouse gas reduction plan, with a prioritized list of projects within that plan, to meet the emissions goal. The plan would be integrated into existing state and regional transportation plans and approved by the U.S. Department of Transportation (USDOT) and the Environmental Protection Agency (EPA). Regional and local governments with a population under 200,000 could voluntarily develop a plan to become eligible for funding.

Funds in the Low Greenhouse Gas Transportation Fund would be distributed based on a formula determined by EPA and USDOT to states and regional and local governments based on which plans are expected to have the most reductions in greenhouse gas emissions and other criteria. Projects that could be funded include transit, passenger and freight rail, biking and pedestrian improvements, vanpooling and telecommuting programs, as well as improvements in community design that would help make communities more walkable.

The bill also includes a provision to improve research, data collection, and tools to measure and evaluate the greenhouse gas impacts of transportation projects and plans.

### The Benefits:

The “technology” to create compact, walkable communities and enhance public transportation exists today. Communities like Arlington, Virginia, and Portland, have been doing this for years with proven results. Portland, Oregon, with a reputation as a livable, healthy, and prosperous city, saved the equivalent of \$2.6 billion annually in gasoline and time because of measures they implemented to reduce the need for residents to drive, according to a *CEO for Cities* report. Per capita VMT in Portland is 20 percent lower than the national average for other large metro areas.

Having no choice but to drive everywhere takes time away from family and friends and has a major impact on the household budget. The average American who lives in an area that's walkable and has transit spends only 9 percent of their income on transportation, while a person living in an area that requires driving spends more than 25 percent of their income each month on transportation. In every survey the National Association of Realtors has done, more than half of the respondents say they want to live in walkable places that have good public transportation access. Yet few places in the United States provide these options—which is why they're so desirable and as a result.

Using smart transportation and community design strategies to reduce greenhouse gas emissions is a win for the environment, the economy, and the quality of life in America.

To co-sponsor CLEAN-TEA, contact Bill Ghent or Jenny Kane in Senator Carper's office or Janine Benner in Representative Blumenauer's office.

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