

Congress of the United States
Washington, DC 20515

**Address the Impact of Transportation and
Land Use on Climate Change**

June 5, 2008

Dear Colleague,

Please join us on the attached letter that highlights the need to address surface transportation's contribution to climate change.

Transportation produces one third of the greenhouse gases in our country, and sixty percent of these emissions come from personal vehicle use. In order to reduce the transportation sector's impact on the environment, forthcoming climate change legislation must contain provisions that reduce Vehicle Miles Traveled (VMTs).

Such strategies will result in fewer greenhouse gases, decreased transportation costs, more housing options, improved personal health, and reduced traffic congestion and air pollution. Without these strategies, other industries will have to overcompensate to offset the transportation sector's emissions.

If you would like to sign on to the letter, please contact Paul Schmid in Rep. Tauscher's office (225-1880) or Janine Benner in Rep. Blumenauer's office (225-4811).

Sincerely,



Ellen O. Tauscher
Member of Congress



Earl Blumenauer
Member of Congress

June XX, 2008

The Honorable Nancy Pelosi
Speaker
H-232, The Capitol
Washington, DC 20515

Dear Speaker Pelosi,

We thank you for your continued work to address climate change through federal legislation. As you have previously noted, Congress has a historic opportunity to provide leadership on one of the defining issues of this era. As Congress begins work on comprehensive climate change legislation, we ask that this legislation address the second largest contributor of greenhouse gas emissions: surface transportation.

As you know, surface transportation produces one third of the United States' greenhouse gases, and sixty percent of these emissions come from personal vehicle use. Last year, Congress demonstrated leadership on climate change by raising CAFE standards to thirty-five miles per gallon by 2020. However, recent studies suggest that the expected increase in Vehicle Miles Traveled (VMTs) will negate both higher CAFE standards and a reduction of carbon content in fuel. If VMTs are not reduced, transportation sector emissions will rise forty percent above 1990 levels by 2030.

Through climate change legislation, we believe that Congress should encourage greater use of VMT-reducing strategies, especially public transportation. Significant funds should be dedicated to increase public transit, intercity passenger rail, intelligent transportation systems, and bicycle and pedestrian alternatives. In addition, the legislation should encourage smart growth and transit-oriented development.

We believe that climate change legislation should allocate a portion of funds to all sectors that generate greenhouse gases, including transportation. Supporting VMT-reduction strategies will lower greenhouse gas emissions, decrease transportation costs for Americans, and relieve pressure on other sectors to meet an overall emissions cap. Without such efforts, other industries will have to overcompensate to offset the transportation sector's emissions. In addition, these policies will have the added benefits of providing consumers with increased transportation choices, improved accessibility, a greater range of housing choices, improved personal health and fitness, decreased air pollution, and reduced traffic congestion and commute times.

In the coming months, we look forward to supporting legislation that will reduce the transportation sector's greenhouse gas emissions and demonstrate the United States' commitment to addressing climate change.

Sincerely,

Ellen Tauscher

Earl Blumenauer