


# REAUTHORIZING THE FEDERAL PROGRAM: GLOBAL CLIMATE CHANGE AND OTHER WILD CARDS

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A stylized, dark teal silhouette of a mountain range is positioned in the bottom right corner of the slide, extending from the right edge towards the center.

# GCC RECOMMENDATIONS IN “GROWING COOLER” -- Federal

- ◆ Require GHG conformity for transportation
- ◆ Allocate less funding to new or expanded highways until deficiencies in current facilities are eliminated -- and then only if highway projects reduce GHG and VMT
- ◆ Withhold a share of federal funds until infill policies are successfully implemented
- ◆ Change Federal funding formulas

# “Growing Cooler” recommendations (continued)

- ◆ Allocate funds directly to MPOs proportionate to population/economic activity
- ◆ Use cap-and-trade funds for infill development
- ◆ Increase funding for transit/bike/ped, and for coordinating regional transportation and land use
- ◆ Create new program to fund changes in development rules
- ◆ Authorize federal tax credits for “smart locations” and rehab of housing with lower than average VMT/household

# ADDITIONAL LEGISLATIVE POSSIBILITIES

- ◆ New requirements for GCC analysis in NEPA
- ◆ Withhold funds from places that fail to reduce VMT per capita
- ◆ Consider setting LEED-Neighborhood Development certification standards
- ◆ Require TIPs to comply with statewide performance measures
- ◆ Create a bonus program based on reducing VMT/capita

# TEN OBSERVATIONS

1. GCC will require sweeping changes, on the order of the Industrial Revolution
2. GCC is far more challenging than CAA
3. 60-80% GHG reductions by 2050 will push everyone out of his/her comfort zone
1. Transportation GHG reductions will be more costly/ton than other sectors

# TEN OBSERVATIONS (cont)

5. Achieving transportation GHG reductions of 60-80% will require:
  - ◆ Significantly higher fuel prices
  - ◆ Enormous investment/commitment to R&D and deployment of new vehicle technologies and fuels
  - ◆ Reducing the growth in VMT (1% may be viable target)
6. Will GCC be a “tipping point” for smart growth and mode shifts?
7. Traffic management, speed, tires, accel/decl, congestion reduction may be as important as land use in reducing GHG

# TEN OBSERVATIONS (cont)

8. Climate adaptation is as important as GHG reduction
9. Budgetary impacts of GCC exacerbate transportation's fiscal bind
9. There is strong public support for GHG reduction – but will they pay the price?