

Steve Winkelman

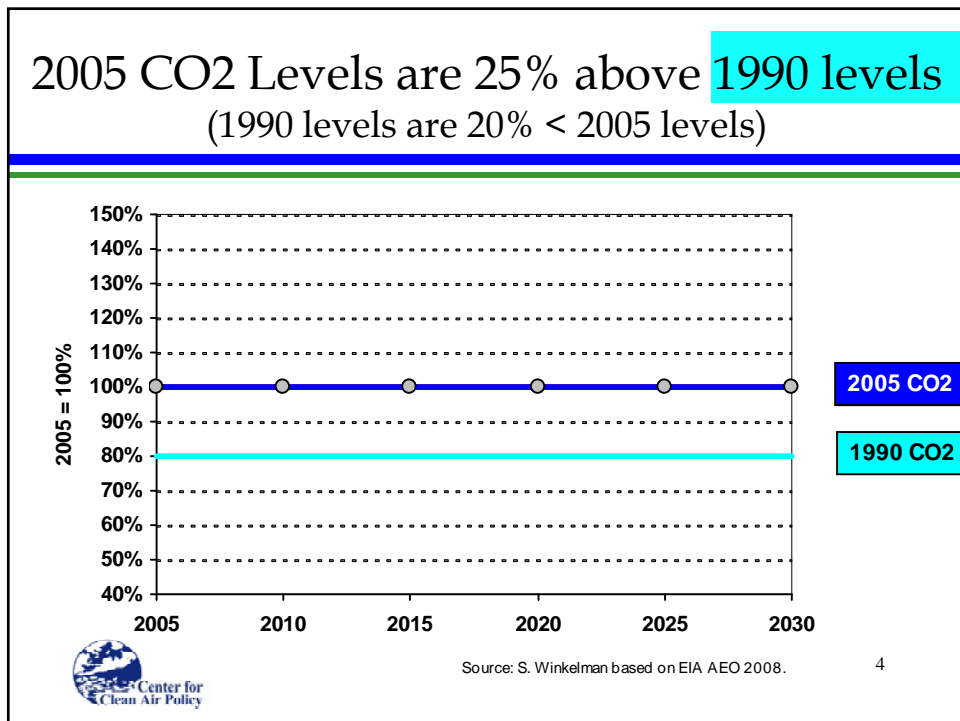
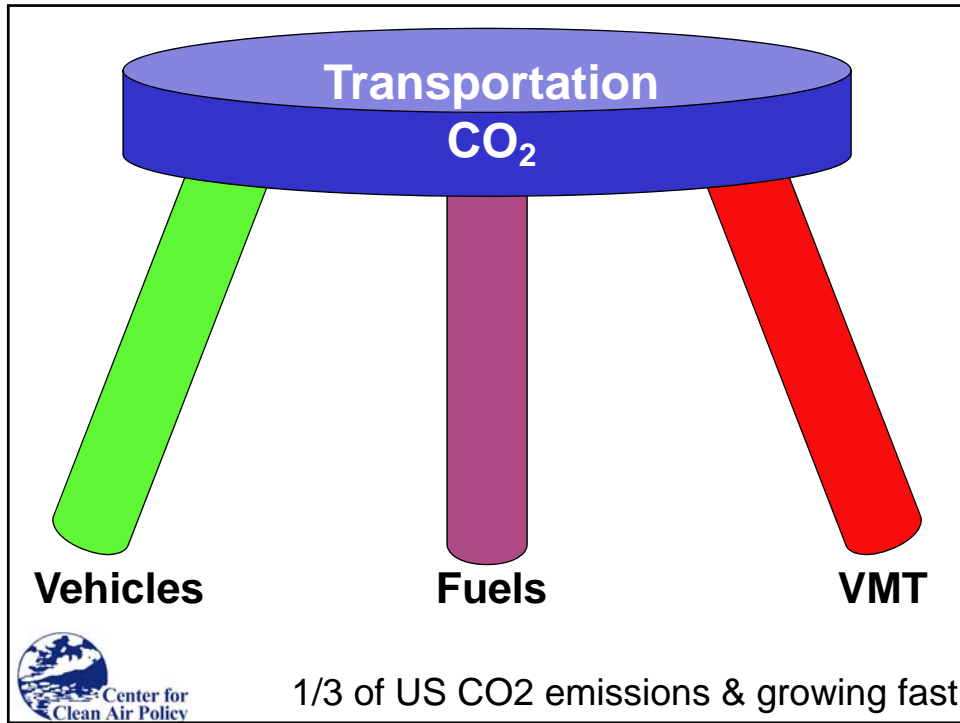
Director, Transportation & Adaption Programs
Center for Clean Air Policy

EESI Briefing
253 Russell Senate Office Building
April 25, 2008

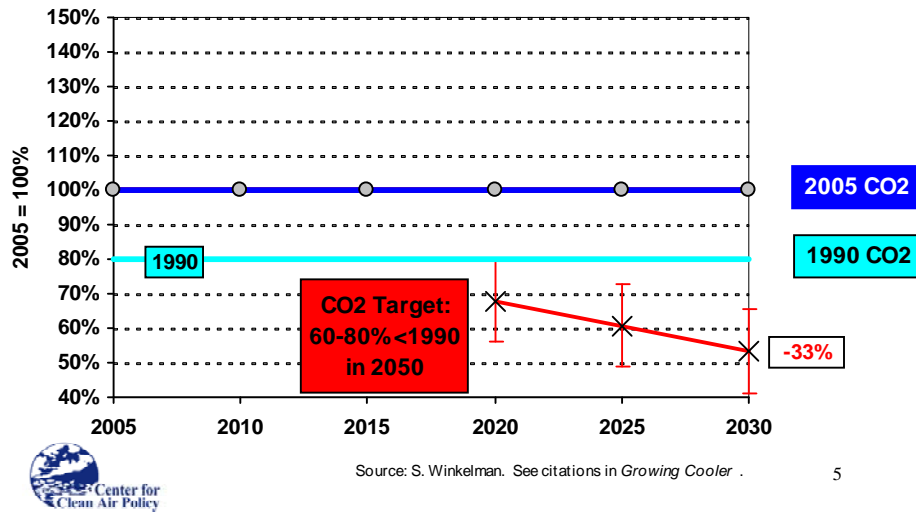


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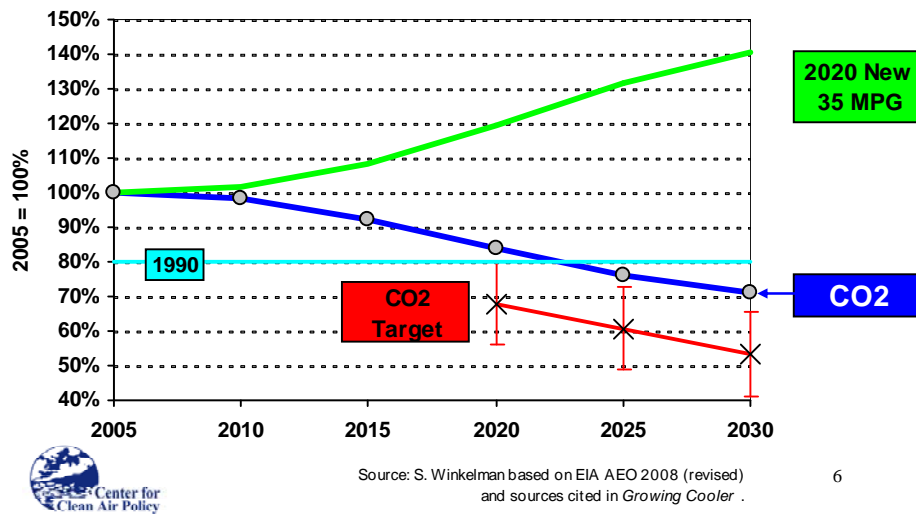
- Since 1985 CCAP has been a recognized world leader in climate and air quality policy and is the only independent, nonprofit think-tank working exclusively on those issues at the local, national & international levels.
 - » Help with state climate plans: **CA**, CT, NY...
 - » **US Climate Policy Initiative**
 - » **Smart Growth and Climate Change**
 - CCAP Transportation Emissions Guidebook
 - Linking **Green-TEA** and Climate Policy dialogue
 - » Urban Leaders Adaptation Initiative
 - » European Climate Policy Dialogue
 - » GHG policy projects in China, Mexico, Brazil, India



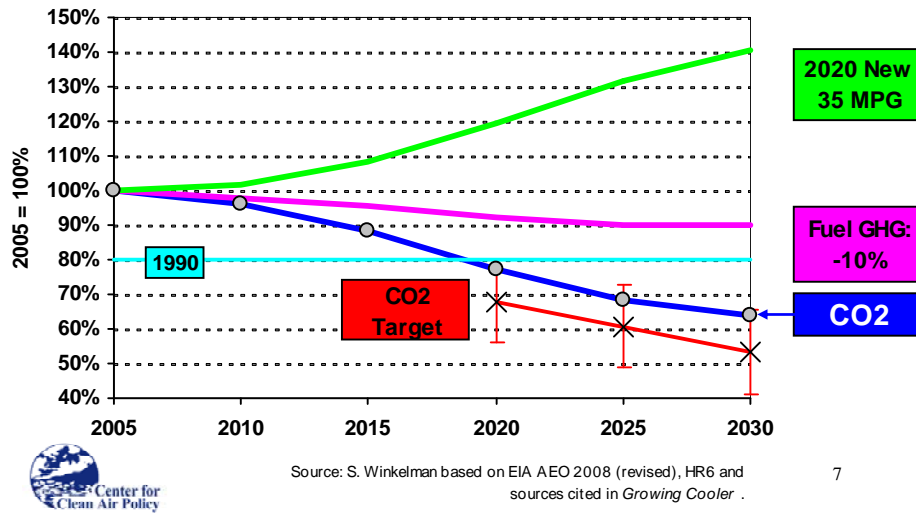
CO₂ Targets: 60-80% < 1990 in 2050
≈33% < 1990 in 2030: 30 by '30



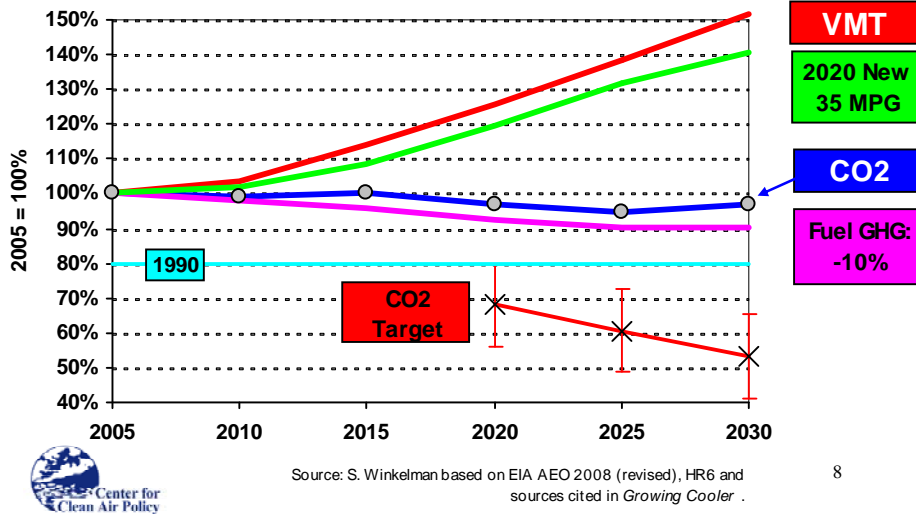
CAFE: 35 MPG new vehicles in 2020.
2030 CO₂ is 11% < 1990 levels



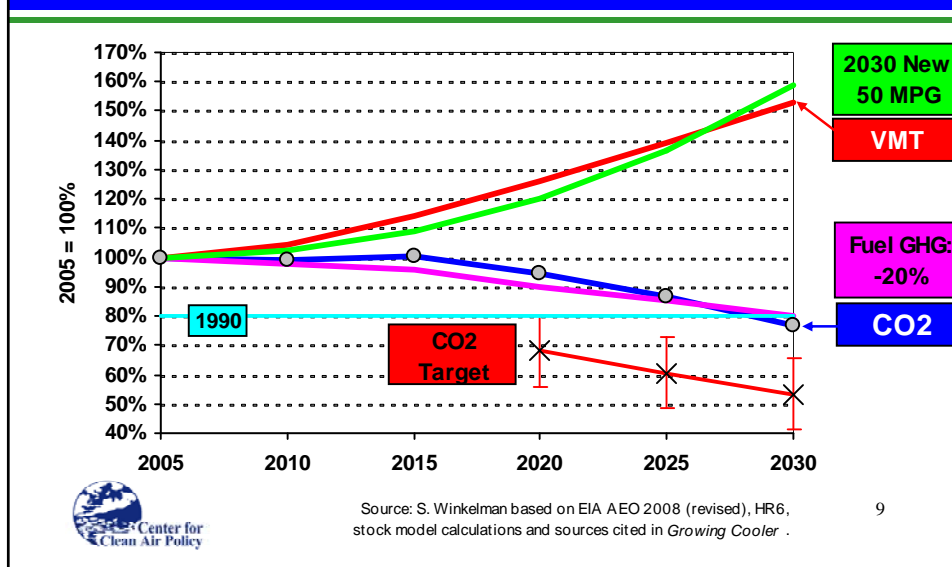
Energy Bill: CAFE & -10% Fuel GHG by 2025. 2030 CO2 is 20% < 1990



VMT Growth to Wipe Out Energy Bill Savings: 2030 CO2 is 21% above 1990



Aggressive Case: 50 mpg in 2030 & -20% Fuel GHG. CO2 is 4% < 1990



By how much can we slow VMT growth?

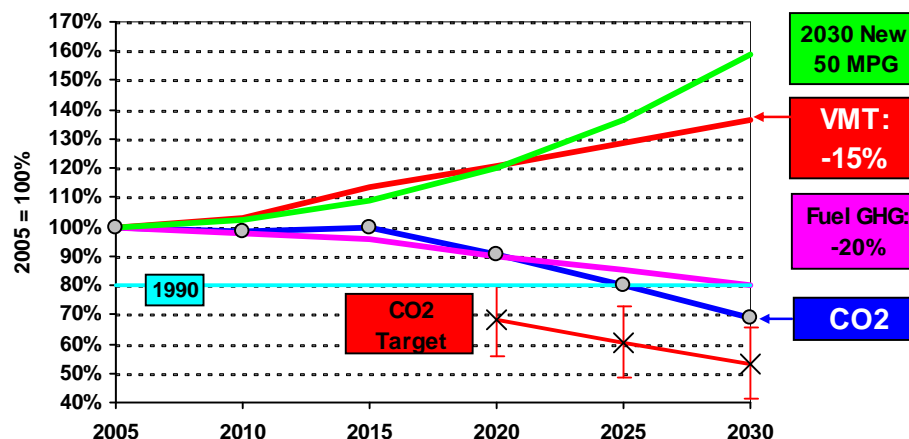
If 60% of new growth is compact:

- **4%** national VMT reduction by 2030 (from trend)
- Half the CO2 savings of 35 MPG CAFE
 - » 80 MMTCO2 in 2030
 - » \$260 billion fuel cost savings through 2030
- **Just from land use** - excludes pricing, other
- Up to **38%** with comprehensive policy set

By how much can we slow VMT growth? (continued)

- **Cambridge Systematics (Bill Cowart)**
 - » - **23% VMT** by 2030 (from trend)
 - » Pay-as-you-drive insurance, smart growth, transit, parking measures, TDM, bike/walk
- **AASHTO goal:**
 - » Cut VMT growth in half:
+2 trillion VMT instead of +4T VMT from 2006-2055
 - » - **23% VMT** in 2030 (from trend)

Add Smart Growth -15% VMT → 2030 CO2 is 14% below 1990



Source: S. Winkelman based on EIA AEO 2008 (revised), HR6, stock model calculations and sources cited in *Growing Cooler*.

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Negative \$/ton: Sacramento 2050 Blueprint vs. Business as Usual (CCAP)

Infrastructure Costs (savings)

Major transportation capital	- \$ 1.9 billion
Other infrastructure (water, utilities, etc.)	- <u>\$ 7.5 billion</u>
	- \$ 9.4 billion

Annual Costs (savings) in 2050

Private fuel costs	- \$ 655 million
Transit operating costs	<u>\$ 121 million</u>
	- \$ 534 million/year

Cumulative CO2 Savings 7.2 MMTCO2

	<u>Net Present Value</u>	<u>Cost per ton CO2</u>
Just Transportation Costs	- \$ 500 million	- \$ 70/ton
With Infrastructure savings	- \$1,400 million	- \$200/ton

Excludes savings from building energy use, mitigation land purchases (\$8.3 billion), and reduced congestion.


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2 km drive




Source: Larry Frank

1 km walk




Sidewalks...


...are as sexy as hybrids!




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Questions? Comments? Thank You!

For more information:

Steve Winkelman
Director, Transportation & Adaptation Programs
swinkelman@ccap.org

Marty Spitzer
Director, Legislative Affairs
mspitzer@ccap.org

Transportation: www.ccap.org/transp.htm
Adaptation: www.ccap.org/domestic/ULAI.htm