




CCAP Comparison of Federal Transportation GHG Proposals

 Center for Clean Air Policy Dialogue. Insight. Solutions.	Key Issue	Waxman-Markey: Section 222 (as introduced) and Matsui Smart Planning for Smart Growth Act (HR 1780)	Waxman-Markey: Section 222 as passed by House; STAA draft transportation authorization as released	Carper CLEAN-TEA: S 575	Boxer-Kerry--as passed by EPW
		June 5, 2009	June 29, 2009; June 22, 2009	March 2009	October 23, 2009
1. GOALS	National Goal	None	EPA and DOT, with input from States and MPOs, establish national transportation-related GHG goal commensurate with goal in overall bill	None	EPA with DOT establishes national transportation-related GHG goal commensurate with goal in overall bill
	Setting GHG Goal (State, MPO)	Required for all States and MPOs >200k, MPOs under 200k can opt-in (no opt-in for small MPOs in Matsui bill)	Required for states and MPOs serving transportation management areas (which are >200K)	Goal setting is required for all states & MPOs, but only states and MPOs > 200K must set targets	Required for all states & MPOs >200k - smaller MPOs can opt in
	Who sets Goal	State Air + DOT	State & MPO	State & MPO	State & MPO
	Method	Consult with large MPOs, local air and transportation agencies -- with public involvement	Within transportation planning process		In consultation with State air quality agencies and Indian tribes as part of planning process
	Goal Level	Stabilize and decrease after given year, 2010 suggested	Must demonstrate progress in stabilizing and reducing transport-emissions and contribute to achieving national transportation GHG reduction goal	Reduce	Must demonstrate progress in stabilizing and reducing emissions; MPO targets shall contribute to State targets and State targets shall contribute to national goal
	Timing of Goals	4, 10 & 20 years, revised every 4 years (Matsui bill has goals at 10 & 20 year intervals)	Targets established as part of LRTP/TIP process, every 5 years in attainment areas and every 4 years in non-attainment areas	Goals established/re-established every 10 years	Targets established as part of LRTP/TIP process, every 5 years in attainment areas and every 4 years in non-attainment areas
	Assessment of Goals	At least every 6 years EPA and DOT assess progress in reducing emissions. (Assessment not in Matsui bill)	At least every 6 years EPA and DOT assess current and projected progress in reducing national transportation GHGs.	EPA aggregates and reports to Congress every 5 years on projected GHG reductions from plans	At least every 6 years EPA and DOT assess current and projected progress in reducing national transportation GHGs.


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2. PLAN DEVELOPMENT	Develop GHG Reduction plans and strategies	Required for all States and MPOs >200k	Required as part of planning process for states and for MPOs serving transportation management areas (which are >200K)	Required for States and MPOs over 200,000, smaller MPOs can opt in	Required as part of planning process for states and for MPOs serving transportation management areas (which are >200K)
	Technical Support & Guidance	EPA establishes standard models & methodologies	EPA and DOT establishes standard models & methodologies with input from States and MPOs	DOT with EPA set standards for data, models, monitoring, planning	EPA and DOT establishes standard models & methodologies with input from States, Indian Tribes, air quality agencies and MPOs
	Process	Scenario analysis with stakeholders, coordinate with MPOs, localities, state, air quality and transportation agencies, state and local housing, public health, econ devpt, land use, environment, public transportation agencies.	Part of planning process - include coordination with MPOs, state DOTs and air quality agencies, housing, econ devpt, & land use agencies.	Public involvement, regional coordination, consult with DOT/EPA, trans/air quality agencies, housing, econ devpt, and land use agencies. Use scenario analysis and assess impact on jobs, health care, education, and vulnerable populations.	Part of planning process - use scenario analysis and include coordination with MPOs, state DOTs and air quality agencies, housing, econ devpt, & land use agencies, and Indian tribes contiguous to the State.
	Content	Consider list of strategies: increased public transportation ridership, updates to zoning and land use regulations, complete streets policy, bike/ped facilities, telecommuting/flex time, pricing, freight, parking policies, travel demand mgmt, HOV, vehicle idling, vehicle replacement, other projects approved by EPA.	Include efforts to increase public transportation ridership and increase walking, biking, and other nonmotorized transportation	Include list of strategies including transit, intercity rail, bike/ped improvements, TDM, zoning and land use, data collection and models, street networks, construction equipment, and includes prioritized list of projects	Include strategies that reduce GHGs over the life of the plan, such as: increase transit ridership, increase bike/ped and nonmotorized, zoning and land use strategies, TDM, improved system management and ITS, intercity rail, freight rail, construction equipment, vehicle electrification facilities, other efforts that reduce GHGs.
	Integration with TIP & LRTP	GHG plan submitted with TIP & LRTP	Part of planning process	Integrated and submitted with long-range plans and TIPS	Part of planning process
	Review or Certification of GHG Plan	EPA and DOT certify plans based on ability to meet goals. If plan not certified, the State or MPO has 1 year to revise and resubmit. (certification not included in Matsui bill)	DOT certifies that requirements of planning process & performance measures are met once every 4 yrs as part of planning process. If not certified, DOT may withhold up to 20% of transportation funds for MPOs and 20% of planning funds for states.	DOT with EPA approve the plan if likely to meet goal	DOT and EPA approve the plan if likely to meet target and complies with reqs - if not approved, not eligible for competitive grants


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3. FUNDING	Funding Sources	Cap-and-trade revenues	Cap-and-trade revenues	Cap-and-trade revenues (2012 through 2050)	Cap-and-trade revenues
	Total Travel Efficiency Funding	0% ("such sums as may be necessary")	up to 1% (10% of SEED fund, which is 10% of overall bill)	10%	Total allocation averages 2.4% over life of bill (varies from 0.78% to 2.11% plus supplemental 1%) (Allocation table in Division B Section 111)
	Categories	Data, planning and implementation	Project funding	Planning and implementation	Planning, projects and transit formula funds
	Funding level by category	Transportation planning is an eligible use of funds provided to states for energy efficiency. 9.5% of allowances in 2012, going down to 4.5% by 2050 is allocated to the State Energy and Environment Development (SEED) Accounts. No project funding.		5% Admin, at least 80% for implementation	50% of total funds go to Transportation GHG Reduction Fund: max 10% MPO planning, remainder to State and MPO implementation in performance grants, not more than 5% of which can be used for administrative expenses. May sub-grant to other public entities (local gov't, transit agencies, air quality agencies, special districts, zoning commissions) (Section 113). Remaining 50% of funds go to public transportation agencies.
	Eligibility for planning \$	States & MPOs over 200k (Matsui bill only provides funding to MPOs)	No dedicated \$ for planning	States and MPOs ≥200k, smaller MPOs that opt-in	MPOs serving TMAs (>200K) - max 10% for MPO planning grants. Distributed based on population.

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3. FUNDING (continued)	Eligibility for implementation \$	States & MPOs (Matsui bill only provides funding to MPOs)	States could use up to 10 percent of their allocated emission allowances for non-Federal share of transportation projects eligible under various transportation programs already authorized in law: urbanized area formula grants, capital investment for clean fuels, transit capital, transit elderly & disabled programs, non-urbanized transit formula programs, bike facilities, carpool and vanpool programs, and CMAQ.	States and MPOs $\geq 200k$, smaller MPOs that opt-in	90% (of the Trans GHG Reduction Fund) goes to performance grants to States and MPOs with sub-grants available to local gov't, transit agencies, & other non-eligible public agencies. Criteria: total GHG reductions, per capita GHG reductions, cost-effectiveness, progress, previous reductions achieved, plans that increase options and mobility (esp for disadvantaged), other economic, enviro, & health benefits (Section 113)
	Competitive	Yes	No	Formula based on criteria	Yes
	Distribution of GHG Incentive \$	Based on estimated total and per capita GHG reduction from implementing the plan, cost effectiveness, short/long term reduction potential, other factors determined by EPA		Formula based on per capita reductions estimated from plan, increasing transportation options, coordination, previously achieved reductions. $\geq 60\%$ MPO	10% (of the Trans GHG Reduction Fund) goes to MPO planning, remainder on competitive basis for States and MPOs (Section 113)
	Eligible Activities	Data collection, modeling, monitoring, plan and goal development, implementing any element of a certified plan		Projects within plan.	Strategies that demonstrate reduction in emissions over the life of the plan
	Exclusive Funding for Transit	None	None	None	Yes - 50% of total transportation funding goes to public transportation grants (Section 215)

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4. ACCOUNTABILITY	Measurement	Goals and plans and analysis of plans published on EPA web site. Each project must contain measurement and evaluation in order to get competitive funding.	Emission reduction targets and strategies and analysis of effects are published on website	Include analysis of achievement of goals in plan submissions	Not specified
	Accountability of GHG Plan Implementation and Performance	No action can be taken based on content or adequacy of a goal or plan.	Directs DOT to establish performance measures and requirements to ensure State and MPO plans "sufficiency meet the requirements of this section, including achieving progress toward national transportation-related GHG emission reduction goals"	Integrated with TIP & LRTP	Integrated with TIP & LRTP; approval of plan as condition of receiving funds
	Incentive	Do more, get more		Do more, get more	Competitive grants: criteria incl quantity of reductions, cost-effectiveness, progress, previous reductions, increase mobility for disadvantaged
	Enforcement	If no plan submitted, State may lose some highway \$ (Clean Air Act, section 179 (b) (1))	If plans are not developed, DOT will not certify that the requirements of the State are met with respect to its statewide planning process and MPO planning process	May withhold incentive funds if fail to comply (eligibility for funding dependent on GHG reduction plans & projects)	Funding dependent on approval of plan; competitive grants