

**POTOMAC AND RAPPAHANNOCK
TRANSPORTATION COMMISSION**

RESOLUTION

MOTION: _____

RESOLUTION NO. 09-05-____
OFFICIAL COMMISSION MEETING
MAY 7, 2009

SECOND: _____

RE: CLIMATE CHANGE LEGISLATION

WHEREAS, deliberations are now underway in the U.S. House of Representatives is deliberating about a bill designed to reduce U.S. greenhouse gas emissions (i.e., American Clean Energy Security Act of 2009); and

WHEREAS, the bill proposes a new cap-and-trade program to reduce U.S. emissions but does not assign any revenue from emissions allowance auctions or make any other funding decisions; and

WHEREAS, the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA) have sent letters to selected members of the Committee and Subcommittee with jurisdiction over this bill, applauding the basic intent of the legislation and urging a 10% set aside for investments in public transportation and other transportation infrastructure that reduced greenhouse gas emissions; and


WHEREAS, it is in the Potomac and Rappahannock Transportation Commission's interest to express support for the APTA and VTA positions; and

WHEREAS, letters have been drafted to Congressmen Waxman, Markey, Boucher, and Sarbanes communicating these sentiments.

NOW, THEREFORE, BE IT RESOLVED that the Potomac and Rappahannock Transportation Commission does hereby authorize the transmittal of the letters as drafted.

May 7, 2009

TO: Chairman May and Commissioners

FROM: Alfred H. Harf 
Executive Director

RE: Climate Change Legislation

Recommendation:

Authorize the transmittal of letters to selected members of the House Energy and Commerce Committee and the Energy and Environment Subcommittee expressing support for the "American Clean Energy Security Act of 2009", and seeking an amendment that would set aside 10% of the allowance revenues this cap and trade bill would create for investments in public transportation services and other transportation infrastructure that reduces greenhouse gas emissions.

Background:

In an effort to curb greenhouse gas emissions, the House Energy and Commerce Committee's Chairman Henry Waxman (D-CA) and Energy and Environment Subcommittee Chairman Ed Markey (D-MA) are jointly sponsoring the American Clean Energy Security Act of 2009. The draft bill proposes a new cap-and-trade program to reduce U.S. emissions of greenhouse gases, including among other provisions a section that would establish emission reductions goals for the transportation sector (Sec. 841, Greenhouse Gas Emissions Reductions through Transportation Efficiency). A summary of the four-part bill released by the Committee/Subcommittee leadership appears here as attachment one.

The current draft bill does not assign any revenue from emissions allowance (also termed "offset credits") auctions or make any other funding decisions, prompting the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA) to send letters to selected Committee/Subcommittee members urging a 10% set aside for investments in public transportation and other transportation infrastructure that reduced greenhouse gas emissions (attachment two). It is in PRTC's interest to express support for the bill and the amendment proposed by APTA and VTA, so letters making these points have been prepared for transmittal that the Commission is being asked to authorize.

Chairman May and Commissioners

May 7, 2009

Page 2

Four letters (attachment three) have been prepared: to Representative Waxman who is the Chair of the Committee; to Representative Markey who chairs the Subcommittee with jurisdiction for this bill; to Representative Boucher who is the only Virginia member of the Committee; and to Representative Sarbanes whose Maryland district encompasses a portion of the Washington D.C. metropolitan area.

With one exception, all the letters are identical and reference the APTA letter as an enclosure. The exception is a passage in the letter to Representative Boucher acknowledging his efforts to amend the bill in a different fashion to ease the impact of the bill on electric utilities with a heavy reliance on coal, the situation in Virginia. The letter drafted for Representative Boucher takes no position on the amendment he is seeking; it simply observes that the 10% set aside appeal being made by APTA, VTA, and PRTC is compatible with the bill with or without the "Boucher" amendment. While the "Boucher" amendment would shrink the magnitude of the trade allowance revenue, management concluded that an acknowledgment of Representative Boucher's efforts would be apt, and would enhance the prospects for his support without affecting in any fashion the outcome of what he is trying to do.

Fiscal Impact:

Not applicable.

Attachments: As stated



Home Schedule Publications Hearings Markups About the Committee Subcommittees Archives Minority

Home

Chairmen Waxman, Markey Release Discussion Draft of New Clean Energy Legislation

Publications - Media Advisories

March 31, 2009

Chairman Henry A. Waxman of the Energy and Commerce Committee and Chairman Edward J. Markey of the Energy and Environment Subcommittee today released a draft of clean energy legislation that will create jobs, help end our dangerous dependence on foreign oil, and combat global warming. The American Clean Energy and Security Act of 2009 (ACES) is a comprehensive approach to America's energy policy that charts a new course towards a clean energy economy.

"This legislation will create millions of clean energy jobs, put America on the path to energy independence, and cut global warming pollution," said Chairman Waxman. "Our goal is to strengthen our economy by making America the world leader in new clean energy and energy efficiency technologies."

"This legislation will create clean energy jobs that can't be shipped overseas, reduce our dependence on foreign oil, and make America the global leader in energy technology. We will create jobs by the millions, save money by the billions, and unleash energy investment by the trillions," said Chairman Markey, who held many hearings on the major issues in the bill. "Chairman Waxman and I will work with our colleagues to ensure that we are protecting American consumers and that our clean energy future helps all parts of the country."

The American Clean Energy and Security Act will create millions of new clean energy jobs, save consumers hundreds of billions of dollars in energy costs, enhance America's energy independence, and cut global warming pollution. To meet these goals, the legislation has four titles:

- A clean energy title that promotes renewable sources of energy, carbon capture and sequestration technologies, low-carbon fuels, clean electric vehicles, and the smart grid and electricity transmission;
- An energy efficiency title that increases energy efficiency across all sectors of the economy, including buildings, appliances, transportation, and industry;
- A global warming title that places limits on emissions of heat-trapping pollutants; and
- A transitioning title that protects U.S. consumers and industry and promotes green jobs during the transition to a clean energy economy.

The Energy and Commerce Committee will complete consideration of the legislation by Memorial Day. The preliminary schedule follows:

- Week of April 20: Energy and Environment Subcommittee Hearings
- Week of April 27: Energy and Environment Subcommittee Markup Period Begins
- Week of May 11: Full Energy and Commerce Committee Markup Period Begins

Documents

- [American Clean Energy and Security Act of 2009 Discussion Draft Full Text](#)
- [American Clean Energy and Security Act of 2009 Discussion Draft Summary](#)
- [American Clean Energy and Security Act of 2009 Discussion Draft Section by Section Summary](#)

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Type a keyword or phrase to search

Site Search

Table of Contents

- Documents

Page Tools

ShareThis Print Page

Calendar

View the committee's latest events

APRIL 2009						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

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Discussion Draft Summary

THE AMERICAN CLEAN ENERGY AND SECURITY ACT OF 2009

The Waxman-Markey discussion draft, "The American Clean Energy and Security Act of 2009," is comprehensive energy legislation. The legislation will create millions of new clean energy jobs, save consumers hundreds of billions of dollars in energy costs, enhance America's energy independence, and cut global warming pollution.

The legislation has four titles: (1) a "clean energy" title that promotes renewable sources of energy and carbon capture and sequestration technologies, low-carbon transportation fuels, clean electric vehicles, and the smart grid and electricity transmission; (2) an "energy efficiency" title that increases energy efficiency across all sectors of the economy, including buildings, appliances, transportation, and industry; (3) a "global warming" title that places limits on the emissions of heat-trapping pollutants; and (4) a "transitioning" title that protects U.S. consumers and industry and promotes green jobs during the transition to a clean energy economy.

One key issue that the discussion draft does not address is how to allocate the tradable emission allowances that restrict the amount of global warming pollution emitted by electric utilities, oil companies, and other sources. This issue will be addressed through discussions among Committee members.

TITLE I – CLEAN ENERGY

Renewable Energy. The draft promotes renewable energy by requiring retail electricity suppliers to meet a certain percentage of their load with electricity generated from renewable resources, like wind, biomass, solar, and geothermal. The renewable electricity requirement begins at 6% in 2012 and gradually rises to 25% in 2025. The governor of any state may choose to meet one fifth of this requirement with energy efficiency measures.

Carbon Capture and Sequestration. The draft promotes development of carbon capture and sequestration (CCS) technologies to ensure a continuing place for coal in our nation's energy future. CCS is a method of reducing global warming pollution by capturing and injecting underground the carbon dioxide emitted from electricity generation plants that use fossil fuels. The draft includes a CCS early demonstration program, incentives for the wide-scale commercial deployment of CCS, and performance standards for new coal-fired power plants.

Clean Fuels and Vehicles. The draft establishes a new low-carbon transportation fuel standard to promote advanced biofuels and other clean transportation fuels. It authorizes financial support in the form of grants or loan guarantees to cities, states, or private companies for large-scale demonstrations of electric vehicles. A related provision authorizes financial support to car companies to retool their plants to build electric vehicles.

Smart Grid and Electricity Transmission. The draft contains provisions to facilitate the deployment of a smart grid, including measures to reduce utility peak loads through smart grid and demand response

applications and to help promote smart grid capabilities in new home appliances. It also directs the Federal Energy Regulatory Commission to reform the regional planning process to modernize the electric grid and provide for new transmission lines to carry electricity generated from renewable sources.

Partnering with the States. The draft creates a program to allow each state energy office to establish a State Energy and Environment Development (SEED) Fund, which will serve as a common repository for federal financial assistance for clean energy and energy efficiency projects.

Federal Purchases of Renewable Electricity. The draft authorizes federal agencies to enter into long-term contracts to purchase renewable electricity.

TITLE II – ENERGY EFFICIENCY

Building Energy Efficiency. The draft promotes energy efficiency in new buildings by providing federal training and funding assistance to states that adopt advanced building efficiency codes. It authorizes funding for retrofitting existing commercial and residential buildings to improve their energy efficiency. And it directs the Environmental Protection Agency to develop procedures for rating building energy efficiency.

Manufactured Homes. The draft provides rebates to low-income families residing in pre-1976 manufactured homes that can be applied toward purchases of new Energy Star-rated manufactured homes.

Appliance Energy Efficiency. The draft codifies four negotiated agreements on efficiency standards for lighting and four additional agreements for other appliances. It makes numerous improvements to the current Department of Energy process for setting energy-efficiency standards, strengthening the cost-effectiveness test to establish minimum standards and requiring improved disclosure. In addition, it creates a program to provide financial incentives to retailers who sell high volumes of “Best-in-Class” appliances.

Transportation Efficiency. The draft directs the President to work with the relevant agencies and California to harmonize, to the maximum extent possible, the federal fuel economy standards, any emission standards promulgated by EPA, and the California standards for light-duty vehicles. The goal of this provision is to preserve the environmental benefits that could be achieved by the three standards, but do so in a way that simplifies compliance by the auto companies. The draft also directs EPA to set emissions standards for other mobile sources of pollution such as locomotives, marine vessels, and nonroad sources. The draft requires states to establish goals for reducing global warming pollution from the transportation sector and requires large metropolitan planning organizations to submit transportation plans to meet those goals. The draft authorizes EPA to carry out the SmartWay Transportation Efficiency Program to increase the efficiency of highway trucking.

Utilities Energy Efficiency. The draft establishes a new energy efficiency resource standard to enlist electricity and natural gas distribution companies in the effort to make the nation more energy efficient. Under this program, each distribution company must demonstrate that its customers have achieved a required level of cumulative electricity or natural gas savings relative to business-as-usual projections. The efficiency standard starts with a 1% electricity savings and 0.75% natural gas savings in 2012 and gradually increases to a 15% cumulative electricity savings and a 10% cumulative natural gas savings by 2020.

Industrial Energy Efficiency. The draft requires the Secretary of Energy to establish standards for industrial energy efficiency and to seek recognition of the result by the American National Standards Institute. The draft also creates an award program for innovation in increasing efficiency of thermal electric generation process.

Public and Federal Energy Efficiency. The draft amends the Energy Independence and Security Act of 2007 to include nonprofit hospitals and public health facilities among public institutions eligible for grants and loans for energy efficiency. It also requires competition before task orders are awarded by federal agencies under energy savings performance contracts.

TITLE III – REDUCING GLOBAL WARMING POLLUTION

The global warming provisions in the discussion draft are modeled closely on the recommendations of the U.S. Climate Action Partnership (USCAP), a coalition of electric utilities, oil companies, chemical companies, automobile manufacturers, other manufacturers and energy companies, and environmental organizations.

Global Warming Pollution Reduction Program. The draft establishes a market-based program for reducing global warming pollution from electric utilities, oil companies, large industrial sources, and other covered entities that collectively are responsible for 85% of U.S. global warming emissions. Under this program, covered entities must have tradable federal permits, called “allowances,” for each ton of pollution emitted into the atmosphere. Entities that emit less than 25,000 tons per year of CO₂ equivalent are not covered by this program. The program reduces the number of available allowances issued each year to ensure that aggregate emissions from the covered entities are reduced by 3% below 2005 levels in 2012, 20% below 2005 levels in 2020, 42% below 2005 levels in 2030, and 83% below 2005 levels in 2050.

Supplemental Pollution Reductions. The draft directs EPA to achieve additional reductions in global warming pollution by entering into agreements to prevent international deforestation. By 2020, these supplemental reductions will achieve reductions equivalent to 10% of U.S. emissions in 2005. These are low-cost reductions in global warming pollution that can be secured by devoting approximately 5% of the allowance value to the program.

Offsets. The draft allows covered entities to increase their emissions above their allowances if they can obtain “offsetting” reductions at lower cost from other sources. The total quantity of offsets allowed in any year cannot exceed 2 billion tons, split evenly between domestic and international offsets. Covered entities using offsets must submit five tons of offset credits for every four tons of emissions being offset.

Banking and Borrowing. To provide additional flexibility without compromising environmental goals, the draft permits unlimited banking of allowances for use during future compliance years. The draft also establishes a rolling two-year compliance period, effectively allowing covered entities to borrow from one year ahead without penalty. Allowances from two to five years in the future can be borrowed under limited circumstances.

Strategic Reserve. The draft directs EPA to create a “strategic reserve” of about 2.5 billion allowances by setting aside a small number of allowances authorized to be issued each year thereby creating a cushion in case prices rise faster than expected. The draft directs EPA to make allowances from the reserve available through an auction when allowance prices rise to unexpectedly high levels. The proceeds of the auction will be used to purchase additional offsets that will replenish the strategic reserve.

Carbon Market Assurance and Oversight. The draft provides for strict oversight and regulation of the new markets for carbon allowances and offsets. It ensures market transparency and liquidity and establishes strict penalties for fraud and manipulation. The Federal Energy Regulatory Commission is charged with regulating the cash market in emission allowances and offsets. The President is directed to delegate regulatory responsibility for the derivatives market to an appropriate agency (or agencies), based on the advice of an interagency working group.

Additional Greenhouse Gas Standards. The draft directs EPA to set emission standards on sources that are not covered by the allowance system. In addition, it creates special programs to reduce emissions of two pollutants that contribute to global warming: hydrofluorocarbons (HFCs) and black carbon. HFCs are chemical products that are used in refrigeration, air conditioning, and insulation, among other things. The draft adds HFCs to the list of similar substances that EPA currently regulates because they deplete the ozone layer. Under this regulatory program, EPA will be directed to phase down the production of HFCs. Black carbon, or soot, is the product of incomplete combustion of fossil fuels or biomass. It is a major contributor to warming in the Arctic. EPA is directed in the draft to use its existing authority under the Clean Air Act to reduce emissions of black carbon domestically and study opportunities for reductions internationally.

Clean Air Act Exemptions. The draft provides that CO₂ and other greenhouse gases may not be regulated as criteria pollutants or hazardous air pollutants on the basis of their effect on global warming. The draft also provides that new source review does not apply to these global warming pollutants.

TITLE IV – TRANSITIONING TO A CLEAN ENERGY ECONOMY

Ensuring Domestic Competitiveness. To ensure that U.S. manufacturers are not put at a disadvantage relative to overseas competitors, the draft authorizes companies in certain industrial sectors to receive “rebates” to compensate for additional costs incurred under the program. Sectors that use large amounts of energy, and produce commodities that are traded globally, would be eligible for the rebates. If the President finds that the rebate provisions do not sufficiently correct competitive imbalances, the President is directed to establish a “border adjustment” program. Under that program, foreign manufacturers and importers would be required to pay for and hold special allowances to “cover” the carbon contained in U.S.-bound products.

Green Jobs and Worker Transition. The draft includes several provisions to promote green jobs. One section authorizes the Secretary of Education to award grants to universities and colleges to develop curriculum and training programs that prepare students for careers in renewable energy, energy efficiency, and other forms of climate change mitigation. Under another section, the Secretary of Labor is authorized to carry out such training programs. The discussion draft also notes that a worker transition section remains to be provided.

Consumer Assistance. The discussion draft notes that a consumer assistance section remains to be provided.

Exporting Clean Technology. The discussion draft includes provisions to provide U.S. assistance to encourage widespread deployment of clean technologies to developing countries. The draft specifies that only developing countries that have ratified an international treaty and undertaken nationally appropriate mitigation activities that achieve substantial greenhouse gas reductions are eligible for funding.

Adapting to Global Warming. The draft establishes an interagency council to ensure an integrated federal response to the effects of global warming. The National Oceanic and Atmospheric Administration (NOAA) is directed to conduct vulnerability assessments and establish a National Climate Service. Each federal agency is directed to prepare an adaptation plan, review climate impacts on matters within its jurisdiction, and develop plans for addressing those impacts. The draft establishes a climate change adaptation fund to provide federal support for state, local, and tribal adaptation projects and a natural resources climate change adaptation panel to coordinate interagency actions on natural resources adaptation. The draft also requires the Secretary of Health and Human Services to promulgate a national strategy for adapting to the public health effects of climate change.

To address international adaptation issues, the draft creates an International Climate Change Adaptation Program within USAID to provide U.S. assistance to the most vulnerable developing countries for adaptation to climate change.



April 22, 2009

The Honorable Henry A. Waxman
 Chairman
 House Committee on Energy and Commerce
 2125 Rayburn House Office Building
 Washington, DC 20515

Dear Chairman Waxman:

On behalf of the nearly 1,500 members of the American Public Transportation Association (APTA), I ask that you closely consider the role of public transportation and high-speed and intercity passenger rail as you advance an emissions reduction strategy for the transportation sector under the "American Clean Energy Security Act of 2009" (ACESA). The transportation sector produces approximately one-third of carbon-dioxide emissions in the United States. In contrast, current public transportation use in America saves 4.2 billion gallons of fuel and prevents the emission of 37 million metric tons of carbon per year, while supporting 1.7 million jobs.

APTA strongly supports the efforts of your committee to develop comprehensive climate legislation, and we applaud the inclusion of emissions reduction goals for the transportation sector in the recent ACESA discussion draft (Sec. 841, Greenhouse Gas Emissions Reductions Through Transportation Efficiency). However, new planning requirements will be hollow without significant investment in emission-reducing transportation infrastructure that complements energy-efficient community design.

A cap-and-trade program could generate significant revenue from transportation fuels, and the public transit industry believes a significant portion of those revenues must be reinvested in emission-reducing transportation infrastructure, in addition to a consumer dividend or rebate. Without public transit investment, future growth in private vehicle travel will negate much of the emission savings from improved vehicle economy and low carbon fuel requirements. In contrast, a cap-and-trade program with investment in public transportation will produce more emissions savings and greater domestic job creation. Every \$1 billion invested in federally aided public transportation capital projects supports approximately 30,000 jobs.

APTA urges Congress to dedicate no less than **10 percent** of allowance revenues created under a cap-and-trade program to investment in public transportation and other transportation infrastructure that reduces emissions. If transit ridership were more than tripled by 2020, public transportation could support 7.4 million jobs and save the country 15.2 billion gallons of fuel annually—almost as much as we currently import from the Persian Gulf. This investment would also cut 141.9 million metric tons of carbon emissions per year—about 8 percent of the total annual carbon emissions from the U.S. transportation sector.

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The Honorable Henry Waxman
April 22, 2009
Page 2

Public transportation investment is also needed in climate legislation to offset increases in energy-related operations costs for public transportation providers under a cap-and-trade program. Fuel and electricity are a significant component of transit agencies' operating budgets, which are funded overwhelmingly (more than 90 percent) from riders and state and local taxpayers. Transit systems are presently exempt from federal motor fuels taxes to ensure that they can provide as much service as possible, and this principle should be extended to a cap-and-trade program. Without transit funding from a cap-and-trade system, public transportation systems could be forced to reduce service levels, which decreases the emissions reduction benefits of transit.

The need for new transit investment under climate change legislation cannot be understated. The Mass Transit Account of the Federal Highway Trust fund could face a shortfall before the end of Fiscal Year 2011, yet the federal government needs to invest upwards of \$30 billion a year in transit in order to double transit ridership in the coming years, significantly more than the \$10.2 billion a year that is currently provided. Without new funding sources, the current crisis facing California transit providers could be replicated across the nation. The state of California is implementing comprehensive planning requirements to address transportation-related emissions under the AB 32 and SB 375 legislation, but California transit systems are presently cutting service, laying off employees, and delaying or canceling major capital investments because the state has eliminated transit funding in its annual budget.

APTA strongly supports efforts to address transportation infrastructure investment needs under the ACESA legislation. The transit industry similarly supports the bi-partisan CLEAN TEA legislation (H.R. 1329). CLEAN TEA proposes dedicating 10 percent of revenues from a cap-and-trade program to address transportation-related emissions and would ensure that transportation investments produce cost-effective emissions reductions.

We appreciate the opportunity to comment on the development of this vital legislation, and we look forward to working with you. Please find attached a set of discussion principles that offers additional information on the issues discussed in this letter. If you have any questions, please have your staff contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hcarlisle@apta.com. Thank you.

Sincerely yours,



William W. Millar
President

WWM/tjj
Attachments

cc: Members of the Committee on Energy and Commerce

April 24, 2009

The Honorable Henry Waxman
U.S. House of Representatives
2204 Rayburn HOB
Washington, DC 20515

Dear Chairman Waxman,

The Virginia Transit Association applauds the Energy and Commerce committee for advancing an emissions reduction strategy for transportation under the American Clean Energy Security Act of 2009.

We urge you to consider the significant role public transportation can play in achieving vast reductions in greenhouse gas emissions so important to our region.

The transportation sector is responsible for one-third of emissions in the U.S. Further, transportation is the fastest growing source of these emissions, with most of the discharge coming from cars and trucks. In contrast, currently public transportation saves 4.2 billion gallons of fuel and prevents 37 million metric tons of carbon emissions each year while supporting 1.7 million jobs in America. With added funds, public transportation could meet the growing demand for service, tripling transit ridership by 2020, ***saving 15.2 billion gallons of fuel (almost as much as the U.S. imports from the Persian Gulf), cutting 141.9 million metric tons of carbon emissions annually, and supporting 7.4 million jobs in the U.S.*** Virginia surveys show that a strong majority across the state want better transportation choices like public transportation and rail service. Ridership has been at historically high levels across the state.

We urge you to **ensure that at least 10 percent of allowance revenues** created by a cap and trade bill be **required** investments in public transportation services and other transportation infrastructure that reduces green house gas emissions and to provide the expanded transit and rail service necessary for emissions reductions in transportation, maximizing reduction goals in transportation. The need for new transit investment under climate change legislation is vital; the Transit Trust Fund alone is insufficient to meet the needs. Virginia transit systems are stretched to the limit, struggling to maintain service with high ridership and state and local operating fund levels that cannot keep pace.

Additionally, we **request that any climate change legislation provide resources to public transportation to offset increases in the cost use of fuel and electricity associated with cap and trade requirements.** Public transportation is currently exempt from the motor fuels tax and we urge you to ensure that this principle be extended to cap and trade legislation.

We strongly support efforts to address transportation infrastructure investment needs under the ACESA legislation and also support the CLEAN TEA legislation (H.R. 1329) that dedicates 10 percent of revenues from a cap and trade program to address transportation related emissions and would ensure that transportation investments produce cost effective emissions reductions.

Thank you for the opportunity to comment on this very important legislation.

Sincerely,

Linda McMinimy
Executive Director

May 7, 2009

The Honorable Henry Waxman
U.S. House of Representatives
2204 Rayburn HOB
Washington, DC 20515

Dear Chairman Waxman,

The Potomac and Rappahannock Transportation Commission (PRTC) is a member of the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA). Both associations have written to members of the Energy and Commerce Committee to applaud the advancement of an emissions reduction strategy for transportation under the American Clean Energy Security Act of 2009, and to urge a further refinement that explicitly recognizes the significant role public transportation can play in achieving vast reductions in greenhouse gas emissions. PRTC strongly supports the associations' position(s) on this important issue, and thus the PRTC governing board decided at its meeting on May 7th that an expression of its support should be sent.

The APTA letter describes the reasons for the desired refinement well so I have enclosed a copy rather than paraphrasing it.

Thank you for the opportunity to comment on this very important legislation.

Sincerely,

Alfred H. Harf
Executive Director

Enclosure: As stated

May 7, 2009

The Honorable John Sarbanes
U.S. House of Representatives
426 Cannon HOB
Washington, DC 20515

Dear Representative Sarbanes,

The Potomac and Rappahannock Transportation Commission (PRTC) is a member of the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA). Both associations have written to members of the Energy and Commerce Committee to applaud the advancement of an emissions reduction strategy for transportation under the American Clean Energy Security Act of 2009, and to urge a further refinement that explicitly recognizes the significant role public transportation can play in achieving vast reductions in greenhouse gas emissions. PRTC strongly supports the associations' position(s) on this important issue, and thus the PRTC governing board decided at its meeting on May 7th that an expression of its support should be sent.

The APTA letter describes the reasons for the desired refinement well so I have enclosed a copy rather than paraphrasing it.

Thank you for the opportunity to comment on this very important legislation.

Sincerely,

Alfred H. Harf
Executive Director

Enclosure: As stated

May 7, 2009

The Honorable Edward J. Markey
U.S. House of Representatives
2108 Rayburn HOB
Washington, DC 20515

Dear Representative Markey,

The Potomac and Rappahannock Transportation Commission (PRTC) is a member of the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA). Both associations have written to members of the Energy and Commerce Committee to applaud the advancement of an emissions reduction strategy for transportation under the American Clean Energy Security Act of 2009, and to urge a further refinement that explicitly recognizes the significant role public transportation can play in achieving vast reductions in greenhouse gas emissions. PRTC strongly supports the associations' position(s) on this important issue, and thus the PRTC governing board decided at its meeting on May 7th that an expression of its support should be sent.

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Thank you for the opportunity to comment on this very important legislation.

Sincerely,

Alfred H. Harf
Executive Director

Enclosure: As stated

May 7, 2009

The Honorable Rick Boucher
U.S. House of Representatives
2187 Rayburn HOB
Washington, DC 20515

Dear Representative Boucher,

The Potomac and Rappahannock Transportation Commission (PRTC) is a member of the American Public Transportation Association (APTA) and the Virginia Transit Association (VTA). Both associations have written to members of the Energy and Commerce Committee to applaud the advancement of an emissions reduction strategy for transportation under the American Clean Energy Security Act of 2009, and to urge a further refinement that explicitly recognizes the significant role public transportation can play in achieving vast reductions in greenhouse gas emissions. PRTC strongly supports the associations' position(s) on this important issue, and thus the PRTC governing board decided at its meeting on May 7th that an expression of its support should be sent.

PRTC is also aware of the efforts you are making to amend the subject bill to ease the burdens on electric utilities that have a heavy reliance on coal. The refinement the associations and PRTC seek is compatible with the bill as drafted or with the bill in the amended form you are proposing, so PRTC hopes you will support the refinement that is the subject of this letter.

The APTA letter describes the reasons for the desired refinement well so I have enclosed a copy rather than paraphrasing it.

Thank you for the opportunity to comment on this very important legislation.

Sincerely,

Alfred H. Harf
Executive Director

Enclosure: As stated