TRANSPORTATION CONSTRUCTION COALITION

We're Building A Better America!

For More Information:
202/289-4434 (ARTBA)
703/548-3118 (AGC)

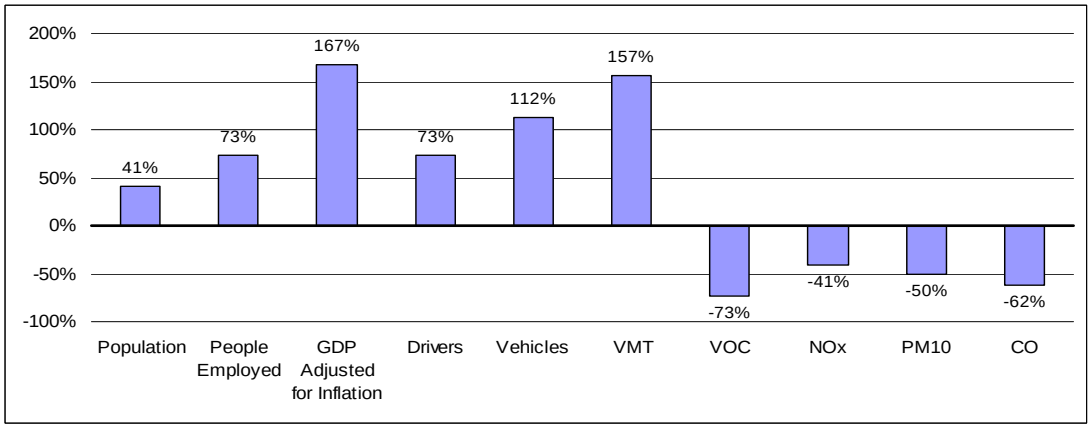
Transportation Improvements are Part of a Comprehensive Solution to Global Climate Change

The ongoing scientific and public policy debate surrounding "global climate change" is examining the "greenhouse gas" contribution of many sectors of the nation's economy, including transportation. However, the dialogue to date has overlooked the contributions made by the transportation sector in reducing the greenhouse gas emissions associated with climate change. For instance, today's average motor vehicle emits 80 to 90 percent less than it did in 1967. As better motor vehicle and fuel technologies develop, vehicle emissions will continue to decline despite increased automobile usage. Illustrating this point, major automobile manufacturers announced in 2005 a new generation of vehicles with 99 percent fewer emissions than vehicles produced 30 years ago.

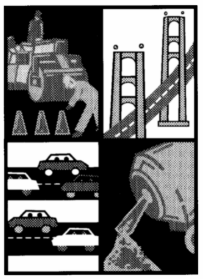
Transportation Sector Improvements to Air Quality

Data from the U.S. Environmental Protection Agency (EPA) and the Federal Highway Administration (FHWA) show substantial progress towards emissions reductions in a growing economy. According to both agencies, despite substantial gains in population, employment, gross domestic product (GDP), number of drivers, number of vehicles, and vehicle miles traveled (VMT) since 1970, the nation's air quality has improved. Specifically, over the same time period, the transportation sector has reduced volatile organic compounds (VOCs), nitrous oxides (NOx), particulate matter (PM), and carbon monoxide (CO). NOx and VOCs are precursors to ozone and are associated with greenhouse gasses and climate change. As levels of VOCs and NOx continue to decrease, so will ozone and greenhouse gasses.

Percent Change in Motor Vehicle Emissions, Demographics and Travel (1970-2002)



Source: FHWA Transportation Air Quality Selected Facts and Figures January 2006



TRANSPORTATION CONSTRUCTION COALITION

We're Building A Better America!

American Road & Transportation Builders Association (co-chair) ■ Associated General Contractors of America (co-chair) ■ American Coal Ash Association ■ American Concrete Pavement Association ■ American Concrete Pipe Association ■ American Council of Engineering Companies ■ American Society of Civil Engineers ■ American Subcontractors Association ■ American Traffic Safety Services Association ■ Asphalt Emulsion Manufacturers Association ■ Asphalt Recycling & Reclaiming Association ■ Associated Equipment Distributors ■ Association of Equipment Manufacturers ■ International Slurry Surfacing Association ■ International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers ■ International Union of Operating Engineers ■ Laborers-Employers Cooperation and Education Trust ■ Laborers' International Union of North America, AFL-CIO ■ National Asphalt Pavement Association ■ National Association of Surety Bond Producers ■ National Lime Association ■ National Ready Mixed Concrete Association ■ National Stone, Sand and Gravel Association ■ ■ National Utility Contractors Association ■ Portland Cement Association ■ Precast/Prestressed Concrete Institute ■ The Road Information Program ■ United Brotherhood of Carpenters and Joiners of America

For More Information:
202/289-4434 (ARTBA)
703/548-3118 (AGC)

Not only are greenhouse gas emissions from motor vehicles decreasing, emissions from the equipment used to construct roads and bridges are declining as well. Carbon dioxide emissions from fossil fuel combustion in construction vehicles only represented 0.86 percent of total U.S. greenhouse gas emissions in 2004. Construction equipment manufacturers are continually improving their products. The newest equipment is much cleaner and more fuel efficient than older models. Further, many engine manufacturers have approved biodiesel use. Since renewable plants from which biodiesel capture carbon from the air, the net effect of biodiesel production and use is reduction in atmospheric carbon. A U.S. Department of Energy study puts the reduction in carbon dioxide emissions from biodiesel production at 78.5 percent less than emissions from petroleum diesel. In addition, according to a study by the National Renewable Energy Laboratory, biodiesel reduces fossil fuel use by 69 percent.

Reducing Congestion Improves Air Quality

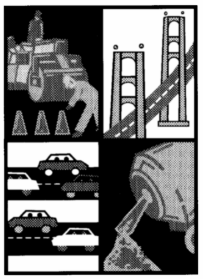
One of the leading causes of greenhouse gasses is not transportation itself, but congestion. Over the past quarter century, the number of new lane miles in the United States has only increased by six percent. In contrast, vehicle miles traveled (VMT) has grown by 157 percent, while the number of vehicles and licensed drivers on the road has increased by 112 percent and 73 percent, respectively, and Gross Domestic Product has grown by 167 percent.

As a result of road capacity not keeping up with demand, congestion levels grew continuously between 1982 and 2005. A recent study shows that the average annual hours of delay experienced by commuters has increased from 14 hours per year to 38 hours. At the same time, travelers are wasting an estimated 4.2 billion gallons of fuel due to congestion. Simply put, the nation's road system is not keeping up with growth in system usage and is resulting in an ever growing congestion problem.

Insufficient system-wide capacity produces specific bottlenecks that are reported to cause 50 percent of total congestion on the nation's freeways. In 2004, a study of the nation's most severely congested highways highlighted the fact that significant reductions in emissions require a reduction in vehicle time traveled, not vehicle miles traveled. The study concluded that modest improvements to traffic flow at 233 bottlenecks would reduce carbon dioxide emissions by as much as 77 percent and conserve more than 40 billion gallons of fuel over a 20-year period. Addressing congestion will also lead to reduced levels of CO, VOCs, and NOx, since vehicles caught in stop-and-go traffic emit far more of these pollutants than they do operating without frequent braking and acceleration.

Recommendations

Restricting transportation improvements that significantly reduce congestion would impair our country's ability to cut both harmful emissions and save billions of gallons in wasted motor fuel caused by traffic congestion. As the debate over how



TRANSPORTATION CONSTRUCTION COALITION

We're Building A Better America!

American Road & Transportation Builders Association (co-chair) ■ Associated General Contractors of America (co-chair) ■ American Coal Ash Association ■ American Concrete Pavement Association ■ American Concrete Pipe Association ■ American Council of Engineering Companies ■ American Society of Civil Engineers ■ American Subcontractors Association ■ American Traffic Safety Services Association ■ Asphalt Emulsion Manufacturers Association ■ Asphalt Recycling & Reclaiming Association ■ Associated Equipment Distributors ■ Association of Equipment Manufacturers ■ International Slurry Surfacing Association ■ International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers ■ International Union of Operating Engineers ■ Laborers-Employers Cooperation and Education Trust ■ Laborers' International Union of North America, AFL-CIO ■ National Asphalt Pavement Association ■ National Association of Surety Bond Producers ■ National Lime Association ■ National Ready Mixed Concrete Association ■ National Stone, Sand and Gravel Association ■ ■ National Utility Contractors Association ■ Portland Cement Association ■ Precast/Prestressed Concrete Institute ■ The Road Information Program ■ United Brotherhood of Carpenters and Joiners of America

For More Information:
202/289-4434 (ARTBA)
703/548-3118 (AGC)

to address climate change continues, Congress should adhere to the following principles:

- Future legislation should recognize the progress of the transportation sector in achieving cleaner air and take into account future reductions from current regulations not yet fully implemented, such as measures concerning heavy-duty engine emissions and fuel standards.

- Increased federal highway investment is necessary to reduce congestion throughout the transportation network. Similarly, efforts to further divert needed highway revenues from transportation improvements should be opposed.

- Legislative or regulatory strategies that force more areas of the nation into "nonattainment" status are self-defeating in terms of battling a growing congestion problem. Nonattainment designations should be focused on prioritizing congestion elimination, not putting federal transportation funding at risk.

- Any revenue gained from the imposition of a "carbon tax" or similar user fee levied on the transportation sector to address global climate change should be deposited wholly into the Highway Trust Fund where the revenue can be used to maintain and improve the condition of and reduce congestion in the system. Revenues from any such user fee on the transportation sector should be collected and expended on highways and transit in the same proportion as exists under current law.

- The transportation community is constantly striving to develop cleaner and more efficient vehicles. With this in mind, it must be noted that current proposals to change CAFE standards for automobiles and light-duty trucks would reduce revenues flowing into the Highway Trust Fund and result in less investment available to reduce congestion through transportation infrastructure improvements and public transportation investment. Accordingly, such proposals should be accompanied by a mechanism to compensate the trust fund for any forgone revenues.

- Reducing congestion is essential to lowering greenhouse gas emissions. With this in mind, the Congestion Mitigation Air Quality (CMAQ) program should be altered to allow its funds to be used for new road capacity.