



TO: Transportation Reform Funders Group and
Other funders interested in climate, transportation, social equity, and public health

FROM: Funders' Network for Smart Growth and Livable Communities

RE: *Moving Cooler* Report and Opportunities for Funders

DATE: August 13, 2009

SUMMARY

Moving Cooler: Transportation Strategies to Reduce Greenhouse Gas is the first-ever comprehensive analysis of transportation strategies and their relationship to greenhouse gas (GHG) reduction and consumer savings. It is a powerful new resource for the field and can also serve as a tool for funders interested in national, regional, and local strategies to address global warming, social equity, public health and other issues impacted by growth and development. Visit this website for relevant materials developed around the report: <http://movingcooler.info/>

The report, sponsored by transportation experts, industry, nonprofit organizations, federal agencies, trade associations, and foundations, examines 50 strategies such as making transit more robust, placing housing closer to jobs and pricing roads during congested hours, and quantifies their potential impact on reducing greenhouse gas (GHG) emissions. The study—filling an important gap in existing research—shows that by aggressively deploying certain combinations, or bundles, of the 50 strategies, GHG emissions could be reduced by up to 24% compared to projected 2050 levels. In addition, many consumers stand to benefit from savings realized through reduced use of vehicles and fuel.

RELEVANCY TO FUNDERS

It has long been established that transportation contributes roughly one-third (28%) of our country's GHG emissions and that cleaner fuels and smarter vehicles are essential to reducing transportation-related carbon emissions. At the same time, it is also well known that fuel and vehicle improvements alone will not close the greenhouse gap—that additional strategies are needed to reduce the ever-increasing rate at which Americans are driving. *Moving Cooler* is the deepest look yet at what it means, in GHG terms, to create more options for personal mobility through such tools as denser land use, more robust and affordable transit services, pricing signals that make roads and fuels more expensive, and technology that makes more efficient use of roads and other transportation systems.

This study is most directly relevant to **climate and energy funders**, including funders interested in **energy security**. The results indicate that system efficiency improvements (reducing trip length, providing more travel choices, better system integration, and pricing the system to reflect marginal costs) can substantially reduce both transportation oil consumption and GHG emissions. Absent these additional reductions from the transportation sector, meeting 2050 GHG reductions targets will be almost impossible. While the interactions of land use, urban form and transportation are complex, especially on their affect on travel

behavior, this study provides evidence for how transportation policy and practice reform can be tool for funders interested in **land conservation**, **public health** (improved air quality, safety and physical health), **equity** (more travel choices, lower household transportation costs, access to job markets), and **affordable housing** (mixed use, mixed income development and reducing the combined cost of housing and transportation). Funders interested in promoting and protecting **community character** and **social capital** will also be interested in these findings. Finally, the findings help link national, regional, and local decision-making on such issues as land use and transportation and public investment in infrastructure to reducing greenhouse gasses.

This study draws connections from climate to transportation to land use to equity. It confirms that planning now in all these areas can ensure the outcomes we need for the future and illustrates how those improvements stay in place for the long term.

OPPORTUNITIES FOR FUNDERS

1. Learn More

- Join TFN's **Transportation Reform Funders Group** to understand more about what your foundation peers are funding, and learning, in the fields of transportation and climate. In addition to regular conference calls and convenings, TRFG makes TFN staff available for personal consultations on opportunities in your area to engage in transportation and climate philanthropy.
- Review *The Power of Well-Placed Local Leadership: Community-Based Foundations and Climate Change* that offers a full range of examples of how funders are engaging in this work. The resource is available at www.fundersnetwork.org.ⁱ

2. Reach Out

- Exercise your role as a convener to bring the study to the attention of local decision makers and advocates. Convene groups (existing grantees and unlikely alliances) to look at how the report can inform their collective work.
- Funders interested in a personal presentation on *Moving Cooler* to their Boards of Directors and/or their grantees can receive assistance from TFN's Transportation Reform Funders' Group.

3. Help Build Capacity

- Help increase local and regional capacity to implement reforms of transportation and land use policies. Engage in campaigns to change transportation policy and practice to serve community, state and national goals.ⁱⁱ

For questions or assistance on any of the items above, contact Diana Williams at dmewilliams@hotmail.com .

ⁱ Learning Network Call Scheduled for September 9, 2009 from 2:00 – 3:00 pm EDT on this report. RSVP to doris@fundersnetwork.org

ⁱⁱ Smart Growth America's *The States and the Stimulus* report reveals key issues that need addressing to fill capacity gaps in states and regions for advocacy around transportation policy and practice reform. Learning Network Call scheduled for November 11, 2009 from 2:00 – 300 pm EDT will examine capacity issues. RSVP to doris@fundersnetwork.org.