KEY FEDERAL POLICY THAT IMPACTS TRANSPORTATION

1. MAP-21 – Moving Ahead for Progress for the 21st Century
Authorization bill: sets the intended spending levels for the duration of the act
Appropriations bill: sets the actual budget authority each year; can be less than authorization
Authorized $105 billion for 2013 and 2014 in specific categories
   - CMAQ (Congestion Mitigation and Air Quality) - $4.4 B for projects that contribute to attainment or maintenance of air quality standards (see Clean Air Act), including traffic management, HOV lanes
   - Transportation Alternatives Program – 2% set-aside from highway programs, for bike/ped facilities, safe routes to school, etc.
Modified requirements for state (DOT) and regional (MPO) planning
   Emphasis on “performance-based planning”

2. Clean Air Act Amendments (CAAA) of 1990
National Ambient Air Quality Standards (NAAQS)
   8 criteria pollutants, including: Ozone, CO, PM$_{2.5}$ and PM$_{10}$
“Nonattainment” areas: must have State Implementation Plan (SIP)
   “Conformity” requirement: Transportation plans must be consistent with SIP
Transportation requirements:
   Vehicle emissions standards: Tier 1 standards
   Fuel requirements: Reformulated Gasoline (RFG) in nonattainment areas; diesel; etc.
Tier 2 Vehicle and Gasoline Sulfur Program – set by EPA in 1999, effective 2004:
   Vehicles and fuel treated as a system: low-sulfur means catalytic converters work better
   All passenger vehicles must comply – pick-ups, mini-vans, SUVs included
Note: California Clean Air Act of 1988
   Stricter air quality standards than federal
   Stricter emissions standards than federal: low-emission vehicles (LEVs), zero-emission vehicles (ZEVs)

Established Corporate Average Fuel Efficiency standards; currently 27.5 mpg
NHTSA Administrator sets standards, EPA calculates for each manufacturer

4. National Environmental Policy Act (NEPA) of 1969
Requires Environmental Impact Statements (EIS) for all major federal actions which affect the environment significantly: ex. new highways
   EIS addresses purpose and need, alternatives (including “no build”), impacts (including social), mitigation, interagency coordination, public involvement
   “Section 4f”: protects parks, historical sites, etc. – “no prudent and feasible alternatives
Note: California Environmental Quality Act of 1970 (CEQA): Requires Environmental Impact Report (EIR) for actions of state and local government agencies that may have physical impact on the environment: ex. transportation plan

5. Environmental Justice
Executive Order 12898 of 1994, tied to Title VI of Civil Rights Act of 1964
Three objectives: minimize impacts, ensure participation, provide benefits to low-income and minority populations