KEY FEDERAL POLICY THAT IMPACTS TRANSPORTATION

1. Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFTEA-LU) of 2005
   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 $244.1 billion for 2005 to 2009 in specific categories: see attachment
   CMAQ - $8.6B directly to MPOs, has to improve air quality
   “Enhancements” – $3.2B from 10% of Surface Transportation Program
   “Equity Bonus” - $40.9B to ensure each state gets 90.5% back (92% by 2008)
   “High priority projects” - $14.8B for 5,091 projects
   Continued requirements for state (DOT) and regional (MPO) planning
   “Planning factors” to be considered
   “Meaningful public involvement”
   “Fiscal realism”
   New requirements for state (DOT) and regional (MPO) planning
   Emphasis on consistency of plans with local planned growth and economic development…

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 I 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) and 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: 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