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Transportation Policy
& Environmental Limits

Lecture 4

Who To Regulate:

The Car, The Driver or

Mandate Technological Change

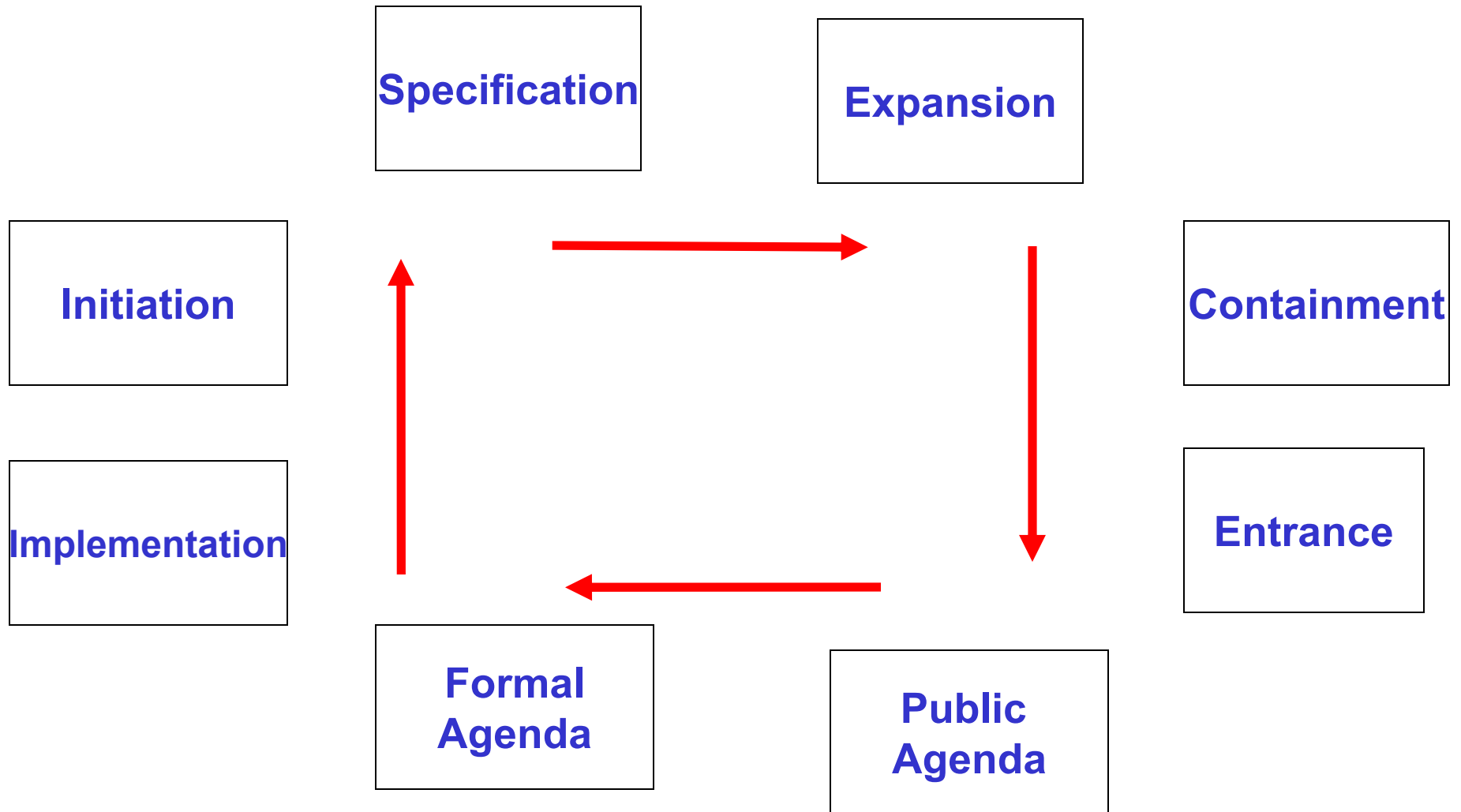
Automobile Transportation

Defining the Problem

- Congestion
- Oil dependence & the economy
- Oil Dependence & national defense
- Air, water, noise pollution
- Resource allocation
- Safety
- Equity

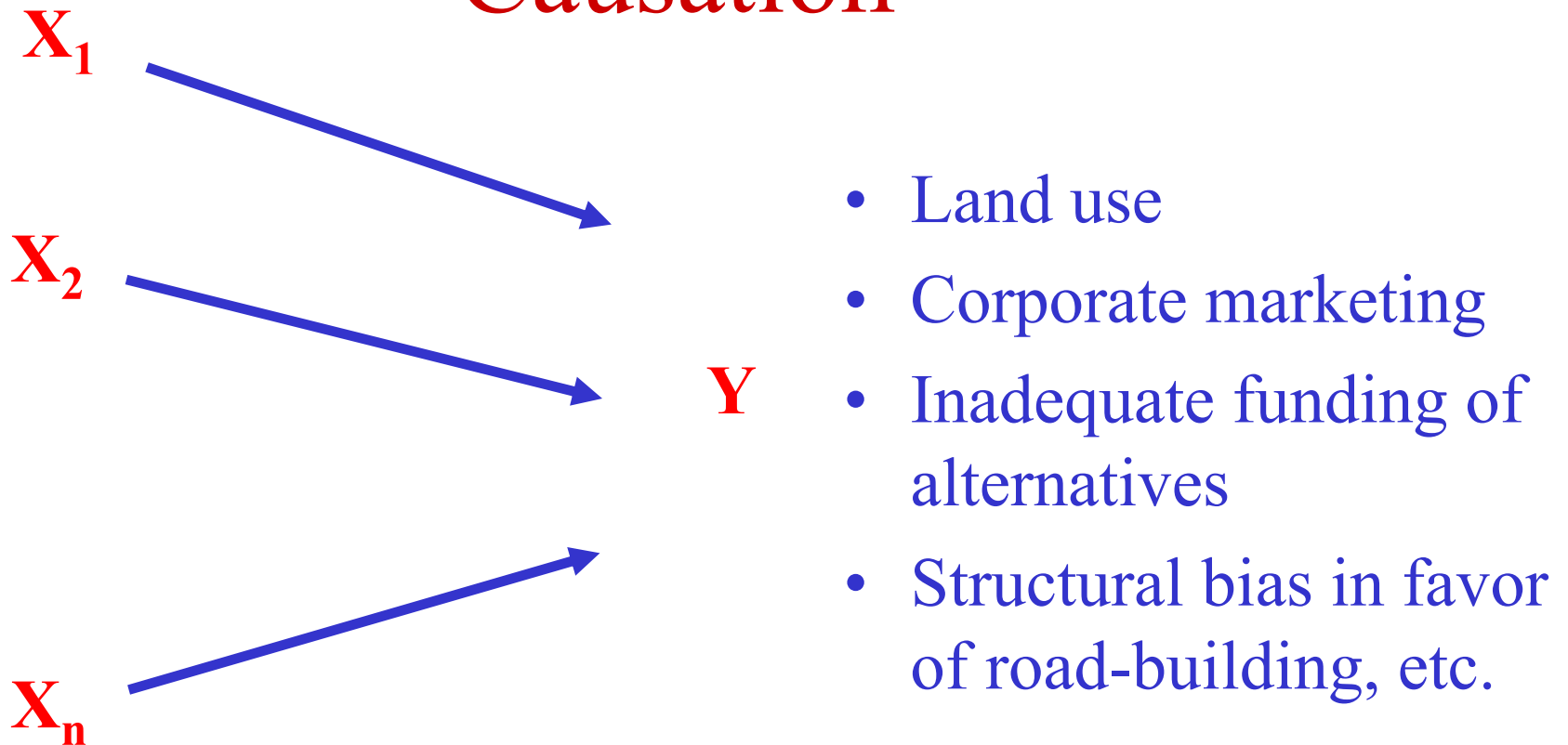


Policy Life Cycle



Policy Causal Models

Multiple & Simultaneous Causation



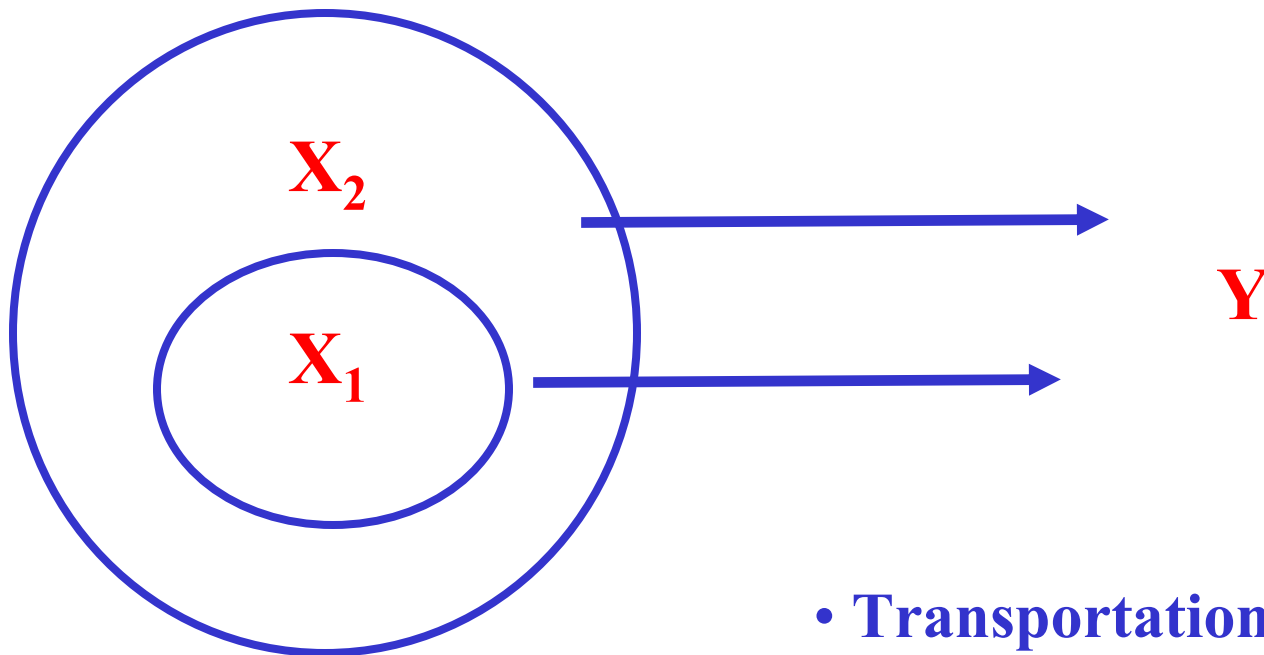
Policy Causal Models

Sequential Causation



- Increase funds for highway building
- Marketing of auto use
- Changes to land use
- Result – auto dependence

Policy Causal Models Component Causation



- Transportation “chicken & egg problem, land use first or infrastructure?”

Expansion

Transportation Blame Game

- Who is to blame?
 - auto companies
 - transportation industry, e.g., road builders, oil industry, etc.
 - drivers

Containment

- Deflect blame, look elsewhere, e.g., point source pollution, land development.
- Deny, technology not yet availability.
- Demonstrate harm, e.g. economic competitiveness, jobs, safety.

Entrance to the Public Agenda

- Crowded space, must compete with other issues – even ‘reality TV.’
- Limited time to make complicated arguments, policy by sound bite.

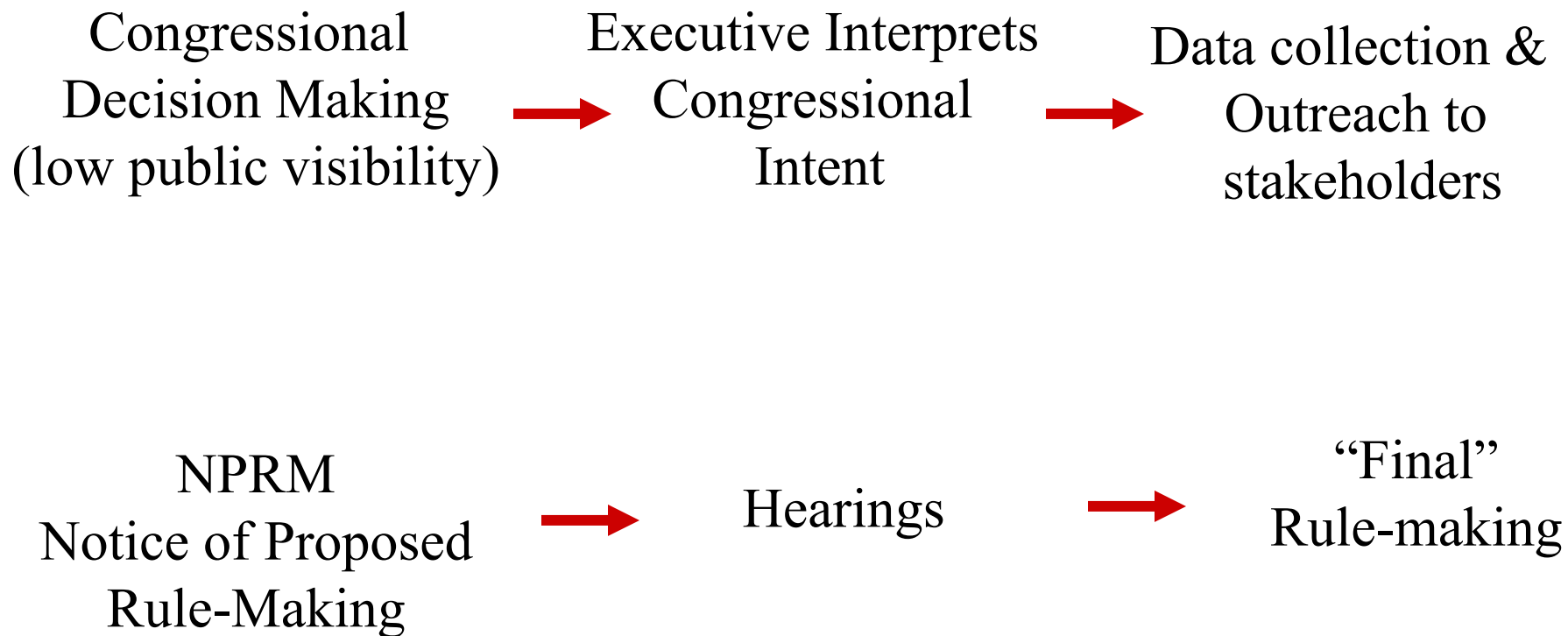
Formal Agenda

- State legislature, courts, congress.
- Fragmented decision making, geography and legal jurisdictions.
- Limited time and attention.

Regulating the Car

- 1963 Clean Air Act, air quality mandate
- 1965 Emission standards for new cars
- 1966 Safety (Nader/NHTSA) HEW emission standards for all cars.
- 1968 First emission standards take place
- 1970 EPA created, Earth Day, mandated 90% reduction in auto emissions by '75-76
- 1975 CAFÉ requiring 27.5 mpg by 1985
- 1978 First CAFÉ standard takes affect, 18.5 mpg
- 1985 Reagan Admin reduces CAFÉ to 26
- 1989 Bush Admin sets CAFÉ at 27.5
- 1990 Clean Air Act, more emission reductions, clean fuels, longer warranties on pollution control equipment

US Regulatory Rulemaking Process



Implementation

- Problems do not fit neatly in any one jurisdiction.
- Large variation in authority and capacity.
- Ambiguous language from legislature

Regulating the Driver

- Fuel prices
- Transportation demand management measures, HOV lanes, restricted use, etc.
- Employer incentives and disincentives
- Land use reforms

