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Transportation Policy  
& Environmental Limits

Lecture 3

**Managed Conflict:**

**Transportation & Environmental Politics**

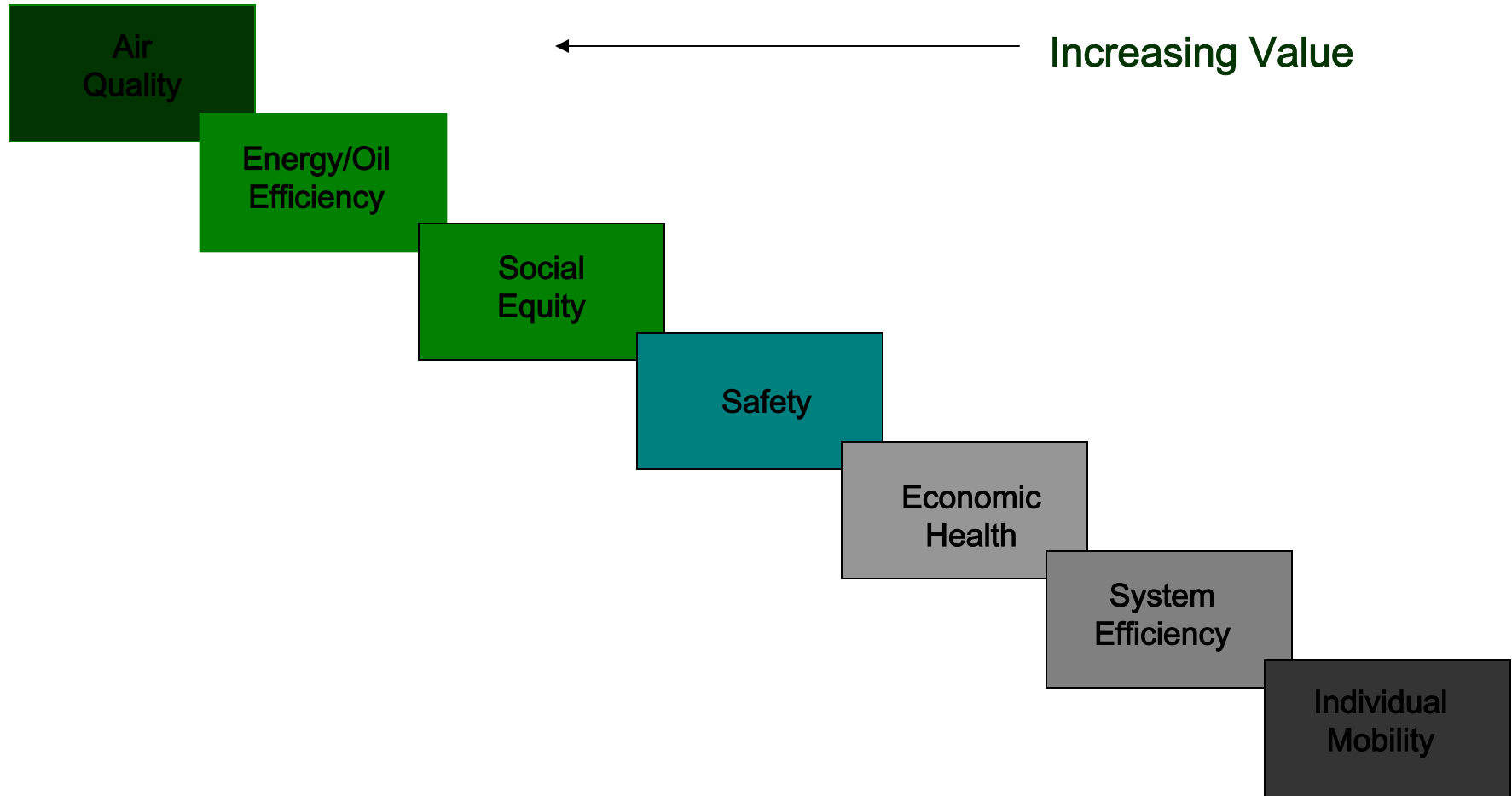
# Cultural Basis to Explain Transportation & Environmental Policy

- The management of the concrete commons and its impact on the ‘commonweal or commonwealth’ is derived from how people agree to live with each other and share common resources.
- How we define this arrangement predisposes us to certain problem definitions and policy solutions.
- Transportation facilitate, reflects and reinforces how we choose to live with each other and therefore can become highly politicized.
- Transport & Environment as an example of “managed conflict or dynamic conflict.”

# Competing & Conflicting Value Sets

- Individualist – high value on personal choice and individual freedom.
- Communitarian – high value on community & social equity.
- Collective policy decisions (transport) choose values between these two perspectives.

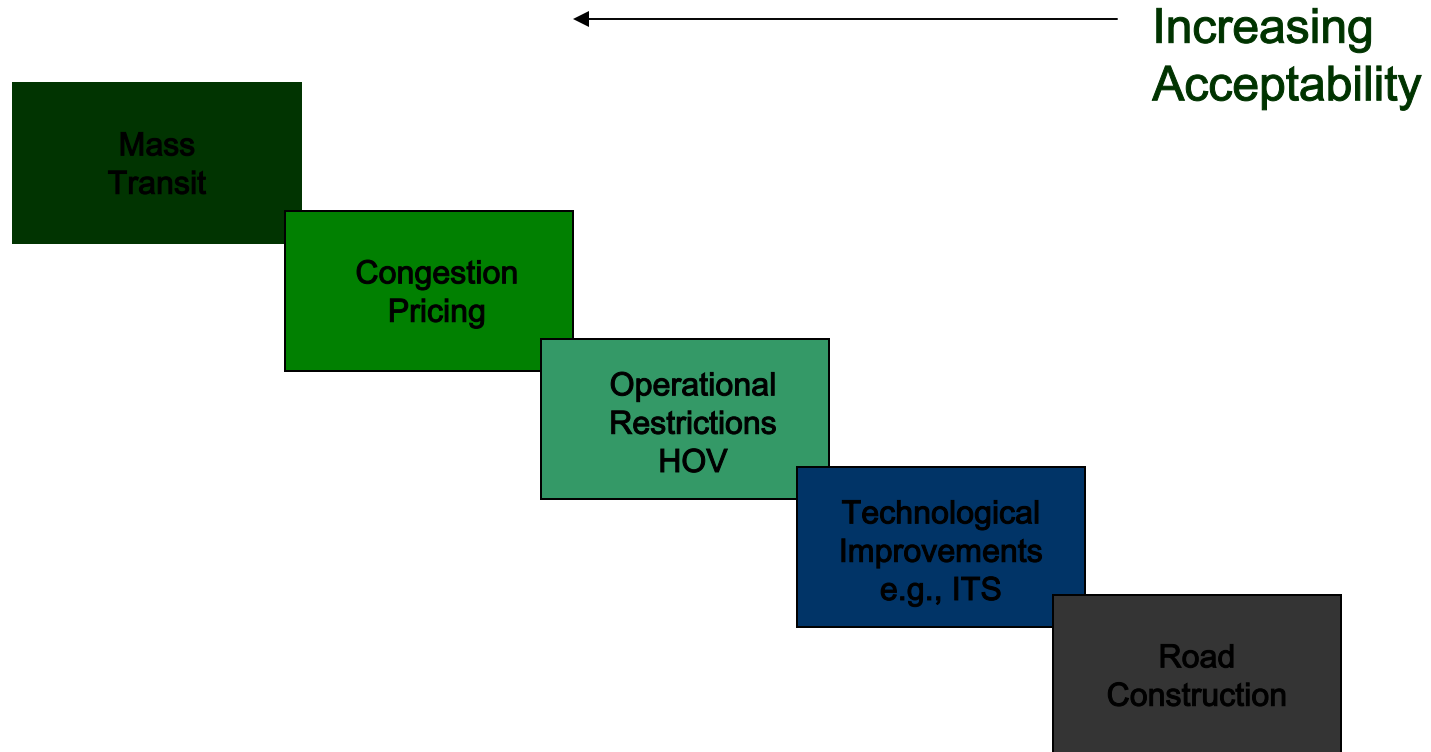
## GREEN PERSPECTIVE



## TRADITIONAL GROWTH PERSPECTIVE

Increasing Value →

# GREEN PERSPECTIVE



# TRADITIONAL GROWTH PERSPECTIVE



# Comparing Individualist & Communitarian Values in Transportation

- Objectives
- Who they are
- Name Game
- Values
- Approach to Planning
- Political Power
- Time Horizon

# Objectives

- Individualist Policies
  - more material good
  - technology as a ‘good’ in itself.
- Communitarian
  - pastoral, conservation, protection to preemption.
  - social value, technology not necessarily an improvement in QOL



# Who They Are

- Traditionalists: Road builders, corporations and general public.
- Communitarian: traditional environmental groups, neighborhood associations, marginalized populations, e.g., disabled, elderly, poor.
- Public vs. Publics?
- Pigs as swing voters.



# Primary Value Set

- Traditional:  
individual choice.  
Pioneer/frontier.
- Communitarian:  
'commonwealth' or  
'commonweal'  
common interest of  
the new frontier.

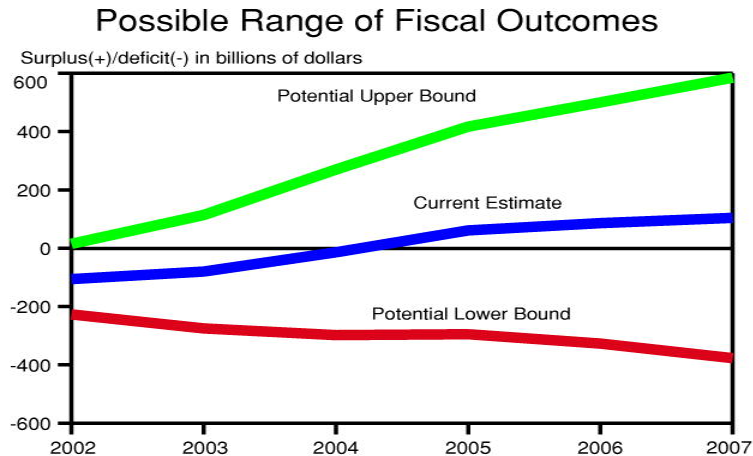
# Approach to Planning

- Traditional approach: incremental, segmented systems approach, specific, e.g., transportation system alone.
- Communitarian, global, holistic, problems and solutions are interconnected, e.g., land use and transport, public-global health.

# Political Power

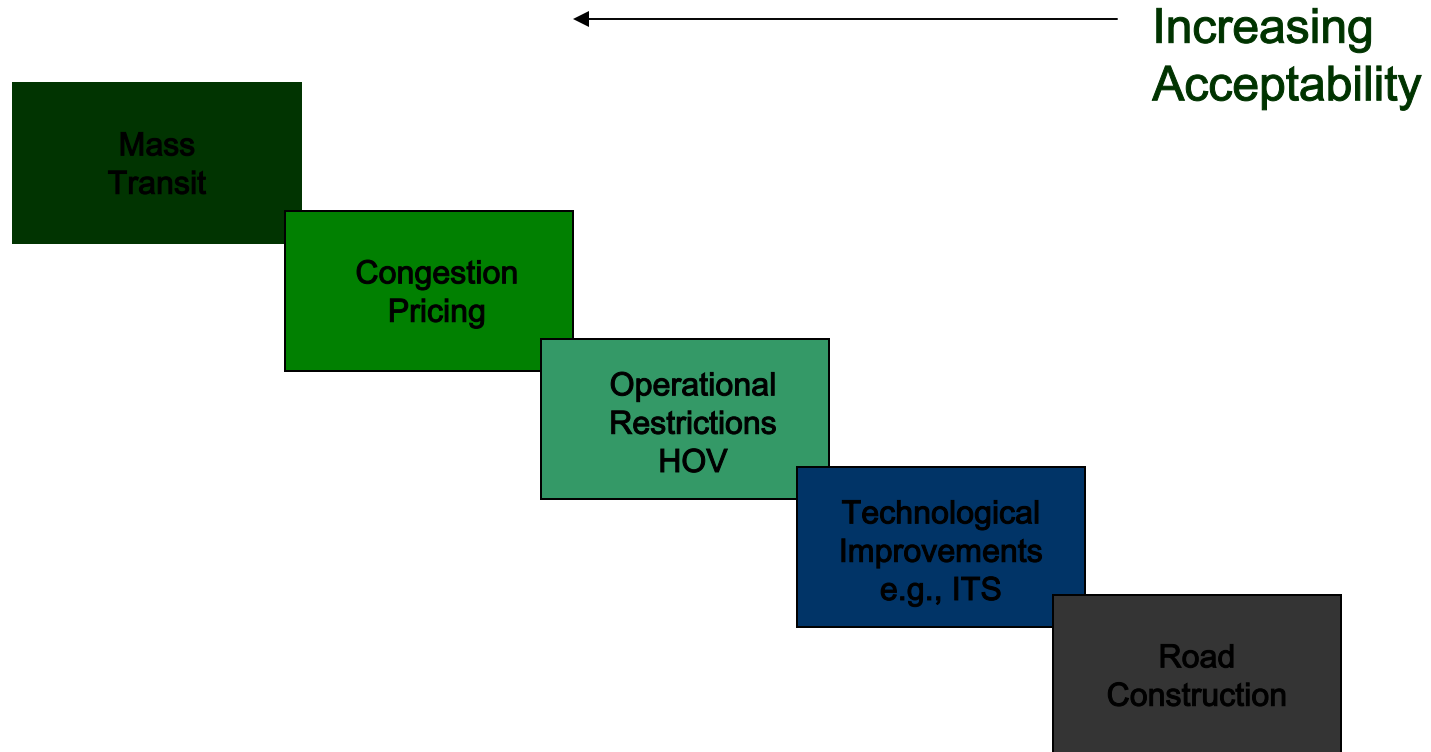
- Traditional: Strong in established areas, seek to limit agenda access and debate, strategy is to segment debates, e.g., highway bill vs. air systems.
- Communitarian: growing stronger, large scope limited intensity, clean air versus noise versus historical trust or special population. (STPP) Local versus national venue.

# Time Horizons



- Traditional: Short term, election cycle, product cycle, e.g., two auto platform cycles – 6-10 years.
- Communitarian – decades or more.
- Perception of risk – green view of measure risk in future, short term view sees a manageable ‘hazard.’

# GREEN PERSPECTIVE



# TRADITIONAL GROWTH PERSPECTIVE

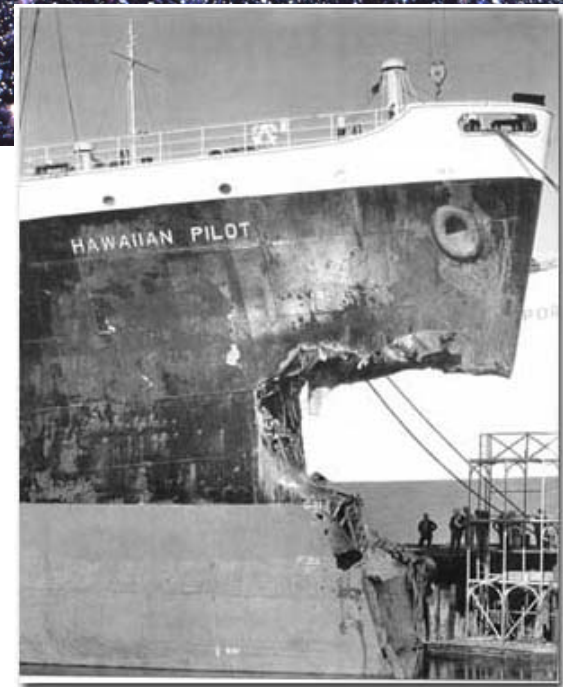


# Recent Evolution of Green Values in US Transportation

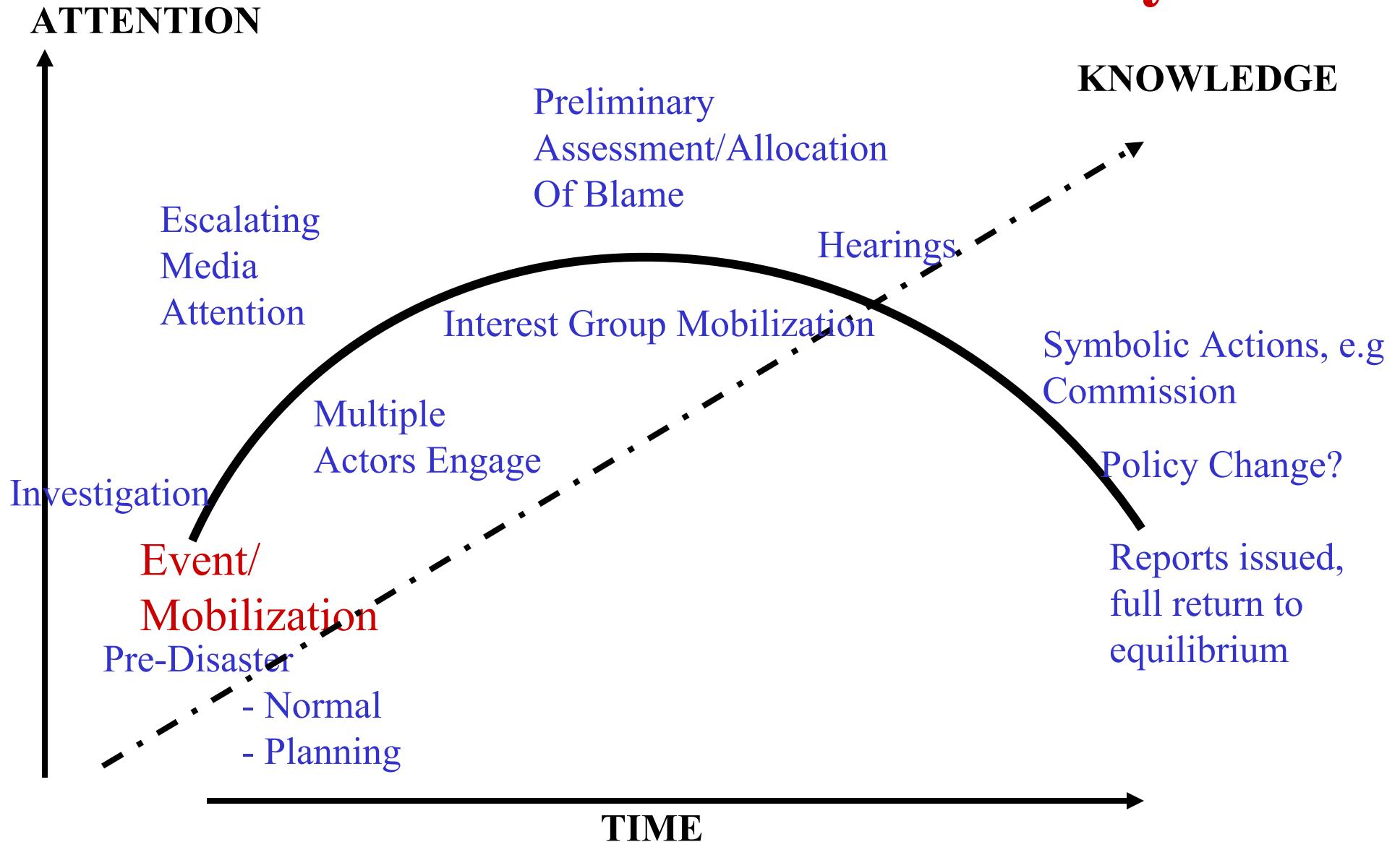
- Department of Transportation (1966)
- Torrey Canyon – First major oil spill (1967)
- National Environmental Policy Act (1969)
- Clean Air Act I (1970)
- Environmental Protection Agency (1970)
- OPEC Embargo (1973)
- Corporate Average Fuel Economy CAFÉ (1975)
- Department of Energy (1977)

# Recent Evolution of Green Values in US Transportation

- Port and Tanker Safety Act (1978)
- Gasoline Prices Peak (1980)
- Oil Prices Collapse (1986)
- Exxon Valdez Spill (1989)
- Clean Air Act II (1990)
- Oil Pollution Act (1990)
- Intermodal Surface Transportation Efficiency Act (1991)
- Energy Policy Act (1992)
- NexTea (1996)
- NexTea – “The Sequel, 2004”



# Up & Down With the Environment Attention Lifecycle





**Are environmental values  
stuck in traffic?**

# **Are environmental values stuck in traffic?**

The normal policy process is characterized by muddling through, can we muddle through incrementally on environmental policy, regionally, nationally or globally?

If not, how would you initiate meaningful movement?