

**NACAA Principles for
Reauthorization of Federal Surface Transportation Legislation**

October 19, 2010

- 1) Strengthen the ability of the transportation sector to contribute to improvements in air quality and public health.**
 - a. Include provisions to enable reductions in transportation-related emissions (criteria pollutants, GHGs and diesel and other air toxics) and reduce the adverse air quality and public health impacts of emissions from the transportation sector in a timely manner.
 - b. Give funding priority to transportation plans and projects that reduce emissions and contribute to the long-term attainment, maintenance, GHG, diesel and air toxics needs of an area.
 - c. Examine and promote alternative approaches for integrating transportation and land-use planning to reduce motor vehicle miles traveled and achieve sustainable land use.

- 2) Preserve and improve the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.**
 - a. Increase funding for the CMAQ program.
 - b. Provide state and local environmental agencies with a concurrence role in the identification, evaluation and selection of CMAQ projects.
 - c. Expand the scope of areas eligible to receive funding to include areas nearing nonattainment, areas whose transportation-related emissions have an impact on a nonattainment area and areas that experience other air quality problems as a result of transportation-related emissions including, but not limited to, hazardous air pollutants from mobile sources.
 - d. Apportion CMAQ funding considering the severity and complexity of an area's air quality problems and its population.
 - e. Require that transportation projects designed to reduce congestion also improve air quality.
 - f. Retain the eligibility and priority of diesel retrofit projects for CMAQ funds.
 - g. Preclude the ability to transfer unused CMAQ funds to other transportation programs.

- 3) Preserve the transportation conformity program.**
 - a. At a minimum, retain the existing transportation conformity program intact.
 - b. Explore alternatives for strengthening transportation conformity requirements so that they promote achievement of project-level reductions and all feasible emissions reductions needed for attainment and long-term maintenance of the health-based air quality standards.

- 4) Reduce carbon emissions and petroleum dependence in a manner that supports local air quality priorities, but not at the expense of other air pollutants.**
 - a. Wherever possible, align GHG emissions reduction efforts to promote reductions in criteria pollutant and air toxics emissions.
 - b. Prioritize funding of 1) clean transport technologies and fuels that provide co-benefits in reducing local and regional air pollution, petroleum dependence and carbon emissions and 2) infrastructure that facilitates and provides incentives for the use of such technologies and fuels.
 - c. Allow local air quality priorities to prevail (e.g., air toxics, nonattainment criteria pollutants, GHGs).

5) Ensure the use of clean technologies.

- a. Include provisions to promote use by contractors, owners and operators of construction equipment of the cleanest technologies and strategies for the design and construction of new, and the repair of existing, transportation infrastructure.
- b. Enact requirements to ensure that people and our nation's goods move in clean and efficient ways.