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OA/ID Number: 14062
Scan ID: 234513
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234513
TN

September 18, 1997

Mr. Clyde Cuming
Chairman
Yuma County Board of Supervisors
200 West First Street
Yuma, Arizona 85364

Dear Clyde:

Thank you for your sending me Yuma Metropolitan Planning Organization's Resolution No. 66. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget.

My Administration understands the significance of ISTEA's expiration on September 30, and, like you, we believe that reauthorization is the most important issue facing the transportation community this year. With the passage of a bipartisan balanced budget plan, Congress must now turn its attention to ISTEA's reauthorization. I submitted my reauthorization proposal, the National Economic Crossroads Transportation Efficiency Act, to Congress in March. I hope the Yuma Metropolitan Planning Organization, as a concerned member of the transportation community, will work with us to encourage Congress to act promptly on reauthorization.

Thanks again for writing.

Sincerely,

BILL CLINTON *A*

BC/LIJ/RLM/RSM/emu-ws
(9.cuming.c)

(Corres. #3677019)

cc: IGA 106

970919
~~970919~~

Bill Clinton

August 11, 1997

Mr. Darrel Rensink
American Association of State Highway
and Transportation Officials
Suite 249
444 North Capitol Street, N.W.
Washington, D.C. 20001

Dear Darrel:

Thank you for your thoughtful letter. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget. Thanks, too, for sending me *Transportation: Driving a Thriving Economy and Transportation for a Competitive America*.

My Administration understands the significance of ISTEA's approaching expiration on September 30; and, like you, we believe that reauthorization is the most important issue facing the transportation community this year. With the passage of a bipartisan balanced budget plan, Congress must now turn its attention to ISTEA's reauthorization. I submitted my reauthorization proposal, the National Economic Crossroads Transportation Efficiency Act, to Congress in March. As a concerned member of the transportation community, I hope the American Association of State Highway and Transportation Utilities will work with us to encourage Congress to act promptly on reauthorization.

Thanks again for writing.

Sincerely,

9/18 This is stock
assumed. Per
NEC this is
all we should
pay before 9/30.
[Signature]

OK —

Ky 9/17

September 17, 1997

Mr. Clyde Cuming
Chairman
Yuma County Board of Supervisors
200 West First Street
Yuma, Arizona 85364

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Thank you for your sending me Yuma Metropolitan Planning Organization's Resolution No. 66. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget.

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Thanks again for writing.

Sincerely,

BC/LIJ/RLM/RSM/emu-ws
(9.cuming.c)

(Corres. #3677019)

cc: IGA 106

NOTE to Editors: 9/16

ISTEA will expire on 9/30.

(RMW) 9/18 Therefore, it is essential that we get this letter out ASAP - preferably by the end of this week (9/19) -

Thx.

(RMW)

SEP 18 1997

September 17, 1997

Mr. Clyde Cuming
Chairman
Yuma County *Board of Supervisors*
200 West First Street
Yuma, Arizona 85364

AM 9/17

Dear Clyde:

Thank you for your sending me Yuma Metropolitan Planning Organization's Resolution No. 66. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget.

My Administration understands the significance of ISTEA's ~~approaching~~ expiration on September 30, and, like you, we believe that reauthorization is the most important issue facing the transportation community this year. With the passage of a bipartisan balanced budget plan, Congress must now turn its attention to ISTEA's reauthorization. I submitted my reauthorization proposal, the National Economic Crossroads Transportation Efficiency Act, to Congress in March. I hope the Yuma Metropolitan Planning Organization, as a concerned member of the transportation community, will work with us to encourage Congress to act promptly on reauthorization.

Thanks again for writing.

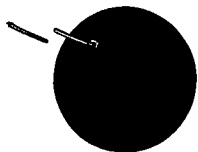
Sincerely,

OK WD 9/17

BC/LIJ/RLM/emu (Corres. #3677019)
(9.cuming.c)

cc: IGA 106

SEP 17 1997



22

September 16, 1997

Mr. Clyde Cuming
Chairman
Yuma County
200 West First Street
Yuma, Arizona 85364

Dear Clyde:

Thank you for your sending me Yuma Metropolitan Planning Organization's Resolution No. 66. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget.

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Thanks again for writing.

Sincerely,

BC/LIJ/RLM/emu
(9.cuming.c)

(Corres. #3677019)

cc: IGA 106

↑ Text repeated: "As a
concerned member..."

WD 9/17

SEP 17 1997

DRAFT OF BC LETTER

INITIALS: BC / lij *RM 9/16*

DOCUMENT TITLE: /slr/p/cuming.c.lij

DRAFT DATE / LETTER DATE: Sep 16 1997 /

CORRESPONDENCE #: 3677019

CLEAR WITH:

WHCC:

CC: IGA, OEOB 106

CORRESPONDENCE ADDRESSED TO:

APPROVAL/ENCLOSURES/SPECIAL INSTR:

Mr. Clyde Cuming
Chairman
Yuma County
200 West First Street
Yuma, Arizona 85364

Dear Clyde:

Thank you for your sending me Yuma Metropolitan Planning Organization's Resolution No. 66. I appreciate knowing your concerns regarding the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), and I have shared your letter with my staff in the National Economic Council and the Office of Management and Budget.

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Thanks again for writing.

SEP 16 1997

I.G.A. CORRESPONDENCE TRACKING SHEET

Date Received in PLM: 9/16/97

Assigned to:

☐ Kyle Baker
☐ Anna Cushing
☐ Sarah Knight
☐ Diane Ikemiyashiro
☒ Leanne Johnson
☐ Tracy Sisser

RE: Intermodal Surface Transport. Efficiency Act

☐ **Scheduling Request: Forward to Megan Williams, Room 106**
☐ **Personnel Recommendation: Forward to Ruth Eaglin, Room 158**
☐ **Request for a Presidential Message: Forward to Carmen Fowler, Room 91**

234513

YUMA METROPOLITAN PLANNING ORGANIZATION
Local Governments and Citizens Working Together

Submitted
Members: September 7, 1997

Yuma County Honorable President Bill Clinton
City of Yuma President of the United States of America
City of San Luis The White House
City of Somerton 1600 Pennsylvania Ave.
Town of Wellton Washington, D.C.
Arizona Dept. of Transportation 20500

Honorable President Bill Clinton:

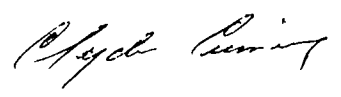
By RESOLUTION NO. 66, adopted August 28, 1997, the Yuma Metropolitan Planning Organization (YMPO) urges Congress and the President to enact legislation re-authorizing the federal Intermodal Surface Transportation Efficiency Act legislation by September 30, 1997. A Copy of the RESOLUTION NO. 66 and its attachments are enclosed.

The YMPO is a multi-agency regional transportation planning group. Its membership includes elected officials from the jurisdictions of the cities of Yuma, Somerton, and San Luis, Yuma County, and the Town of Wellton. Also, the Arizona Department of Transportation is represented by a member of the State Transportation Board, who was appointed by the Governor of Arizona.

We believe that federal transportation legislation, which includes the points included in the resolution are necessary to provide for the continued development, improvement, and maintenance of the United States transportation systems. And, specifically to Yuma County, Arizona, is our need to enhance the mobility, lifestyles, and economy, of the people who live and work in this US/Mexico border region. Therefore, we ask for your support and assistance to move this legislation forward as quickly as possible.

President Clinton, thank you for your cooperation. If you would like additional information, please contact me at 520-783-8911.

Respectfully,



CLYDE CUMING, Chairman
YMPO Executive Board
Chairman, Yuma County
Board of Supervisors

CC/lw
attachments

sep 11

YUMA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 66

RESOLUTION OF THE YUMA METROPOLITAN PLANNING ORGANIZATION URGING THE U.S. CONGRESS AND THE PRESIDENT TO ENACT LEGISLATION REAUTHORIZING THE INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (ISTEA) AND THE AVAILABILITY OF FUNDING FOR THE FEDERAL SURFACE TRANSPORTATION PROGRAM BEFORE OCTOBER 1, 1997.

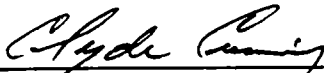
- WHEREAS: Present law does not authorize new funds for the Federal surface transportation assistance programs for the period beginning after September 30, 1997; and
- WHEREAS: The Yuma Metropolitan Planning Organization has received information which indicated that Congress and the President may not ENACT legislation authorizing new funds for such programs by October 1, 1997, or even shortly thereafter; and
- WHEREAS: Funding for surface transportation advances numerous vital national interests, including: improving the ability of the nation to efficiently move people and goods, stimulation of economic growth, provision of good jobs in construction and other industries, furtherance of the international economic competitiveness of the United States, improved coordination of transportation investment with environmental goals, and improved personal mobility and quality of life; and
- WHEREAS: State and Local governments and other recipients of funds, such as Metropolitan Planning Organizations, under the Federal surface transportation assistance programs will, as of October 1, 1997, have a relatively small amount of prior years funding available, and due to program requirements, such funding may not be eligible for use on their most pressing needs; and
- WHEREAS: Should Congress and the President not complete action by October 1, 1997, on reauthorization legislation, the ability of the States and other grant recipients to deliver the benefits of these programs will be negatively impacted and will become more impacted with each passing day; and
- WHEREAS: Delays in reauthorization will cause disruption of the next construction season's activities, causing job loss and related impacts in states and communities, with the potential loss of the entire construction season in some states if the delay lasts into 1998; and
- WHEREAS: The Yuma Metropolitan Planning Organization previously adopted Resolution No. 61 on February 24, 1997, proposing legislation for the reauthorization bill; and

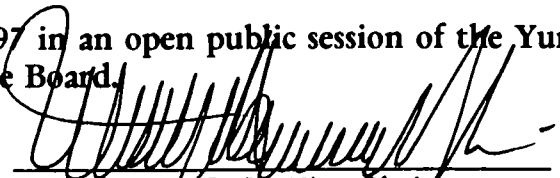
WHEREAS: The Yuma Metropolitan Planning Organization supports the Western Association of State Highway and Transportation Officials (WASHTO) Resolution No. 5-96 and Policy Statement on ISTEA Reauthorization for 1997 regarding a multi-year reauthorization bill funded at the highest possible level which could be sustained by revenues to the Highway Trust Fund;

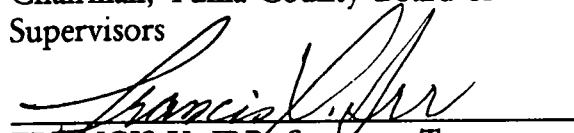
NOW, THEREFORE, BE IT RESOLVED BY THE YUMA METROPOLITAN PLANNING ORGANIZATION that

1. Congress and the President are hereby requested to significantly increase their efforts to promptly ENACT multi-year legislation reauthorizing Federal surface transportation assistance programs by October 1, 1997, at the highest level of funding which can be supported by revenues to the Highway Trust Fund; and
2. That a copy of the Yuma Metropolitan Planning Organization's Resolution No. 61 (adopted February 24, 1997) be attached to this resolution; and
3. That a copy of WASHTO's Resolution 5-96 and Policy Statement on ISTEA Reauthorization for 1997 on the content of multi-year reauthorization legislation be attached to this resolution; and
4. That copies of this Resolution be submitted to the President of the United States, the Majority and Minority Leaders in the Senate, the Speakers of the House and the Minority Leader in the House of Representatives, the Chairman of the appropriate Congressional Authorizing committees, the Secretary of USDOT, Arizona's Congressional Delegation, and the Association of Metropolitan Planning Organizations (AMPO).

ADOPTED this 28th day of August, 1997 in an open public session of the Yuma Metropolitan Planning Organization Executive Board.


CLYDE CUMING, Chairman
YMPO Executive Board, and
Chairman, Yuma County Board of
Supervisors


MIGUEL LOPEZ, Vice Chairman
YMPO Executive Board, and
Mayor, City of San Luis, Arizona


FRANCIS X. IRR, Secretary-Treasurer
YMPO Executive Board, and
Councilman, City of Yuma, Arizona

ATTEST:


ROBERT A. VAUGHAN, P.E.
Executive Director
Yuma Metropolitan Planning Organization

WASHTO RESOLUTION NO 9-97**RESOLUTION OF THE WESTERN ASSOCIATION OF STATE HIGHWAY AND
TRANSPORTATION OFFICIALS****REGARDING****REAUTHORIZATION OF ISTEA AND THE AVAILABILITY OF FUNDING FOR THE
FEDERAL SURFACE TRANSPORTATION PROGRAM**

WHEREAS, present law does not authorize new funds for the Federal surface transportation assistance programs (for highways and transit) for the period beginning after September 30, 1997; and

WHEREAS, WASHTO Officials, meeting this week in Sun Valley, Idaho, heard reports from the U.S. Senate and other Washington D.C. sources which indicated that Congress and the President may not enact legislation authorizing new funds for such programs by October 1, 1997, or even shortly thereafter; and

WHEREAS, funding for surface transportation advances numerous vital national interests, including: improving the ability of the nation to efficiently move people and goods, stimulation of economic growth, provision of good jobs in construction and other industries, furtherance of the international economic competitiveness of the United States, improved coordination of transportation investment with environmental goals, and improved personal mobility and quality of life; and

WHEREAS, State Governments and other recipients of funds under the Federal surface transportation assistance programs will, as of October 1, 1997, have a relatively small amount of prior years funding available, and, due to program requirements, such funding may not be eligible for use on their most pressing needs; and

WHEREAS, should Congress and the President not complete action by October 1, 1997, on reauthorization legislation, the ability of the States and other grant recipients to deliver the benefits of these programs will be negatively impacted and will become more impacted with each passing day; and

WHEREAS, delays in reauthorization will cause disruption of the next construction season's activities, causing job loss and related impacts in states and communities, with the potential loss of the entire construction season in some WASHTO states if the delay lasts into 1998; and

WHEREAS, WASHTO has previously adopted a Resolution and Position Paper regarding a multi-year reauthorization bill funded at the highest possible level which could be sustained by revenues to the Highway Trust Fund,

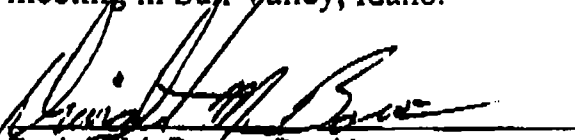
Resolution 9-97

Page 2

NOW, THEREFORE BE IT RESOLVED by WASHTO that

- Congress and the President are hereby requested to significantly increase their efforts to promptly enact multi-year legislation reauthorizing Federal surface transportation assistance programs by October 1, 1997, at the highest level of funding which can be supported by revenue to the Highway Trust Fund; and
- That a copy of WASHTO's Resolution 5-96 and Policy Statement on ISTEA Reauthorization for 1997 on the content of multi-year reauthorization legislation be attached to this resolution; and
- That copies of this resolution be submitted to the President of the United States, the Majority and Minority Leaders in the Senate, the Speakers of the House and the Minority Leader in the House of Representatives, the Chairman of the appropriate Congressional Authorizing committees, the Secretaries of USDOT and AASHTO.

Adopted by the WASHTO Policy Committee on July 30, 1997 at the WASHTO annual meeting in Sun Valley, Idaho.


Dwight M. Bower, President

RESOLUTION 5-96

**RESOLUTION OF THE WESTERN ASSOCIATION OF
STATE HIGHWAY AND TRANSPORTATION OFFICIALS**

Regarding

**REAUTHORIZATION OF THE INTERMODAL SURFACE TRANSPORTATION
EFFICIENCY ACT OF 1991 (ISTEA)**

WHEREAS, authorization for federal surface transportation programs under the Intermodal Surface Transport Efficiency Act (ISTEA) of 1991 (Public Law 102-240) will expire on September 30, 1997, and the United States Congress will be considering various proposals for improvements and modifications to streamline the Act; and

WHEREAS, the Western Association of State Highway and Transportation Officials (WASHTO) acknowledges that many positive and innovative aspects of ISTEA should be retained: including recognition of the need for truly multi modal and intermodal transportation systems and programs to develop those systems; the development of stronger partnerships between federal, state, tribal and local governments and also public/private partnerships for the delivery of transportation systems and services; and the increased level of responsibility and program flexibility given state, tribal and local governments, allowing them to address the unique characteristics and needs of their region; and

WHEREAS, the States have now had five years experience implementing projects and programs

under ISTEA and recognize that some changes will need to be made to the Act and other federal laws or regulations, in order to revise or eliminate those programs which are no longer needed, are unproductive, are not critical to economic performance and competitiveness of the States, or are overly restrictive upon the States.

NOW THEREFORE BE IT RESOLVED, by the Western Association of State Highway and Transportation Officials,

THAT, WASHTO supports and urges Congress to:

1. Reaffirm a strong federal interest in the nation's transportation system;
2. Increase total federal funding for surface transportation;
3. Provide Federal surface transportation funding distribution that reflects the national interest in rural and intercity, as well as urban, transportation;
4. Make the National Highway System the foundation of the nation's transportation system;
5. Streamline and simplify ISTEA by reducing regulations, mandates, program categories and funding set-asides and increasing flexibility for state and local governments to develop multi modal solutions;
6. Recognize the national interest in Federal lands; and
7. Recognize the national interest in "Bridge" and "Border" states.

BE IT FURTHER RESOLVED THAT, the attached "WASHTO Policy Statement on ISTEA

Reauthorization for 1997" is hereby adopted as the official position of the Western Association of State Highway and Transportation Officials in regards to reauthorization of the Intermodal Surface Transportation Efficiency Act of 1991, and

BE IT FURTHER RESOLVED THAT, copies of this resolution and policy statement be promptly provided to appropriate committees of the United States Congress, to the U.S. Secretary of Transportation, the Federal Highway Administrator, the Congressional Delegations of WASHTO member states, and the American Association of State Highway and Transportation Officials.

Passed on October 5, 1996

Buffalo, N.Y. Regional Meeting

"WASHTO Policy Statement on ISTEA Reauthorization for 1997"
Adopted by WASHTO Policy Committee
October 5, 1996

With highway and transit program funding authorizations under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) set to expire on September 30, 1997, it is essential that all groups interested in the reauthorization of national transportation legislation work together with the Congress and the Executive Branch of government to establish policies, programs and regulations that will help ensure that our nation's transportation system is the best in the world as we move into the 21st Century. This process must continue the dialogue between all of the various interests involved in transportation. This policy statement outlines the basic positions of the Western Association of State Highway and Transportation Officials (WASHTO) concerning the reauthorization of ISTEA as follows:

1. **Increased Funding for Transportation Programs:** The needs of all of the nation's interstate, intrastate and national federal-aid highway and transit systems are far in excess of the funds currently available to address those needs. Federal funding for surface transportation programs should not only be maintained, but should be increased to the highest sustainable level within the existing limits of federal taxation. As a start, the 4.3 cents per gallon in user taxes now going to the General Fund for deficit reduction should be redirected to and deposited in the Highway Trust Fund, which would support an additional program level of \$6 billion per year. Additionally, all current tax revenues paid into the Highway Trust Fund and all interest on the balance of those funds should be authorized for appropriation at the highest level permitted by

law. In addition, the existing balances in the highway Trust Fund should be gradually drawn down over the life of the reauthorization period to the lowest level permitted by the Byrd rule and its transit counterpart. Recent Congressional Budget Office reports show that with the continuation of current highway taxes to the Highway Trust Fund, this approach (without the 4.3 cents) can support an ongoing annual highway program of \$25-26 billion, as well as increased transit program. Therefore, the Federal Highway Program should be authorized in the new surface transportation act for at least \$30-32 billion per year, and the Transit Program should be authorized at the highest level sustainable by the Transit Account. Also, the use of obligation authority to restrict the States' ability to use allocated and apportioned funds should be discontinued. Provisions should also be included in the act to ensure an equitable apportionment of federal funds back to the states.

2. **National Highway System :** WASHTO supports and reaffirms a strong national interest in the nation's transportation system. A focal point for this Federal investment should be the National Highway System (NHS) which serves as the backbone of the nation's highway system. The NHS serves all areas of the country, both urban and rural, and is essential to interstate and international commerce and to the movement of goods and people across the nation. The NHS, as a focal point for the federal-aid highway program, should be the largest component of the federal-aid program. In addition, the current ISTEA provisions for transferability of funds to allow each state to address its own needs and priorities should be maintained in the new act. National highway system preservation and maintenance or replacement of the nation's aging Interstate System is a major need and responsibility, and can only be accomplished as a national

program; it must continue to be reflected in the Federal funding distribution. Allocation and apportionment of funds authorized for the National Highway System among the states should reflect the balance, extent and the use of the NHS in each state. Federal responsibility should be in the development of broad goals and policies that guide state actions regarding safety, research and connectivity of corridors to ensure effective movement of goods, services, people and information.

3. **Recognition of National Interest in Federal Lands:** Recognition should be given both to the importance of transportation to and across federal lands, and also to the impact those lands have on the states in which they are located. Federal lands (and all of their resources) belong to the whole nation, not just to the states in which they are located. Twelve of the seventeen WASHTO member states have more than 25% of their land under the ownership of the federal government. Several have more than 50% of their lands in this category. The impact of this federal ownership on state transportation programs is far ranging, and includes impacts to local economies as a result of increased use of federal lands. While the States' property tax base is reduced, in most cases the full cost of maintaining transportation systems to and across federal lands is still the responsibility of the state.

The Federal Lands Highway Program is critical and necessary to help the states bear the cost of maintaining transportation systems for these national lands. The funding for this program is critical and should be increased significantly. In conjunction, the percentage of Federal lands

within each state should be considered as a factor in the distribution formulas for all other highway programs.

Additionally, the current Section 1015(a) "Hold Harmless" provisions of ISTEA penalize states which apply for and receive Public Lands Discretionary funds by reducing their Surface Transportation Program funds by that same amount in the following fiscal year. This provision of the "hold harmless" section punishes states with public lands and serves as a disincentive to apply for these funds and also hurts Native Americans by penalizing states which attempt to improve BIA and Tribal roads using Public Lands Funds. "Hold harmless" provisions should not be applied to federal and public lands programs, as the entire nation, not just residents of the state in which they are located, benefits from such investments.

4. **Recognize National Interest in "Bridge" and "Border" States:** Twelve of the seventeen WASHTO member states function as "bridge" states - the NHS routes and other arterials which cross the rural areas of these states serve as vital links in the nation's transportation system, connecting the east and west coasts; others serve as "border" states. Collectively, they serve as corridors for interstate and international trade, provide access to the nation's critical agricultural products and raw materials, and give urban centers a way to distribute manufactured goods and services to rural areas. Efficient transportation between metropolitan centers relies on the maintenance of the NHS and non-NHS highways in these states. These routes provide rural areas with the access and mobility necessary for public travel and safety. Federal investment in our nation's transportation system must continue to provide a

an level of funding to these state routes which serve critical national interests.

5. **Build on Federal/State/Tribal/Local/Private Partnerships:** One of the central themes of ISTEA was the development and strengthening of partnerships between all levels of government, as well as the private sector, in order to provide better transportation systems and services to the public. WASHTO supports the continuation of this effort. Part of this process has been the improvement of transportation planning at all levels, and the expansion of the planning process to include and emphasize all modes - highway, rail, air, transit and water - making it truly multi modal and intermodal for the first time. Statewide and MPO long-range planning, with its broad public participation, should continue in the future. Also, WASHTO supports assuring that the Congestion Mitigation and Air Quality (CMAQ), Scenic Byways and Enhancement Programs remain eligible expenditures as prioritized by each state's planning process and program goals.
6. **Operational and Financial Flexibility:** The reauthorized surface transportation program should be streamlined to the maximum extent possible to allow states and local governments to efficiently advance priorities established through ISTEA's planning process. One of the ways this can be accomplished is by greatly reducing or eliminating burdensome federal regulations, and eliminating all unfunded mandates, sanctions and set-asides which do not improve the quality of the transportation system. Congress should also eliminate the earmarking of funding for "demonstration" projects. The priorities established by the ISTEA planning process should determine which projects are funded. Many current regulations and programs have proven to be

-9. Sec. 9
App.
unnecessary and unproductive and have interfered with the ability of the states to carry out an efficient and cost-effective transportation program. In conjunction with a corresponding decrease in the Federal administrative and regulatory role, state transportation departments, acting in consultation with local and tribal governments, providers and the public, should be given increased flexibility, authority and responsibility to determine how and where the Federal funds available to them are used, based upon the needs and unique characteristics of their state and as identified during the planning process. The funding flexibility provided by ISTEA has been a key component of state, tribal and local efforts to respond to the demands of growth, address personal and freight mobility needs and deal with safety concerns while preserving and enhancing environmental quality and community livability. WASHTO supports retention, enhancement and continuation of these flexibility provisions, including expanding the ^{FTA} permissible use of STP and CMAQ program funds as identified in each state's transportation planning process.

7. **Support for General AASHTO Positions:** WASHTO generally supports the American Association of State Highway and Transportation Officials (AASHTO) reauthorization positions as reflected in the Executive summary of AASHTO Reauthorization Reports, "Transportation for a Competitive America", and the "Bottom Line" report developed by the AASHTO Reauthorization Steering Committee, as adopted by the AASHTO Board of Directors.

YUMA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 61

A RESOLUTION TO PROPOSE LEGISLATION FOR THE 1997 INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT AND AMENDING RESOLUTION NO. 54 (*adopted May 23, 1996*).

- Whereas: The Yuma Metropolitan Planning Organization (*hereinafter referred to as the YMPO*) is a multi-agency regional transportation planning group formed in 1983 to coordinate preparation of a 20-year Countywide Transportation Plan, five-year Transportation Improvement Program, and to assure conformity between the Plan, Program, and the Yuma PM₁₀ Nonattainment Area State Implementation Plan (SIP); and
- Whereas: The existing U.S. Federal transportation law is stated in the 1991 Intermodal Surface Transportation Efficiency Act, referred to as "ISTEA"; and
- Whereas: On December 28, 1995 the YMPO adopted the 1995-2015 Countywide Transportation Plan (CTP); and, in accordance with the 1991 ISTEA, that Plan is "fiscally constrained," making it partially dependent on continued federal funding; and

NOW, THEREFORE, BE IT RESOLVED that Yuma Metropolitan Planning Organization supports and urges passage of federal transportation legislation by September 30, 1997 (hereinafter referred to as ISTEA II) with the following provisions:

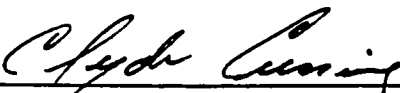
1. ISTEA II should follow the same purpose as the 1991 ISTEA, stated as "...to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the nation to compete in the global economy and will move people and goods in an energy efficient manner;" and
2. ISTEA II should retain the following primary focuses:
 - Mobility of people and goods;
 - Quality lifestyles of people;
 - Support and enhance a viable economy;
 - Environmental - Maintain a link to Clean Air Act Amendments of 1990;
 - Intermodalism;
 - Public-private partnerships;
 - Requirement that transportation investment be made through regional transportation planning and "consultation, coordination, and communication" process;
 - Support of, and funding for regional/metropolitan transportation planning; and
 - Required involvement of technical officials and elected officials.

3. ISTEA II should retain the following:
 - Three highway systems: National Highway System (NHS), Interstate System, and Surface Transportation Program;
 - Flexible funding option between all modes;
 - Focus on new technologies and increased efficiencies;
 - Involvement of the private sector in funding of transportation improvements;
 - Mass Transit Formula and Discretionary Funding;
 - Highway Funding for enhancements of the transportation system and environment;
 - Highway Safety; and
 - State Uniformity in vehicle registration and fuel tax reporting.
4. ISTEA II should focus on three system needs:
 - A. The Existing Transportation System. System performance, maintenance, operations, repair, rehabilitation, safety, efficiencies, congestion reduction and prevention, replacement (e.g. buses); and
 - B. Developing Transportation System. Improvements to meet increasing travel demands, and the need for increased capacity; and
 - C. New Technology and Research. New methods and technologies to provide for efficient, safe, multi-modal transportation in American that can compete in the global economy. This should include use of Intelligent Transportation System (ITS) for safe and expeditious crossing of the U.S./Mexico international border.
5. ISTEA II should recognize, and assist, areas of the country that are growing and serving national and international travel needs.
6. ISTEA II should allow, through the public consultation process, the same flexibility in use of funds by both TMAs and non-TMAs. (Note: Areas over 200,000 population are currently designed "Transportation Management Areas." TMAs may use Transit Section 9 funds for highway projects. Areas less than 200,000 i.e. non-TMAs, may not. For the past several years, the Yuma area has had to relinquish approximately \$400,000 per year FTA Section 9 appropriation.)
7. ISTEA II should ensure that:
 - Funds derived from the gasoline tax are returned to the Highway Trust Fund;
 - The Highway Trust Fund is taken "off budget" so that the special user tax being paid by citizens is, in fact, used for the purposes for which the tax is levied; and
 - Regardless of the trust fund level, the proceeds of the Highway Trust Fund and the Mass Transit Account are fully invested in a timely manner.¹

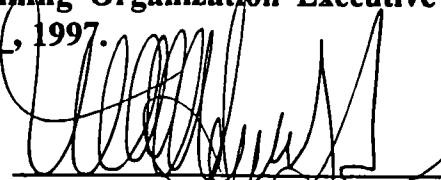
¹From the Association of Metropolitan Planning Organizations (AMPO) *ISTEA II: Building a Coalition*, April 5, 1996.

8. ISTEA II should call for, and support, development of a National Transportation System (NTS). The NTS would include the National Highway System (NHS), State, and local transportation systems, and private intermodal transportation links/systems/carriers.
9. ISTEA II should provide funding via the Surface Transportation Program (STP) in block grants to urbanized areas, through the MPOs, with minimal regulations based on the following:
 - Existing system needs; Justification would be based on system performance;
 - Growing population and travel demands;
 - Serve state and national travel;
 - Serve international travel; and
 - Service to the economy of the area, region, state, and country.
10. ISTEA II should continue to support, and expand upon, use of Innovative Finance Techniques as defined in the 1991 ISTEA and 1995 National Highway System Designation Act.
11. ISTEA II should continue to link the Transportation Plan and Program with the 1990 Clean Air Act Amendments, except the conformity process should be simplified. (Note: The transportation/air quality planning process should just call for a result, i.e. progress of attaining cleaner air according to the National Ambient Air Quality Standards (NAAQS). In the case of the Yuma PM₁₀ Nonattainment Area, a demonstration that the PM₁₀ State Implementation Plan (SIP) is being implemented and, the number of NAAQS violations is reduced, should be sufficient.)
12. ISTEA II should call for, and support financially, a strong Federal, State, Metropolitan, and Local partnership in the planning and development of an integrated multi-modal transportation system. (Note: Project justification should account for social, land use, economic, and environmental considerations.)

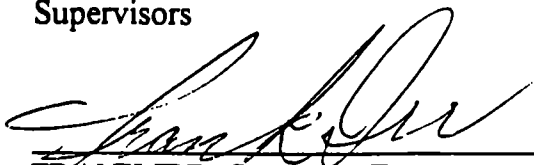
**ADOPTED by the Yuma Metropolitan Planning Organization Executive Board, AND
SIGNED this 24th day of February, 1997.**



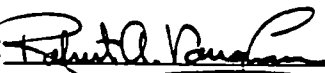
CLYDE CUMING, Chairman
YMPO Executive Board
Chairman, Yuma County Board of
Supervisors



MIGUEL LOPEZ, Vice Chairman
YMPO Executive Board
Mayor, City of San Luis, Arizona



FRANK IRR, Secretary-Treasurer
YMPO Executive Board
Councilman, City of Yuma, Arizona

Attest: 

Robert A. Vaughan, P.E.
Executive Director
YMPO