

FOIA MARKER

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Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: National Economic Council

Series/Staff Member: Dorothy Robyn

Subseries:

OA/ID Number: 17408

FolderID:

Folder Title:

[NEXTEA [National Economic Crossroads Transportation Efficiency Act] [Folder1]

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THE WHITE HOUSE
WASHINGTON
September 15, 1997

MEMORANDUM FOR GENE SPERLING

FROM: Dorothy Robyn
SUBJ: Shuster's ISTEA Bill

Michael Deich convened a meeting on Rep. Shuster's ISTEA bill this afternoon with, among others, Dan Tate and DOT's Legislative Affairs person, Steve Palmer. The purpose of the meeting was to decide whether we need to take additional steps to prevent Shuster from getting a budget-busting bill.

There was complete agreement that it's critically important to keep Shuster from getting to the House floor, because he has so much rank-and-file support for his bill. (Full committee markup is tomorrow.) According to Tate, the leadership is taking the Shuster problem very seriously and even considering what steps to take to strip him of his chairmanship. At the same time, GOP leadership is trying to work out a compromise of some sort with him -- a one-year extension of current law or a bill that, while staying within the Balanced Budget Agreement, would provide additional funds if revenues prove higher than estimated.

We debated among ourselves how outspoken the Administration should be in opposing the Shuster bill. A views letter from Slater went up last week in advance of subcommittee markup, in which we raised the budget issue loud and clear. And we are currently clearing a similar (and more detailed) letter for committee markup. Although Chuck Konigsberg argued for a veto threat, so as to demonstrate solidarity with the GOP leadership and budget committees, the strong consensus was that we should not threaten a veto (although we did agree to strengthen our views letter). The view was that this is a GOP leadership issue, and a veto threat from us would allow Gingrich to stand back and let us take the heat. Moreover, given the markers we've laid down about what's needed in an ISTEA bill -- most of which this bill meets -- a veto threat would appear to come out of nowhere.

Although our **public** strategy should avoid the "V" word, we agreed that it makes sense to follow a separate, **private** strategy, with calls to Kasich, Domenici and others from Raines, Bowles, Hilley and you. (If Domenici asks whether the President would veto a budget-busting bill, you would need to say something short of "yes," in order to maintain our public strategy.)

Attached are OMB's estimates of the impact of the Shuster bill on discretionary spending. Also attached are Shuster's talking points on why his bill does not bust the budget.

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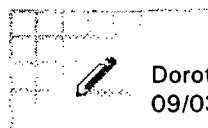
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Dorothy Robyn
09/03/97 05:23:59 PM

Record Type: Record

To: Gene B. Sperling/OPD/EOP
cc: Jonathan A. Kaplan/OPD/EOP
Subject: NEXTEA

Attached is background material on the priority pieces of NEXTEA:

- A. CMAQ (environment)
- B. labor protection
- C. W-T-W
- D. Disadvantaged Business Enterprise (DBE)
- E. Technology
- F. State Infrastructure Banks (SIBs)

Shuster has released a draft of his bill, and it is better than expected. It retains the basic structure of ISTEA, and includes the DBE program (the threat to DBE will come on House floor) and a WTW pilot program (although it's only \$42M and limited to 10 projects). However, it doesn't include SIBs/innovative financing, doesn't allow flexibility in some places where we want it, and allows flexibility in some places where we don't want it (half of new \$\$ for CMAQ could be flexed). It's written now as a 3-yr. bill, rather than the 6-yrs. in NEXTEA; but I think that can get worked out once the funding problems is solved.

Chafee has released pieces of his bill, and it has a long way to go. The situation in the Senate is far less favorable than it was in 1991, largely because of Baucus. Whereas the western states were part of the traditional ISTEA coalition (along w/ the Northeast), Baucus has aligned with the South, and he's bringing other western senators with him. Chafee is very sympathetic to what we want, but he may cut a deal with Warner in order to get a bill.

The strategic problem for the Administration is that we are not perceived as having significant leverage on this bill, because of the lack of a serious veto threat. Stated differently, the challenge is to create the impression that there are certain things that have to be in the bill to satisfy the President.

I'm having a 2-hour mtg. of the NEXTEA staff-level working group on Friday, to a) bring people up to date, and b) to talk about that strategic question, among others. I think you may want to pull the NEXTEA principals group together next week.



CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

February 9, 1998

Ms. Dorothy Robyn
Special Assistant to the President for Economic Policy
The White House
Washington, D.C. 20510

Dear Senator Robyn:

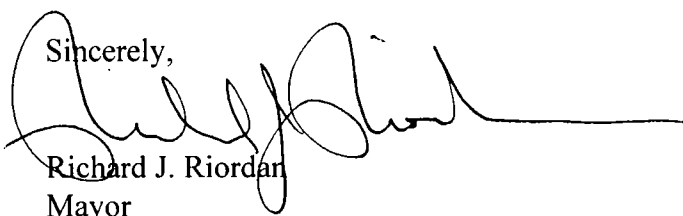
Thank you for taking the time to meet with me while I was in Washington last week. As you can see, the Los Angeles County Metropolitan Transportation Authority (MTA) has made significant improvements in its operations. Specific improvements include hiring a strong Chief Executive Officer in Julian Burke, getting our budget in order, and focusing on a single rail project. We will continue to endeavor to make constant improvements in all areas at the MTA.

I am sure that you appreciate the tough decisions Los Angeles has made as well as our efforts to complete the Red Line North Hollywood extension on-time and on-budget. Your continued support of appropriations for this project and your support of ISTEA reauthorization will ensure that Los Angeles can meet its mobility and air quality goals. In particular, your support of the Administration's request for \$100 million for the North Hollywood project is critical to our success.

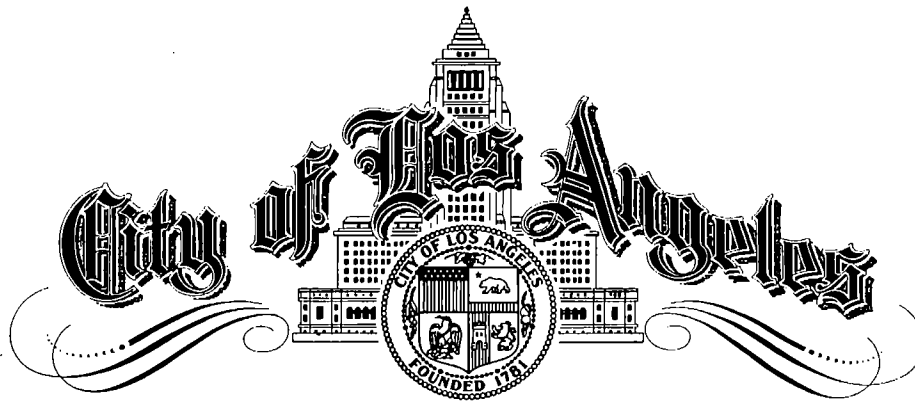
I also look forward to working with you and your staff to identify ways to implement a rapid busway project in Los Angeles. This approach of combining highway and transit elements into a multimodal project holds much promise for cost effectively serving the needs of the nation's cities and suburbs. I hope that we can advance this project together in the near future.

Again, thank you for your help.

Sincerely,



Richard J. Riordan
Mayor



CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 847-2489

OFFICE OF THE MAYOR

RICHARD J. RIORDAN
MAYOR

February 11, 1998

Dorothy Robyn
Special Assistant to the President for Economic Policy
226 Old Executive Office Building
17th St. & Pennsylvania Ave. NW
Washington, D.C. 20502

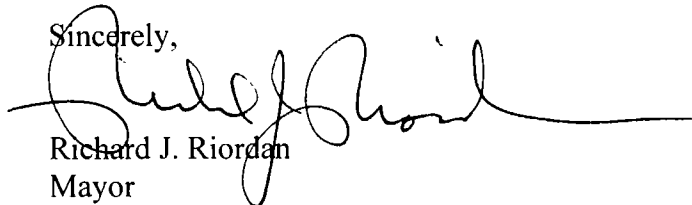
Dear Ms. Robyn:

Thank you for meeting with me last week on the LAX Master Plan to expand the airport. I appreciate your willingness to work with Los Angeles on this vitally important infrastructure project.

LAX is not only important to the L.A. region and the State of California, but to the U.S. as well. It is currently the second largest air cargo facility and the fourth busiest passenger facility in the world. Furthermore, one-third of all air passengers and one-fourth of all air cargo traveling between Asia and the U.S. pass through LAX. This expansion will ensure that the L.A. region, and the nation as a whole, will have the necessary capacity to transport an increasing volume of people and goods all around the globe.

Thank you for your collaborative efforts at the federal level to make sure the LAX expansion process runs smoothly and on time. We look forward to working with you as this project unfolds.

Sincerely,



Richard J. Riordan
Mayor

RJR:GW/trc

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

March 12, 1997

REMARKS BY THE PRESIDENT
IN ANNOUNCEMENT OF THE
NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Room 450
Old Executive Office Building

9:55 A.M. EST

THE PRESIDENT: Thank you very much. Secretary Slater, Mr. Vice President, members of the administration, Department of Transportation. Senator Moynihan, thank you for being here. Mayor Schwartz, thank you for being here.

I spent a lot of time in the last few years talking about the need to build a bridge to the 21st century. And usually I'm talking in metaphorical terms that involve -- (laughter) -- balancing the budget, improving education for our children, preserving the environment as we grow the economy. Today we're talking about building bridges and roads and transit systems and highways in more literal terms. But I think it's important also to point out that as we invest in these bridges and roads and transit systems, we are also building a bridge to a cleaner environment. We're building a bridge from welfare to work. We're building a bridge to sustainable communities that can last and grow and bring people together over the long run.

And that is the importance of the legislation that we submit to Congress today. It does the old-fashioned work of investing in America's infrastructure in a very important way, but it also ties those investments to the challenges we face today and tomorrow.

I am proud that even as we have moved toward a balanced budget and cut our deficit by 63 percent in the last four years, we have still increased our federal investment in transportation infrastructure, and I thank the members of Congress who have supported that. (Applause.) I feel compelled to disclose that I did not plant the person in the middle of the audience who started the applause. (Laughter.) But if he's a federal employee he will immediately get a raise. (Laughter.)

Compared to four years ago, our highways and bridges are stronger, 100 miles of new transit lines are under construction, and that is just part of the story. But it is a big part of why our economy has produced almost 12 million jobs in the last four years and one month, including over 1 million new jobs in construction.

Today we're taking the next big step to maintain and modernize our transportation system, and to make sure it is the best in the world. The National Economic Crossroads Transportation Efficiency Act, as Secretary Slater said, known as NEXTEA, authorizes \$174 billion over the next six years to improve our bridges, highways and transit systems. It will create tens of thousands of jobs for our people, help move people from welfare to work, protect our air and water and improve our highway safety.

MORE

I'm especially proud that as we build our infrastructure we are going to help build better lives for people who are moving off welfare. one of the biggest barriers facing people who move from welfare to work is finding transportation to get to their jobs, their training programs, their children's day care center.

There was recently a study of Atlanta, Georgia employment and the community surrounding Atlanta, pointing out that in entry level jobs an overwhelming percentage of those jobs -- for example, in fast food restaurants -- were held full-time by inner-city adults who were low-income people, if they were in Atlanta. If they were in the surrounding communities it was just a little over 50 percent. Why? Because the people who wanted the full time jobs had no way to get there. And you see that repeated over and over and over throughout the country.

This bill provides \$600 million over six years to help provide and pay for transportation, so that those who have been told by the Congress in the last session that they have to go to work are, in fact, able to reach the jobs that are out there. And I ask for the support of everyone for that. (Applause.)

For too long, too many people have believed that strong transportation and a clean environment could not go hand in hand. This bill proves that that is not true. NEXTEA provides more than \$1.3 billion a year to reduce air pollution and millions more to preserve wetlands and open space. By helping communities to invest in cleaner methods of transportation, by supporting recreational trails, bike paths and pedestrian walkways, by investing in scenic byways and landscaping, this bill strengthens our infrastructure while protecting and enhancing our precious natural resources. Make no mistake about it, this is one of the most important pieces of environmental legislation that will be considered by the Congress in the next two years. And I think it should be thought of in that way. (Applause.)

This legislation also builds on our progress in making roads safer, increasing highway traffic safety funds by 25 percent, expanding our aggressive campaign to crack down on drunk and drugged driving.

At its heart, therefore, as you can see and as Secretary Slater said, this bill is about more than our roads and our bridges; it's about cutting-edge jobs in commerce, it's about the infrastructure we need to prepare for them, it's about the responsibility of those moving from welfare to work and our responsibility to help them get there. It's about the community we share and the steps we have to take to make it both safer and cleaner for our children.

The chance to reshape America's infrastructure comes along only once every six years. That means that this transportation bill literally will be our bridge into the 21st century. That's why we must work together to pass this legislation, to build on a long bipartisan position of cooperation in transportation policy to move our nation forward. Together we can keep our economy on the right track and ensure that the track itself is strong enough for the enormous challenges and opportunities that lie ahead.

I am excited about this legislation. I applaud all the people in the Department who put it together, and I'm very much looking forward to working with the Congress to make it a reality.

Thank you very much. (Applause.)

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And that is the importance of the legislation that we submit to Congress today. It does the old-fashioned work of investing in America's infrastructure in a very important way, but it also ties those investments to the challenges we face today and tomorrow.

I am proud that even as we have moved toward a balanced budget and cut our deficit by 63 percent in the last four years, we have still increased our federal investment in transportation infrastructure, and I thank the members of Congress who have supported that. (Applause.) I feel compelled to disclose that I did not plant the person in the middle of the audience who started the applause. (Laughter.) But if he's a federal employee he will immediately get a raise. (Laughter.)

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This bill provides \$600 million over six years to help provide and pay for transportation, so that those who have been told by the Congress in the last session that they have to go to work are, in fact, able to reach the jobs that are out there. And I ask for the support of everyone for that. (Applause.)

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This legislation also builds on our progress in making roads safer, increasing highway traffic safety funds by 25 percent, expanding our aggressive campaign to crack down on drunk and drugged driving.

At its heart, therefore, as you can see and as Secretary Slater said, this bill is about more than our roads and our bridges; it's about cutting-edge jobs in commerce, it's about the infrastructure we need to prepare for them, it's about the responsibility of those moving from welfare to work and our responsibility to help them get there. It's about the community we share and the steps we have to take to make it both safer and cleaner for our children.

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THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

March 12, 1997

REMARKS BY THE PRESIDENT
IN ANNOUNCEMENT OF THE
NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Room 450
Old Executive Office Building

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10:00 A.M. EST

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

March 12, 1997

REMARKS BY THE PRESIDENT
IN ANNOUNCEMENT OF THE
NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Room 450
Old Executive Office Building

9:55 A.M. EST

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I'm especially proud that as we build our infrastructure we are going to help build better lives for people who are moving off welfare. One of the biggest barriers facing people who move from welfare to work is finding transportation to get to their jobs, their training programs, their children's day care center.

There was recently a study of Atlanta, Georgia employment and the community surrounding Atlanta, pointing out that in entry level jobs an overwhelming percentage of those jobs -- for example, in fast food restaurants -- were held full-time by inner-city adults who were low-income people, if they were in Atlanta. If they were in the surrounding communities it was just a little over 50 percent. Why? Because the people who wanted the full time jobs had no way to get there. And you see that repeated over and over and over throughout the country.

This bill provides \$600 million over six years to help provide and pay for transportation, so that those who have been told by the Congress in the last session that they have to go to work are, in fact, able to reach the jobs that are out there. And I ask for the support of everyone for that. (Applause.)

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This legislation also builds on our progress in making roads safer, increasing highway traffic safety funds by 25 percent, expanding our aggressive campaign to crack down on drunk and drugged driving.

At its heart, therefore, as you can see and as Secretary Slater said, this bill is about more than our roads and our bridges; it's about cutting-edge jobs in commerce, it's about the infrastructure we need to prepare for them, it's about the responsibility of those moving from welfare to work and our responsibility to help them get there. It's about the community we share and the steps we have to take to make it both safer and cleaner for our children.

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10:00 A.M. EST

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

March 12, 1997

REMARKS BY THE PRESIDENT
IN ANNOUNCEMENT OF THE
NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Room 450
Old Executive Office Building

9:55 A.M. EST

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I'm especially proud that as we build our infrastructure we are going to help build better lives for people who are moving off welfare. One of the biggest barriers facing people who move from welfare to work is finding transportation to get to their jobs, their training programs, their children's day care center.

There was recently a study of Atlanta, Georgia employment and the community surrounding Atlanta, pointing out that in entry level jobs an overwhelming percentage of those jobs -- for example, in fast food restaurants -- were held full-time by inner-city adults who were low-income people, if they were in Atlanta. If they were in the surrounding communities it was just a little over 50 percent. Why? Because the people who wanted the full time jobs had no way to get there. And you see that repeated over and over and over throughout the country.

This bill provides \$600 million over six years to help provide and pay for transportation, so that those who have been told by the Congress in the last session that they have to go to work are, in fact, able to reach the jobs that are out there. And I ask for the support of everyone for that. (Applause.)

For too long, too many people have believed that strong transportation and a clean environment could not go hand in hand. This bill proves that that is not true. NEXTEA provides more than \$1.3 billion a year to reduce air pollution and millions more to preserve wetlands and open space. By helping communities to invest in cleaner methods of transportation, by supporting recreational trails, bike paths and pedestrian walkways, by investing in scenic byways and landscaping, this bill strengthens our infrastructure while protecting and enhancing our precious natural resources. Make no mistake about it, this is one of the most important pieces of environmental legislation that will be considered by the Congress in the next two years. And I think it should be thought of in that way. (Applause.)

This legislation also builds on our progress in making roads safer, increasing highway traffic safety funds by 25 percent, expanding our aggressive campaign to crack down on drunk and drugged driving.

At its heart, therefore, as you can see and as Secretary Slater said, this bill is about more than our roads and our bridges; it's about cutting-edge jobs in commerce, it's about the infrastructure we need to prepare for them, it's about the responsibility of those moving from welfare to work and our responsibility to help them get there. It's about the community we share and the steps we have to take to make it both safer and cleaner for our children.

The chance to reshape America's infrastructure comes along only once every six years. That means that this transportation bill literally will be our bridge into the 21st century. That's why we must work together to pass this legislation, to build on a long bipartisan position of cooperation in transportation policy to move our nation forward. Together we can keep our economy on the right track and ensure that the track itself is strong enough for the enormous challenges and opportunities that lie ahead.

I am excited about this legislation. I applaud all the people in the Department who put it together, and I'm very much looking forward to working with the Congress to make it a reality.

Thank you very much. (Applause.)

END

10:00 A.M. EST

THE WHITE HOUSE

Office of the Press Secretary

For Immediate Release

March 12, 1997

REMARKS BY THE PRESIDENT
IN ANNOUNCEMENT OF THE
NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Room 450
Old Executive Office Building

9:55 A.M. EST

THE PRESIDENT: Thank you very much. Secretary Slater, Mr. Vice President, members of the administration, Department of Transportation. Senator Moynihan, thank you for being here. Mayor Schwartz, thank you for being here.

I spent a lot of time in the last few years talking about the need to build a bridge to the 21st century. And usually I'm talking in metaphorical terms that involve -- (laughter) -- balancing the budget, improving education for our children, preserving the environment as we grow the economy. Today we're talking about building bridges and roads and transit systems and highways in more literal terms. But I think it's important also to point out that as we invest in these bridges and roads and transit systems, we are also building a bridge to a cleaner environment. We're building a bridge from welfare to work. We're building a bridge to sustainable communities that can last and grow and bring people together over the long run.

And that is the importance of the legislation that we submit to Congress today. It does the old-fashioned work of investing in America's infrastructure in a very important way, but it also ties those investments to the challenges we face today and tomorrow.

I am proud that even as we have moved toward a balanced budget and cut our deficit by 63 percent in the last four years, we have still increased our federal investment in transportation infrastructure, and I thank the members of Congress who have supported that. (Applause.) I feel compelled to disclose that I did not plant the person in the middle of the audience who started the applause. (Laughter.) But if he's a federal employee he will immediately get a raise. (Laughter.)

Compared to four years ago, our highways and bridges are stronger, 100 miles of new transit lines are under construction, and that is just part of the story. But it is a big part of why our economy has produced almost 12 million jobs in the last four years and one month, including over 1 million new jobs in construction.

Today we're taking the next big step to maintain and modernize our transportation system, and to make sure it is the best in the world. The National Economic Crossroads Transportation Efficiency Act, as Secretary Slater said, known as NEXTEA, authorizes \$174 billion over the next six years to improve our bridges, highways and transit systems. It will create tens of thousands of jobs for our people, help move people from welfare to work, protect our air and water and improve our highway safety.

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10:00 A.M. EST

NEXTEA

*THE NATIONAL ECONOMIC
CROSSROADS TRANSPORTATION
EFFICIENCY ACT*

*SHAPING AMERICA'S SURFACE
TRANSPORTATION SYSTEM FOR THE
21ST CENTURY*

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Today, President Clinton will announce the National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to improve America's highways, bridges, transit systems, and railroads; lower the toll in lives and health care costs from motor vehicle crashes; enhance America's environment; and support mobility and economic prosperity. NEXTEA increases surface transportation funding by \$17 billion, or 11 percent, over the \$157 billion authorized by ISTEA.

■ "REBUILDING AMERICA" -- \$175 BILLION INVESTMENT WHILE BALANCING THE BUDGET

- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides \$600 million to deploy intelligent transportation technology to cut travel time and enhance safety.

■ PUTTING A STRONGER EMPHASIS ON SAFETY

- Increases funding for the National Highway Transportation Safety Administration by 25 percent to \$395 million.
- Increases highway and truck safety funding by \$2 billion.
- Increases funding for drunk driving prevention by 60 percent.
- Creates and expands programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

■ PROTECTING THE ENVIRONMENT

- Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to \$1.3 billion annually.
- Increases Transportation Enhancements funding by more than 25 percent to support bike paths, pedestrian walkways and other community-oriented projects.
- Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
- Provides greater flexibility for state and local investment in non-polluting modes of transportation.

■ INVESTING \$600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK

- Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

America's prosperity and quality of life are linked to our transportation system's efficiency, which keeps production costs low and maintains our international competitiveness. When President Clinton promised to "rebuild America" five years ago, this system suffered from inadequate capacity, deteriorating infrastructure, and poor connections among different forms of transportation. The President has worked with Congress to make good on his promise, taking advantage of ISTEA to raise infrastructure investment to record levels.

ISTEA SUCCESSES

- ✓ Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of \$25.5 billion annually.
- ✓ Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.
- ✓ Transit investment has increased, including over \$3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

- NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about \$175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.
- NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A

COMMITMENT TO SAFETY

More than 40,000 Americans die and three million are injured in motor vehicle crashes each year, inflicting a tragic toll on millions of families. In addition, these crashes cost our economy \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services. Improved safety can help to control these costs.

ISTEA SUCCESSES

- ✓ Under ISTEA, with its enhanced commitment to safety, highway fatalities have been lower than in decades, averaging about 41,000 annually. Safety belt use has grown from 11 percent of motorists in 1982 to 68 percent last year. Alcohol-related fatalities have decreased from 57 percent of crashes in 1982 to 41 percent in 1995.

KEY NEXTEA PROVISIONS

Our challenge is to continue the progress on safety even as traffic increases. Recently, we have seen warning signs that we may be approaching the limits of progress under ISTEA: the fatality rate has stagnated, increases in safety belt use have leveled off, and the number of alcohol-related deaths has increased. NEXTEA would attack these problems by focusing on three key areas: driver behavior, road design, and vehicle standards.

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to \$395 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.
- \$9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.
- NEXTEA would increase funding for drunk driving prevention by 60 percent to \$40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.

- NEXTEA would provide \$5 million annually beginning in 1999 in grants to states to prevent drugged driving. A state would be eligible for these grants if it adopted five of nine countermeasures, including zero tolerance laws, administrative license suspension for those driving under the influence, and pre-license drug testing.

Safer Roads

- Under ISTEA, funding was set aside to eliminate road hazards and to make highway-rail grade crossings safer. Grade crossing deaths alone have dropped by 31 percent. NEXTEA would build on this progress by replacing this set-aside with a flexible, six-year, \$3.2 billion Infrastructure Safety Program. States would now have the ability to transfer funds to enforcement and behavioral programs if they would have a greater impact on safety.

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.
- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.
- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a \$45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other "smart vehicle" technologies that prevent crashes.
- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

I NCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

ISTEA SUCCESSES

- ✓ President Clinton's Partnership for Transportation Investment accelerated 74 projects worth \$4.5 billion, including \$1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.
- ✓ Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.
- ✓ The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.
- ✓ We provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor. We also provided standby lines of credit to secure private financing for California toll roads; at a cost of just \$18 million, we supported \$2.5 billion in construction financing

KEY NEXTEA PROVISIONS

- NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.
- \$100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

ENSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCCESSES

- ✓ Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.
- ✓ Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

- ✓ Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- ✓ The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- ✓ The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as "just-in-time" deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

- ✓ ISTE A established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- ✓ The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- ✓ Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

- ✓ ISTEAs strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- ✓ Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA sustains investment in mass transportation by increasing direct federal transit funding to \$5 billion a year, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities
- NEXTEA includes a six-year, \$600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.
- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.
- NEXTEA would further strengthen the role of central cities in regional planning and simplify federal planning requirements.

SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

ISTEA SUCCESESSES

- ✓ ISTEA provided over \$1 billion for special projects in rural America, such as protecting scenic roadside vistas, preserving historic transportation facilities, and beautifying communities with bicycle and pedestrian facilities.
- ✓ ISTEA benefitted rural areas with provisions like special transit programs for small communities, transportation enhancements, scenic byways, and set-asides for off-system bridges.

KEY NEXTEA PROVISIONS

- NEXTEA would strengthen rural communities' involvement in transportation planning by requiring coordination with local rural officials when statewide transportation plans are developed.
- NEXTEA would increase investment in core programs affecting rural areas, such as the National Highway System, Transportation Enhancements, and Rural Transit Assistance, and expand funding eligibility to include Amtrak and intercity rail and bus, two key lifeline for rural America.
- NEXTEA would raise authorizations for the Federal Lands Highways Program to \$525 million, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.

NEXTEA

*THE NATIONAL ECONOMIC
CROSSROADS TRANSPORTATION
EFFICIENCY ACT*

*SHAPING AMERICA'S SURFACE
TRANSPORTATION SYSTEM FOR THE
21ST CENTURY*

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

Today, President Clinton will announce the National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion investment program to improve America's highways, bridges, transit systems, and railroads; lower the toll in lives and health care costs from motor vehicle crashes; enhance America's environment; and support mobility and economic prosperity. NEXTEA increases surface transportation funding by \$17 billion, or 11 percent, over the \$157 billion authorized by ISTEA.

■ "REBUILDING AMERICA" -- \$175 BILLION INVESTMENT WHILE BALANCING THE BUDGET

- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides \$600 million to deploy intelligent transportation technology to cut travel time and enhance safety.

■ PUTTING A STRONGER EMPHASIS ON SAFETY

- Increases funding for the National Highway Transportation Safety Administration by 25 percent to \$395 million.
- Increases highway and truck safety funding by \$2 billion.
- Increases funding for drunk driving prevention by 60 percent.
- Creates and expands programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

■ PROTECTING THE ENVIRONMENT

- Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to \$1.3 billion annually.
- Increases Transportation Enhancements funding by more than 25 percent to support bike paths, pedestrian walkways and other community-oriented projects.
- Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
- Provides greater flexibility for state and local investment in non-polluting modes of transportation.

■ INVESTING \$600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK

- Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

America's prosperity and quality of life are linked to our transportation system's efficiency, which keeps production costs low and maintains our international competitiveness. When President Clinton promised to "rebuild America" five years ago, this system suffered from inadequate capacity, deteriorating infrastructure, and poor connections among different forms of transportation. The President has worked with Congress to make good on his promise, taking advantage of ISTEA to raise infrastructure investment to record levels.

ISTEA SUCCESSES

- ✓ Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of \$25.5 billion annually.
- ✓ Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.
- ✓ Transit investment has increased, including over \$3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

- NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about \$175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.
- NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A

COMMITMENT TO SAFETY

More than 40,000 Americans die and three million are injured in motor vehicle crashes each year, inflicting a tragic toll on millions of families. In addition, these crashes cost our economy \$150 billion annually, including \$14 billion paid directly by taxpayers for expenses such as health care and emergency services. Improved safety can help to control these costs.

ISTEA SUCCESSES

- ✓ Under ISTEA, with its enhanced commitment to safety, highway fatalities have been lower than in decades, averaging about 41,000 annually. Safety belt use has grown from 11 percent of motorists in 1982 to 68 percent last year. Alcohol-related fatalities have decreased from 57 percent of crashes in 1982 to 41 percent in 1995.

KEY NEXTEA PROVISIONS

Our challenge is to continue the progress on safety even as traffic increases. Recently, we have seen warning signs that we may be approaching the limits of progress under ISTEA: the fatality rate has stagnated, increases in safety belt use have leveled off, and the number of alcohol-related deaths has increased. NEXTEA would attack these problems by focusing on three key areas: driver behavior, road design, and vehicle standards.

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to \$395 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.
- \$9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.
- NEXTEA would increase funding for drunk driving prevention by 60 percent to \$40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.

- NEXTEA would provide \$5 million annually beginning in 1999 in grants to states to prevent drugged driving. A state would be eligible for these grants if it adopted five of nine countermeasures, including zero tolerance laws, administrative license suspension for those driving under the influence, and pre-license drug testing.

Safer Roads

- Under ISTEA, funding was set aside to eliminate road hazards and to make highway-rail grade crossings safer. Grade crossing deaths alone have dropped by 31 percent. NEXTEA would build on this progress by replacing this set-aside with a flexible, six-year, \$3.2 billion Infrastructure Safety Program. States would now have the ability to transfer funds to enforcement and behavioral programs if they would have a greater impact on safety.

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.
- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.
- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a \$45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other "smart vehicle" technologies that prevent crashes.
- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

I NCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

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- ✓ President Clinton's Partnership for Transportation Investment accelerated 74 projects worth \$4.5 billion, including \$1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.
- ✓ Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.
- ✓ The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.
- ✓ We provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor. We also provided standby lines of credit to secure private financing for California toll roads; at a cost of just \$18 million, we supported \$2.5 billion in construction financing

KEY NEXTEA PROVISIONS

- NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.
- \$100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

ENSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCSESSES

- ✓ Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.
- ✓ Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

- ✓ Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- ✓ The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- ✓ The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as "just-in-time" deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCSESSES

- ✓ ISTEА established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- ✓ The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- ✓ Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

- ✓ ISTEA strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- ✓ Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA sustains investment in mass transportation by increasing direct federal transit funding to \$5 billion a year, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities
- NEXTEA includes a six-year, \$600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.
- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.
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- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.
- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.
- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 98 percent by weight, 50 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

- ✓ Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.
- ✓ The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

- NEXTEA includes a six-year, \$600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.
- Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- ✓ The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized \$1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to \$1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.
- NEXTEA would increase Transportation Enhancements funding by more than 25 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.
- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds improvements to them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as "just-in-time" deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

- ✓ ISTE A established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.
- ✓ The first generation of ITS is already being deployed: in Denver, synchronized traffic signals reduced travel times by over 15 to 20 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.
- ✓ Overall federal transportation research and technology investment increased to record levels, \$930 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

- NEXTEA would provide states and localities with ITS training and technical assistance, and fund a \$600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.
- NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

- ✓ ISTEA strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.
- ✓ Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over \$3 billion traditionally earmarked for highways was used for high-priority transit projects, most in cities, and overall transit funding increased under ISTEA, reaching a record \$6 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA sustains investment in mass transportation by increasing direct federal transit funding to \$5 billion a year, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities
- NEXTEA includes a six-year, \$600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.
- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.
- NEXTEA would further strengthen the role of central cities in regional planning and simplify federal planning requirements.

SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

ISTEA SUCCESESSES

- ✓ ISTEА provided over \$1 billion for special projects in rural America, such as protecting scenic roadside vistas, preserving historic transportation facilities, and beautifying communities with bicycle and pedestrian facilities.
- ✓ ISTEА benefitted rural areas with provisions like special transit programs for small communities, transportation enhancements, scenic byways, and set-asides for off-system bridges.

KEY NEXTEA PROVISIONS

- NEXTEA would strengthen rural communities' involvement in transportation planning by requiring coordination with local rural officials when statewide transportation plans are developed.
- NEXTEA would increase investment in core programs affecting rural areas, such as the National Highway System, Transportation Enhancements, and Rural Transit Assistance, and expand funding eligibility to include Amtrak and intercity rail and bus, two key lifeline for rural America.
- NEXTEA would raise authorizations for the Federal Lands Highways Program to \$525 million, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.

NEXTEA Proposal

(Dollars in Millions)

	Total ISTEA	Total NEXTEA
<u>Highway Infrastructure</u>		
National Highway System	21,000	26,534
Interstate Maintenance Program	17,000	26,534
Surface Transportation Program/TE	23,900	34,986
Flexible Highway Infrastructure Safety		3,250
Interstate Transfer	960	
Interstate Construction	7,200	
Minimum Allocation	6,003	3,591
Donor State Bonus	2,832	
Hold Harmless	6,495	
90% of Payments	1,600	
Wisconsin	30	
Ferry Boats	100	
Demos	7,261	
NHS Corridors	248	
Bridge Program	16,100	15,976
Cong. Mitigation/Air Quality Impr. Program	6,000	7,800
Interstate Reimbursement	4,000	6,000
Recreational Trails Program	180	42
Scenic Byways Program	80	90
ITS/ITI Integration Deployment	659	600
FHWA Research & Tech. Programs	87	1,566
Federal Lands	2,600	3,150
Tax Evasion	45	30
Congestion Pricing		84
Bureau of Transportation Statistics	90	186
Emergency Relief Program	600	600
High Speed Rail	775	
Woodrow Wilson Memorial Bridge		400
Appalachian Highways		2,190
State Infrastructure Banks		900
Integrated Safety Fund		300
Border Gateway Crossing Pilot Program		270
RSPA Strat. Planning R&D & Intermod. Res.		135
Credit Reform Program		600
Other	45	
ISTEA Budget Compliance	(2,557)	
<u>Transit</u>		
Formula Capital	19,077	23,930
Discretionary Grants	12,422	5,776
FTA/Other		839
<u>Safety</u>		
Operations and Research	465	889
Highway Traffic Safety Grants	1,151	1,482
Motor Carrier Safety Assist. Pgm Grants	537	600
Subtotal ISTEA Programs	156,985	169,330
ADDITIONAL PROGRAMS		
TRANSIT		
WMATA		250
RAIL		
AMTRAK Capital (HA)		3,415
AMTRAK Operating (HA)		1,354
Subtotal Additional Programs		5,019
TOTAL	156,985	174,349

FORMULAS

Purpose

Apportionment formulas are the basis for distributing most program funds to the States. NEXTEA revises formulas for the STP and NHS programs because current law formula factors are outdated and relate only loosely (if at all) to program goals. The new NHS and STP formulas are designed to more effectively distribute program funds among the States on the basis of overall Federal-aid program goals (e.g., safe, efficient, environmentally sound transportation) and individual core program goals (e.g., maintain and improve the NHS). No changes are proposed for the Interstate Maintenance and Bridge Programs because it was felt that these formula factors are generally effective in achieving program goals.

Formulas

NHS: 75% according to a State's contributions to the Highway Account of the HTF (HA/HTF) as a percent of total HA/HTF contributions by all States; 15% according to a State's Commercial Vehicle Contributions (CVC) to the HA/HTF as a percent of total CVC by all States; 10% according to a State's public road mileage as a percent of total public road mileage within all States; 1/2% minimum; use the latest available data.

STP: 70% according to a State's contributions to the HA/HTF as a percent of total HA/HTF contributions by all States; 30% according to a State's total population as a percent of total population within all States; 1/2 % minimum; use latest available data.

Retain Current Formula for IM (i.e., 55% Interstate Lane Miles; 45% Interstate VMT; 1/2% minimum);

Retain Current Formula for HBRRP (i.e., 100% of the relative share of costs to repair deficient bridges; 1/4% minimum; 10% maximum).

Special Note on Interstate Reimbursement Program: The Administration is proposing reauthorization of the Interstate Reimbursement Program, at \$1 billion annually, or a total \$6 billion over the reauthorization period. State shares for this program are based on each state's original cost of constructing routes which later became part of the Interstate System.

Special Note on Other Revised Formulas: Apportionment formulas for CMAQ and Infrastructure Safety are revised (see individual fact sheets).

Equity Adjustments

NEXTEA equity adjustments provide for an orderly transition from current law formula factors to alternative formula factors that relate well to program purpose and goals, but in a fashion which will not abruptly alter any State's apportionment dollars from one year to the next. NEXTEA discretionary allocations (Public Lands Discretionary, Bridge Discretionary, Scenic Byways, etc.) are not calculated in the base for these equity adjustments. Following are the formulas for the three proposed equity adjustments:

Minimum Allocation: Each State receives apportionments of at least 90 percent of its percent contributions to the HA/HTF. **

90 Percent of Apportionments: Each State receives apportionments of at least 90 percent of its prior year's dollar apportionments throughout NEXTEA years. Special Provision for Alaska: Alaska will receive 90 percent of its FY97 apportionments in FY98 (like all other States), and 100 percent of its prior year's dollar apportionments thereafter (unlike all other States), throughout all years of NEXTEA. **

****Funding Cap for Minimum Allocation and 90 Percent of Apportionments Adjustments:** Combined funding for the MA and 90 Percent of Apportionments equity adjustments shall not exceed \$790M in FY1998, \$674M for FY1999, \$583M for FY2000, \$528M for FY2001, and \$508M for FY2002-2003.

State Percentage Guarantee: Each State's share of NEXTEA annual apportionment dollars received must equal at least 95 percent of its average ISTEA (FY92-97) percent apportionments throughout all NEXTEA years. Special Provision for Massachusetts: In calculating each State's average ISTEA percent apportionments, Massachusetts' annual Interstate Construction funds, which were significantly higher than all other States under ISTEA, shall be capped at the level of the next highest State.

3/11/97

TABLE 1. NEXTEA APPORTIONMENT FORMULAS FOR CORE HIGHWAY PROGRAMS

Core Program	Current Law Formula	Administration's Proposal
<i>National Highway System</i>	Relative Share of 87-91 Federal Program Percent ¹	75% HTF Contributions (Highway Account) 15% Commercial Vehicle Contributions to HTF (Highway Account) 10% Public Road Mileage
<i>Surface Transportation Program</i>	Relative Share of 87-91 Federal Program Percent ²	70% HTF Contributions (Highway Account) 30% State Population
<i>Interstate Maintenance</i>	55% Interstate Lane Miles 45% Interstate VMT	No alternatives proposed.
<i>Bridge Rehabilitation and Replacement</i>	Relative share of costs to repair deficient bridges ³	No alternatives proposed.

¹ The NHS Formula under ISTEA is, generally speaking, based indirectly on Postal Route Mileage, Land Area, and Population (Urban/Rural), where the weighting of each varies by Primary, Secondary, and Urban System Programs (the precursors to the NHS.)

² The STP Formula under ISTEA is, generally speaking, based indirectly on Postal Route Mileage, Land Area, and Population (Urban/Rural), where the weighting of each varies by Primary, Secondary, and Urban System Programs (the precursor programs to NHS.) This formula is the same as for the NHS, but applied to the total funds for NHS, Interstate Maintenance, Bridge R&R, and STP, adjusted so that no State can receive no less than 70 percent of its percent FY 87-91 apportionments and allocations (except for States that receive Interstate System apportionment of more than \$50 million in FY92.) Each State's apportionment made for Interstate Maintenance, NHS, and Bridge R&R is then deducted from these STP State apportionments with the remainder being each State's STP apportionment.

³ To determine each State's apportionment, the square footage of deficient bridges is multiplied by the respective unit price on a State-by-State basis, as determined by the Secretary; and the total cost in each State divided by the total cost of the deficient bridges in all States determines the apportionment factors. No State shall receive more than 10 percent or less than 0.25 percent of the total apportionment for any one fiscal year.

NOTE: During NHS designation negotiations, FHWA agreed that it would not propose the use of either NHS Lane Miles or NHS VMT as NHS program apportionment factors. Substituting Principal Arterial Miles is not an option because of limited FHWA control over how States designate their Principal Arterial systems.

Source Material: "Highway Statistics: Summary to 1985", Federal Highway Administration.

TABLE 2. COMPARISON OF EQUITY ADJUSTMENTS UNDER ISTEA AND NEXTEA

ISTEA		NEXTEA	
Equity Adjustment	Formula	Equity Adjustment	Formula
<i>Minimum Allocation</i>	Each State receives apportionments of at least 90 percent of its <i>percent</i> contributions to the Highway Account of the HTF.	<i>Minimum Allocation</i>	Each State receives apportionments of at least 90 percent of its <i>percent</i> contributions to the Highway Account of the HTF.
<i>Donor State Bonus</i>	Starting with the State having the lowest return (apportionments compared to HTF contributions), each 'donor' State is brought up to the level of return for States with the next highest level of return, with the process repeated until all authorized funds in each FY are expended.		
<i>Hold Harmless</i>	Each State receives an addition to its regular apportionments so that its total apportionments in each FY will equal an 'established' percentage identified in previous transportation authorizing legislation.	<i>90 Percent of Apportionments</i>	Each State receives apportionments of at least 90 percent of its <i>prior year's dollar apportionments</i> throughout NEXTEA years. ¹
		<i>State Percentage Guarantee</i>	Each State receives NEXTEA apportionment dollars of <i>at least 95 percent</i> of its average ISTEA (FY92-97) <i>percent apportionments</i> throughout all NEXTEA years. ²
<i>90 Percent of Payments Adjustment</i>	Each State receives an allocation in an amount that ensures its apportionments for the FY and allocations for the previous FY will be at least 90 percent of its HTF contributions (Highway Account).	Proposing to Discontinue	

¹ Special '90 Percent of Apportionments' Provision: Alaska will receive 90 percent of its FY97 apportionments in FY98 (like all other States), and 100 percent of its prior year's dollar apportionments thereafter (unlike all other States), throughout all years of NEXTEA.

² Special 'State Percentage Guarantee' Provision: In calculating each state's average ISTEA percent apportionments, Massachusetts' annual Interstate Completion funds, which were significantly higher than all other states under ISTEA, are capped at the level of the next highest state.

Source Material: "Financing Federal-Aid Highways", Federal Highway Administration, May 1992.

March 11, 1997

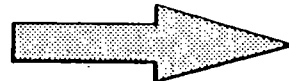
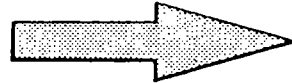
ISTEA Equity Adjustments

Minimum Allocation

Donor State Bonus

Hold Harmless

**90 Percent of
Payments Adjustment**



NEXTEA Equity Adjustments

Minimum Allocation

**90 Percent of
Apportionments**

**State Percentage
Guarantee**

Proposing to Discontinue

(Dollars in Thousands)

Note. Estimates are based on latest available data and therefore subject to change.

Percent Comparison

NEXTEA .vs. ISTE A

STATE	NEXTEA		ISTEA	
	Average	% Share	Average	% Share
Alabama	367,341	1.83%	304,559	1.76%
Alaska	234,748	1.17%	212,564	1.23%
Arizona	291,405	1.45%	253,541	1.47%
Arkansas	242,897	1.21%	207,437	1.20%
California	1,917,192	9.56%	1,613,207	9.33%
Colorado	264,052	1.32%	200,694	1.16%
Connecticut	375,196	1.87%	340,471	1.97%
Delaware	89,721	0.45%	72,873	0.42%
Dist. of Col.	97,375	0.49%	88,613	0.51%
Florida	818,071	4.08%	734,049	4.25%
Georgia	631,875	3.15%	520,222	3.01%
Hawaii	138,441	0.69%	125,696	0.73%
Idaho	126,403	0.63%	113,709	0.66%
Illinois	758,404	3.78%	614,211	3.55%
Indiana	487,731	2.43%	393,602	2.28%
Iowa	237,061	1.18%	202,447	1.17%
Kansas	245,906	1.23%	198,431	1.15%
Kentucky	325,118	1.62%	267,345	1.55%
Louisiana	317,931	1.58%	252,951	1.46%
Maine	102,511	0.51%	87,377	0.51%
Maryland	323,907	1.61%	296,446	1.72%
Massachusetts	579,970	2.89%	830,000	4.80%
Michigan	608,482	3.03%	495,498	2.87%
Minnesota	290,843	1.45%	247,025	1.43%
Mississippi	226,828	1.13%	197,220	1.14%
Missouri	472,261	2.35%	381,416	2.21%
Montana	174,557	0.87%	158,942	0.92%
Nebraska	157,883	0.79%	138,599	0.80%
Nevada	121,944	0.61%	103,093	0.60%
New Hampshire	94,667	0.47%	83,312	0.48%
New Jersey	578,407	2.88%	488,685	2.83%
New Mexico	194,621	0.97%	176,885	1.02%
New York	1,159,287	5.78%	944,887	5.47%
North Carolina	513,160	2.56%	455,654	2.64%
North Dakota	114,365	0.57%	104,847	0.61%
Ohio	729,629	3.64%	630,685	3.65%
Oklahoma	293,552	1.46%	245,760	1.42%
Oregon	250,912	1.25%	205,604	1.19%
Pennsylvania	915,975	4.57%	747,375	4.32%
Rhode Island	106,339	0.53%	96,821	0.56%
South Carolina	310,519	1.55%	226,079	1.31%
South Dakota	128,409	0.64%	116,338	0.67%
Tennessee	401,420	2.00%	359,150	2.08%
Texas	1,347,159	6.71%	1,130,379	6.54%
Utah	174,868	0.87%	128,454	0.74%
Vermont	94,166	0.47%	76,345	0.44%
Virginia	484,240	2.41%	392,376	2.27%
Washington	375,452	1.87%	326,942	1.89%
West Virginia	176,563	0.88%	159,282	0.92%
Wisconsin	375,196	1.87%	340,305	1.97%
Wyoming	124,397	0.62%	111,998	0.65%
Puerto Rico	94,615	0.47%	82,980	0.48%
Total	20,063,973	100%	17,283,381	100%

3-17-1997 10:02PM FROM DOT DOT SAS TEL:107 202 435 1000

**U.S. DEPARTMENT OF TRANSPORTATION
TALKING POINTS ON "NEXTEA AND TOLLS"
(READ ONLY - NOT FOR DISTRIBUTION)
MARCH 12, 1997**

BACKGROUND

- C** Questions have been raised about the Administration's proposal under NEXTEA to allow local authorities the flexibility to institute tolls on roads within the National Highway System.

TALKING POINTS

- C** This flexibility is currently in place for bridges and tunnels on the system, connectors to the interstates, and for most of the million-plus mile federal-aid highway system. We do not believe that as a practical matter this minor provision will mean much change at all.
- C** NEXTEA is the product of the Administration's outreach to state and local authorities, and this minor change responds to their desire for greater flexibility, as they have today with bridges, tunnels and connectors to the system.
- C** Authorities would have that flexibility under this proposal, subject, as other tolls are today, to the courts' "just and reasonable" standard.
- C** Still, we don't expect this provision to be widely used. Today, for example, states have the flexibility to assess tolls on more than 1,000,000 miles of federally supported roads, yet very rarely do so. This would extend that flexibility to only an additional 50,000 miles of Interstate roads.
- C** Also, The Administration's proposal reflects a strong commitment to continue Federal investment in the interstate highway system, including a proposed 55% increase in interstate maintenance.
- C** The bottom line is that we do not believe that as a practical matter this minor provision will mean much change at all.

3-17-1997 10:02PM FROM DOT CST DAS TOL101 202 455 2000

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3-17-1997 10:02PM FROM DOT DOT DAS POLICY POL 400 1000

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- we heard from our Customers that they wanted this option

- We want to see better, safer roads w/ more capacity
they have to be paid for one way or another.
This $\Rightarrow$ change on user

In congested, urban areas - - -

like legal ^{limits} ~~speeds~~ on formers of ~~roads~~ ^{ways}; must be used for trans.

Magnifying Glass

- 1/2 ϕ $\rightarrow$ An Oak

- we have Variation in Part

As to funding formula:

- updating - pop., use,

Shipping trade case:

- Marit expects to conv. to apply sanctions
if - not put in place

Tolls:

could

D.C. do this?

1042

Not intended to replace fuel \$

STL's need options - gas tax is one ...

- user fees are a good way

Evidence that shows that ↑ Investment will improve the economy

\$ will be used as part of state's resources