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NEXTEA [National Economic Crossroads Transportation Efficiency Act] Briefing (CMAQ)
[Congestion Mitigation & Air Quality Improvement Program] May 7

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NEXTEA

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

KEY ENVIRONMENTAL PROVISIONS



MAY 7, 1997

PROTECTING THE ENVIRONMENT

We have made tremendous progress over the past generation in preserving and improving America's environment, but we still have much to do. ISTEA helped us to start the job by giving us the tools to protect our environment even as we create a transportation system that enables our economy to compete abroad and to create jobs at home. NEXTEA would build on ISTEA's success: as the President said when he announced NEXTEA, "make no mistake about it, this is one of the most important pieces of environmental legislation that will be considered by Congress in the next two years."

- ☐ NEXTEA would increase by 30 percent, to \$1.3 billion annually, funding to help states and communities clean their air, and expands the eligibility for such funding to include regions that fail to meet any new clean air standards.
- ☐ NEXTEA would increase by 35 percent funding to make communities more livable through "transportation enhancement" projects that protect the cultural, aesthetic, and recreational aspects of our transportation system.
- ☐ NEXTEA would provide greater flexibility for communities to invest in such sustainable forms of transportation as transit, bicycle and pedestrian facilities, Amtrak, and publicly-owned intercity rail terminal projects. NEXTEA also would simplify federal transportation planning requirements and emphasize public involvement in decision-making.
- ☐ NEXTEA would sustain the record levels of transit funding achieved under President Clinton.
- ☐ NEXTEA would provide flexibility and incentives for states and communities to meet their highway capacity needs by investing in technology as an environmentally-friendly and cost-effective alternative to new construction.

CLEANING OUR AIR

Scientific research demonstrates the effects of air pollution on our health, and President Clinton has taken advantage of ISTEA's landmark environmental provisions to cut pollution. In 1990, the year before ISTEA's enactment, 140 million Americans lived in areas which failed to meet standards for healthful air. That number dropped to 79 million in 1995: still too many, but a big improvement.

However, growing traffic threatens to reverse the improvements made through ISTEA programs and through cleaner cars and cleaner fuels. We have to continue, and even expand, efforts to improve technology and to reduce vehicle miles of travel, and NEXTEA does this.

ISTEA SUCCESSES

- ✓ The Congestion Mitigation and Air Quality Improvement Program (CMAQ) authorized an average of \$1 billion annually under ISTEA to help states and communities clean up their 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 station, a freight barge which daily takes hundreds of trucks off of New York's streets, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ Each year CMAQ currently eliminates 48,000 tons of volatile organic compounds (VOCs) and 60,000 tons of nitrogen oxides, key components of smog, as well as 316,000 tons of carbon monoxide.

KEY NEXTEA PROVISIONS

- NEXTEA would increase authorized 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. Finally, NEXTEA would ensure that no state loses CMAQ funds as a result of proposed enhancements of air quality standards.
- CMAQ will help states and communities fund projects necessary to satisfy federal air quality requirements.

ENHANCING THE ENVIRONMENT

Although mitigating the impacts of transportation projects and making them more compatible with our environment has been a federal priority for years, ISTEA went beyond this to actively use transportation as a way to help communities improve their quality of life. The Transportation Enhancements program has enabled states to invest nearly \$1.3 billion in such initiatives during ISTEA's first five years.

ISTEA SUCCESSES

- ✓ Transportation enhancement activities include bicycle and pedestrian facilities, enhancements to scenic or historic sites and highways, historic preservation, landscaping, preservation of former rail rights-of-way, control of outdoor advertising, and mitigation of highway runoff pollution.
- ✓ Among the projects states have supported are the redevelopment of Lafayette, Indiana's historic railway terminal as an intermodal transportation center; construction of bicycle-pedestrian paths in Kalama, Washington; highway landscaping projects in Columbus, Ohio; the acquisition of scenic easements in Kaneohe, Hawaii; and the conversion of Springfield, Massachusetts' abandoned waterfront into bicycle and pedestrian walkways.

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- NEXTEA would fund projects with a 10 percent set-aside from each state's Surface Transportation Program funds, and increase total Transportation Enhancements funding authorizations by more than 30 percent. The activities currently eligible would remain so, and NEXTEA would clarify that enhancement activities must be related to surface transportation.

SUSTAINING OUR COMMUNITIES

Communities must be able to choose the projects which best meet their needs if they are to have a balanced, sustainable transportation system. Ensuring that requires a strong and inclusive transportation planning and decision-making process which considers environmental factors and which provides ample opportunity for public input.

ISTEA SUCCESSES

- ✓ ISTEAs strengthened the role of cities in transportation planning, and enhanced public participation has helped to build community consensus for transportation projects.
- ✓ ISTEAs increased flexibility among funding programs has enabled states to transfer more than \$3 billion from highway programs to transit, and supported programs ranging from bicycle and pedestrian projects to wetlands mitigation.
- ✓ New programs for recreational trails and scenic byways have greatly improved Americans' quality of life and supported tourism.

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MAY 7, 1997

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THE WHITE HOUSE
WASHINGTON

Agenda
White House Briefing on NEXTEA
Wednesday, May 7, 1997
Roosevelt Room, 10:00 a.m.

WELCOME AND INTRODUCTION

Jane Garvey
Deputy Administrator
Federal Highway Administration

REMARKS

ENVIRONMENTAL BENEFITS OF NEXTEA

Kathleen McGinty
Chair, Counsel on Environmental Quality

CLEAN AIR BENEFITS OF NEXTEA

David Gardiner
Assistant Administrator for Policy, Planning and Evaluation
U.S. Environmental Protection Agency

BENEFITS OF NEXTEA FOR CITIES AND COUNTIES

Hon. Kurt Schmoke
Mayor of Baltimore, Maryland

NEXTEA AND LOCAL LAND USE PLANNING

Hank Dittmar
Director, Surface Transportation Project

Hon. Albert Gore, Jr.
Vice President of the United States

QUESTIONS AND COMMENTS

THE WHITE HOUSE

WASHINGTON

Attendees

White House Briefing on NEXTEA

Wednesday, May 7, 1997

Roosevelt Room, 10:00 a.m.

Christopher Boylan
NY Metropolitan Transportation Authority

Shirley DeLibero
New Jersey Transit

Denise Earley
Southeastern Pennsylvania Transportation
Authority

Martin G. Hamberger
MGH Associates

Robert L. Healy
APTA

Deborah Swarts Lipman
DC Metropolitan Area Transit Authority

Steven J. Hewitt
NY State DOT

Hank Dittmar
Surface Transportation Policy Project

Roy Kienitz
Surface Transportation Policy Project

Nancy Willis
Surface Transportation Policy Project

Hal Hiemstra
Rail-to-Trails Conservancy

Laurie Actman
Rail-to-Trails Conservancy

Thomas Shellabarger
U.S. Catholic Conference

Carol Wayman
National Congress for Community
Development

Allen Greenberg
League of American Bicyclists

Sarah Campbell
Surface Transportation Policy Project

Marcia Frenz
American Institute of Architects

Bill Wilkinson
Bicycle Federation of America

James B. Young
Linton, Miels, Reisler & Cottone

Elizabeth Thompson
Environmental Defense Fund

Dan Costello
National Trust for Historic Preservation

Christine Burdick
International Downtown Association

Bill Magavern
Public Citizen

Emil H. Frankel
New York City Partnership and Chamber of
Commerce

James W. Clarke
Sierra Club

Janet Oakley
Association of MPO's

Timothy Lidiak
National Transportation Enhancements
Clearinghouse

Robert S. Patten
Rails-to-Trails

David Hirsch
Friends of the Earth

Leslie Wollack
American Public Works Association

Douglas Howell
Environmental and Energy Study Institute

Tom Bolger
Government Relations, Inc.

Jeffrey F. Boothe
Oppenheimer, Wolff, and Donnelly

Robert F. Willis
Catholic University Law School

Heather J. Rowe
Natural Gas Vehicle Coalition

Nicholas W. Allard
Latham and Watkins

John Hunter
Irvine Company

Beverly Marshall
Southern California Edison

David Freer
Pacific Enterprises

John Horsley
U.S. DOT

Steve Palmer
U.S. DOT

Barbara Leach
U.S. DOT

Richard R. Kolodziej
Natural Gas Vehicle Coalition

Jane Garvey
U.S. DOT

Gordon Linton
U.S. DOT

John Lieber
U.S. DOT

Debra Alvarez
AARP

Jon Broadway
Montgomery Transportation Coalition, Inc.

Michael Repogle
Environmental Defense Fund

Julia Philpott
International Institute for Energy
Conservation

Louis Finch
The Electric Car Company

William Cahill, Esq.
Tri-State Transportation Campaign &
Rutgers Environmental Law Clinic

Lois Athey
Center For Community Change

Laura Olsen
Surface Transportation Project

Andrew Altman
Clean Air Council of Pennsylvania

Nellie Hiemstra
Rail-to-Trails

Dr. William Freeman
Alternative Fuel Works

Hon. Brian O'Neil
First Vice President
National League of Cities
Council Member
Philadelphia, PA.

Hon. Kurt Schmoke
Mayor of Baltimore, MD

Hon. Stephen DelGuidice
Council Member
Prince George's County

Sharon DeHaney
Special Assistant to the Council Member
Office of Howard County Council Member
Vernon Gray, MD

Bob Fogel
Associate Legislative Director for
Transportation and Communications
National Association of Counties

Laurie Saroff
Legislative Counsel
National League of Cities

Kelle Denise Jackson
Surface Transportation Project

Richard Westbrook
Photographer
U.S. Conference of Mayors

Kevin McCarty
Assistant Executive Director
U.S. Conference of Mayors

David Weiman
U.S. DOT

William Kelly, Jr.
Latham & Watkins

Camile H. Mittelholtz
U.S. DOT

Michael J. Savonis
U.S. DOT

James M. Shrouds
U.S. DOT

David Gardiner
U.S. EPA

Maryann Froehlich
U.S. EPA

Kenneth Adler
U.S. EPA

John Reeder
U.S. EPA

Peter Lidiak
U.S. EPA

NEXTEA Briefing (D to P+)
White House, Roosevelt Room
May 6, 1997
10:00 a.m.

Christopher Boylan
NY Metropolitan Transportation Authority

Shirley DeLibero
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Denise Earley
Southeastern Pennsylvania Transportation
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Richard Westbrook
Photographer
U.S. Conference of Mayors

Kevin McCarty
Assistant Executive Director
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Biographical Sketch of Mayor Kurt L. Schmoke

Kurt L. Schmoke, now in his third term as Mayor of the City of Baltimore, was born in Baltimore on December 1, 1949. He attended the City's public schools and graduated with a bachelor's degree in history from Yale University in 1971. After attending Oxford University as a Rhodes Scholar, he received his law degree in 1976 from Harvard Law School.

He entered law practice with the Baltimore firm of Piper and Marbury and, in 1977, joined President Carter's White House Domestic Policy Staff. A year later, he returned to Baltimore as an Assistant United States Attorney. Four years later, Mr. Schmoke was elected State's Attorney, the City's chief prosecuting officer.

Mr. Schmoke was first elected Mayor of Baltimore on November 3, 1987, and went on to develop a reputation as one of the most innovative mayors in the nation, as demonstrated through his initiatives in such areas as literacy, education, housing, community revitalization, health, and economic development.

In his first inaugural address, Mr. Schmoke announced his intention to make Baltimore "The City That Reads." Since then, Mayor Schmoke, in partnership with Baltimore's public and private sectors, has established a cabinet-level City agency and a private foundation to fund, coordinate, and expand adult literacy programs throughout the City. He has also overseen passage of the largest increase ever in the City's education budget, and together with Baltimore businesses and community-based organizations, has developed programs to guarantee job opportunities or college financial assistance to qualified high school graduates. In addition, the Mayor has implemented a bold school reform strategy that has reduced the central bureaucracy and returned the decision-making power to teachers, parents, and community members. He also has greatly expanded business partnerships with City schools.

Under Mayor Schmoke, Baltimore has been a leader in the national effort to tear down dilapidated, crime-plagued high-rise public housing developments and replace them with lower density, low-rise communities that better support the healthy development of families. Mr. Schmoke's other housing initiatives include establishing the Baltimore Community Development Financing Corporation, which pools private and public resources to renovate abandoned City homes; and developing the Settlement Expense Loan, which gives home buyers up to \$5,000 to meet settlement costs.

Mayor Schmoke has made Baltimore a national model for neighborhood revitalization. His community development projects include the transformation under way in the Sandtown-Winchester community in West Baltimore and the neighborhoods surrounding the Johns Hopkins Medical Institutions in East Baltimore. In 1994, these neighborhood revitalization efforts received a major boost when President Clinton selected Baltimore as one of only six Empowerment Zone cities in the nation. This designation brings millions in federal funds to support job development, housing, and

social service projects in targeted neighborhoods, as well as tax credits and incentives for businesses located in these neighborhoods.

Believing that every crime is one crime too many, and every victim is one victim too many, Mayor Schmoke has demonstrated a strong commitment to public safety. He has improved the effectiveness of the City's Police Department; implemented community policing throughout the City; ordered successful drug and gun sweeps to stabilize neighborhoods; and is the first mayor in Baltimore to put police bike patrols on the streets and security cameras on street corners.

Since the end of the 1980s, Mr. Schmoke has supported a national drug policy that views substance abuse primarily as a public health problem, instead of primarily as a law enforcement problem, and has called for a national dialogue on this issue. He also has been a strong advocate for needle-exchange programs as a way to combat the spread of AIDS, initiating in Baltimore what is now the largest government-sponsored needle-exchange program in the nation.

In the area of economic development, Mayor Schmoke has worked aggressively and with considerable success to attract, retain, and expand businesses in the City, especially in areas of projected job growth, such as the health sciences, tourism, and information technology. As part of his efforts to foster economic growth, he is overseeing a host of new development initiatives for Baltimore's downtown and Inner Harbor areas. Among these initiatives are the expansion of the Convention Center and several innovative new museums.

In championing Baltimore's economic development, Mayor Schmoke has upheld the principle of inclusion. He has successfully implemented policies designed to improve the participation of minority and women entrepreneurs in the economic life of the City. As a result, Baltimore was named one of the top cities for women entrepreneurs in the nation, and minorities have participated in a number of the City's major development projects, including the expansion of the Convention Center, the Columbus Center for Marine Biotechnology, and Inner Harbor East, a new commercial and residential complex.

Mayor Schmoke was elected to his third term in November 1995. In his inaugural address, the Mayor spoke of what he called "The Spirit of Baltimore," a shared sense of pride in the City that unites diverse individuals and communities and inspires them to work together to improve the City's quality of life. In 1997, under Mayor Schmoke's leadership, Baltimore will celebrate that spirit and the City's rich history when it commemorates its Bicentennial.

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10/28/96

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ISTEA SUCCESSES

- ✓ The Congestion Mitigation and Air Quality Improvement Program (CMAQ) authorized an average of \$1 billion annually under ISTEA to help states and communities clean up their 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 station, a freight barge which daily takes hundreds of trucks off of New York's streets, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.
- ✓ Each year CMAQ currently eliminates 48,000 tons of volatile organic compounds (VOCs) and 60,000 tons of nitrogen oxides, key components of smog, as well as 316,000 tons of carbon monoxide.

KEY NEXTEA PROVISIONS

- NEXTEA would increase authorized 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. Finally, NEXTEA would ensure that no state loses CMAQ funds as a result of proposed enhancements of air quality standards.
- CMAQ will help states and communities fund projects necessary to satisfy federal air quality requirements.

THE WHITE HOUSE
WASHINGTON

list of writers

order on program

1pm

6-6546

1:15 Call

6-6799 3456

- Lynn Carter
 - Carla Lane
 - Richard H.
-



MANNING.COURTNEY @ EPAMAIL.EPA.GOV

04/30/97 03:06:00 PM

Record Type: Record

To: Dorothy Robyn

cc:

Subject: Administrator's Availability

Dorothy,

Next Wednesday is better for the Administrator than Thursday for next week's NEC briefing on NEXTEA. It will be difficult but doable to get this briefing on her calendar, so I recommend that your scheduler call our scheduler to look at times.

Denise Schwarz is the Administrator's scheduler. She can be reached at 260-4700. If you have questions or concerns you can also call Reid Wilson, our Deputy Chief of Staff at 260-7960.

Courtney

6-5074
Richard is pt. of contact

- Jane Garvey - overview
- Katie McGinley - envir. overview

[• EPA - Hansen or Nichols on GAs - air quality]

- Curt Schumke - local perspective
- Hank Dittmer - Communities & the Environment.
 ↳ Congressional perspective

FAX

• GAT invitees

• EPA speaker

• review paper

Clean up

- Bryan O'Neal -

- May

- Steve & Judi

- Sherrae DeBruin

Transit - 7 attendees (NY, NJ, + 5)

└ Gordon Linton

STPP - 28 names

Calif coal. - 5

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From the Director's Chair:

A Blueprint for ISTEA Reauthorization

by **Hank Dittmar**, Executive Director

STPP tries to make *Progress* a timely, provocative and balanced magazine that focuses on transportation topics of interest to a broad audience. This issue departs from the norm by presenting our coalition's policy recommendation for ISTEA reauthorization.

STPP came together in 1990 as a unique and broad based coalition to craft policy recommendations for the nation. Our membership included the nation's environmental groups, transportation interests, planners and other professionals concerned with the built environment, and groups dedicated to preserving America's scenic and historic heritage. For many of these groups, federal transportation policy had largely been disruptive and negative, and their focus had been on stopping bad projects rather than on using transportation funding to improve communities and the environment.

Our coalition's recommendations in 1991 represented an important step forward: for the first time, environmental and community groups participated in the legislative debate to use transportation funds to meet mobility and access needs while cleaning the air, restoring community integrity and protecting scenic and historic resources.

The coalition proposed to accomplish this goal by a combination of improved decision making processes with flexible funding targeted to broad national goals. Rather than dictating outcomes, the emphasis was on a process focused on improved performance accompanied with funding incentives. The bill that was enacted was ISTEA and it reflected many of these goals.

STPP's coalition has since grown to include grassroots groups at the state and regional level in over forty states, to incorporate community development, aging, and environmental justice groups, and to include business interests concerned with downtown areas and commuter transportation. The coalition has remained active, pursuing a research and education program and working with states, transit providers and metropolitan planning organizations to implement the new law. We've pursued closer relationships with local government groups representing mayors, cities and counties. Throughout the past five years we've chronicled ISTEA success stories, monitored spending patterns and identified areas needing improvement.

Last year, we came together as a coalition of over 200 groups to take stock and develop policy

recommendations to carry us into the 21st century. Beginning with agreement on a set of broad based goals, we worked toward a clear and common understanding about what worked and what didn't, and towards an understanding of what needs to be preserved in the law and what provisions required revision. Underlying this discussion were broader questions—did the ISTEA premise work? and did we want to stay the course during ISTEA's reauthorization?

The answer to both questions was a resounding yes. Members of the STPP coalition strongly endorsed the need to stay the course; and the coalition agreed that, by and large, ISTEA was beginning to work as intended. The recommendations that follow call for preserving ISTEA's basic philosophy, its program structure and decision making process, and its trend of increased funding. We also call for improvements in a limited number of areas: maintenance and rehabilitation, environmental performance, safety, passenger rail and access to jobs. We believe the proposals presented herein will serve our nation well as it struggles to meet the economic, social and environmental challenges of a new century and I am proud to offer them for your consideration.

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