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OA/ID Number: 21499
FolderID:

Folder Title:
Transportation - Rural Transportation/Smart Growth: Rural Transportation

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11/17/98

Call me if you have any additional
Questions. Greg Carter will be back on
Thursday. Linda Lewson
366-4835

U.S. Department of Transportation Potential State of the Union Messages

Safety. Transportation safety is our number one priority. Although we have the safest transportation system in the world, transportation crashes still take a terrible toll on the families of our nation and place a huge burden on our economy. We will increase our efforts to make transportation safer for Americans.

- **Aviation Safety.** We must make aviation even safer than it is today. One key to reducing safety problems is partnering with the aviation community to share information and identify and solve safety problems before an accident can occur. Continued research in areas such as aging aircraft, fire safety, and weather will ensure implementation of effective safety programs. Satellite-based technology guides pilots on approach to ensure safe landings. Satellite signals must be protected so that they provide an adequate level of safety for aviation operations.

International cooperation with other nations in the areas of aviation safety and security is essential to support United States global economic and social goals for the next century. Building on the "Safe Skies for Africa" initiative, the U.S. will lead an international cooperative effort through the United Nations and other international groups targeting resources to improve safety and security in the global aviation system.

- **We are moving aggressively on implementing the safety programs enacted in TEA-21.**
Highway Safety. We have made progress -- the highway fatality rate fell to a record low in 1997. However, highway crashes still take a terrible toll in lives lost and in costs -- some \$150 billion annually; we are committed to improving our transportation safety record.

Truck safety is one major area for future safety gains. For the second year in a row, the number of fatalities in crashes involving heavy trucks has increased. Pressure will continue to grow in the truck safety area -- particularly as truck travel continues to increase at a significantly faster rate than car travel.

The figures are staggering -- nearly six million single-unit trucks and two million combination-unit trucks are expected to travel some 200 billion miles by the year 2000. Although TEA-21 significantly increased the amount of funding available to states for motor carrier safety programs (close to \$600 million over the six-year period) and for Commercial Vehicle related ITS programs (almost \$200 million over six years), there is still more to be done.

With our state partners, we need to refocus truck inspections and audits to eliminate the "bad actors" on the road, to develop safety-oriented policies regarding hours of service and truck size and weight, and to aggressively pursue the goals of reduced accidents and fatalities.

- Another major focus will be on child safety. We will continue our work to reduce the transportation-related senseless deaths and unintentional risks to our children. Sixty two percent of the children under 15 killed in motor vehicle crashes in 1996 were unrestrained. We can reduce these tragedies.

We challenge Governors and state legislators to pass primary child occupant protection laws requiring seat belt and booster seat use for all minors. To make sure that all families -- no matter what their economic status -- have access to child safety seats, we are going to make them eligible for reimbursement under Medicaid. TEA-21 is providing \$15 million (FY 2,000 -2001) in new child passenger protection education incentive grants to educate the nation train safety professionals and other educators on all aspects of child safety restraint equipment and use. TEA-21's new incentive grants for occupant protection (\$68 million FY 1999 - 2003) also fund child passenger protection education and encourage states to pass child protection laws.

The number one killer of teenagers(15-20) is the automobile. In 1997, almost 6,300 teenagers died in car crashes -- 121 each week. Over 60 percent of teen passenger fatalities died with a teenager at the wheel. We challenge Governors and State legislators to adopt graduated licensing programs for novice drivers under 18. This proven technique will reduce teen crashes by giving teenagers time to become experienced at driving. States who have adopted this program have reduced teen crashes from between 5 and 16 percent. Ontario, Canada reduced their teen crashes over 30 percent using graduated licensing.

Through the Presidential Task Force on Protecting Children from Environmental and Health Safety Risks, DOT is working to prevent other unnecessary injuries and death. We have set the following national goals:

- to increase child safety seat use to 89% (from 63%);
- to increase booster seat use in vehicles to 50% (from 6%);
- to increase seat belt use among children to 89% (from 65%); and,
- to reduce the number of children killed while riding bikes without helmets by 10%.

Transportation Equity Act for the 21st Century. The Transportation Equity Act for the 21st Century (TEA-21) will shape the future of America by providing record levels of investment in our nation's transportation infrastructure. These investments will be made within a balanced budget and honoring other critical national priorities. DOT's implementation of this historic act will ensure accessible, integrated, and efficient transportation for all Americans. It will support economic growth, and protect our communities and the natural environment. It expands opportunities through a new program helping those make the transition from welfare to work and a continued strong disadvantaged business enterprise program. TEA-21 provides our state and local partners across the nation with \$198 billion for surface transportation through FY 2003. It

will help us rebuild America's infrastructure, improve safety, invest in our future while protecting our environment.

We will aggressively implement the provisions of this Act:

- Continued flexibility allowing local decision makers to fund local transportation needs
- Continued and expanded innovative financing programs to attract new capital for transportation investment;
- Record levels of investment in transit (\$32 billion over the next six years);
- Expansion of highway safety programs;
- Continued investment in the core highway infrastructure program, with renewed emphasis on maintenance; and
- New border crossing and Trade corridor programs to support expanded trade.

Aviation. Aviation will continue to play a vital role in our Nation's economic future as our economy continues to grow. The need for fast and effective distribution systems will continue the demand for air freight systems. In our strong economy, travel for business and pleasure will increase. It is critical that our aviation system can accommodate this growth. We will also continue efforts to further open world markets to American freight and passenger markets.

This year we will be working with Congress to ensure long-term financing for aviation programs and a revitalized Federal Aviation Administration (FAA). We will propose a legislative agenda for aviation that will serve us well into the 21st century, including:

- financial resources and tools to finance aviation and airport investments and modernize the air traffic control system;
- policies that preserve the benefits of airline-deregulation and promote competition among air carriers;
- management reforms that allow FAA to adopt modern business practices;
- improved safety programs and reduced potential for accidents.

Aviation environmental goals are to decrease the numbers of people exposed to significant levels of airport noise and emissions by:

- A 50 percent reduction in aircraft noise within 10 years through an aggressive research program to produce quieter aircraft engines;
- Deterring future noise impacts by working with local airports and authorities to improve land use decisions around airports; and,
- A two-thirds reduction in aircraft emissions in 10 years through an aggressive research program to produce cleaner aircraft engines.

Marine Transportation System Initiative. Many Federal agencies, State and local governments, port authorities, labor, and private industry currently share responsibility for the marine transportation system. Economic, safety and environmental implications of aging infrastructure, inadequate channels and congested intermodal connections are expected to

become more critical as the volume of marine traffic increases. Anticipating a substantial surge in demand for marine transportation in the next century, the President directed the Secretary of Transportation to undertake a new effort to ensure that U.S. waterways, ports and their intermodal connections meet user needs, public expectations and the Nation's needs for efficient, safe and environmentally sound marine transportation. Leaders in the marine transportation field will meet in a national conference this fall to develop a vision and explore potential strategies for achieving an improved and more cooperative approach to the delivery of Federal marine transportation services.

Rural Transportation. The U.S. DOT is ensuring that rural areas and small communities share in the mobility as well as the economic and social benefits that effective and safe transportation systems and services provide. This initiative has the following key components.

Rural Transportation Technology for the Future. The onset of the information age is revolutionizing our nation's transportation system and services. Beginning in the 1950's, we took advantage of the advances in engineering to build the Interstate Highway System and tie our nation together. Now we are taking advantage of the advances in information and communications technology to save time, money and lives by improving our rural transportation system through intelligent transportation systems (ITS). Rural residents and goods move more safely, securely and efficiently with advanced ITS technologies.

- In Sweetwater County, Wyoming, the use of an automated dispatching system allowed over 20 agencies to combine their transportation resources, quadruple the number of riders they could carry, and lower costs to Medicaid and Temporary Assistance to Needy Families clients as well as the general public. They are expanding the communications system to put public transit, police, fire, emergency management, and ambulances on the same system, allowing extremely rapid response to emergencies. This system not only decreased operating costs, but most importantly, increased mobility and access to community services.
- In Arizona, through kiosks, telephones, changeable message signs and the Internet, the information system on Interstate 40 provides alerts on road and lane closures, incidents and other travel data.
- Other ITS applications allow safer travel on roads by detecting severe weather conditions, signaling speed warnings on hazardous curves and triggering warning beacons. On I-70 in Glenwood Canyon, Colorado, speed warning signs on a dangerous curve resulted in truck speeds reducing by almost 20 miles per hour.

Rural Tourism. The growing importance of tourism in rural areas demands transportation solutions that preserve and protect the natural environment. Travel, particularly around our National Parks is increasing congestion, damaging natural resources and spoiling family vacations. DOT is working in a new partnership with the National Park Service to improve access to the parks and assess alternative transportation choices, while preserving the natural beauty and cultural resources. This year these

agencies will develop transportation planning tools and guidelines, and operationally test ITS state of the art technologies in one National Park.

- In Yellowstone, DOT is collaborating with Departments of Commerce, Tourism, National Park Service, Highway Patrol, State Police and local fire Departments to implement a comprehensive ITS strategic plan. Over the next two months, computer kiosks will be placed to give tourists access to road and weather conditions, campground reservations and other tourism information. Incident management, including a cellular phone hotline, will improve safety and reduce congestion.
- In Grand Canyon, DOT is working with the National Park Service to assess and implement a light rail system.
- Outside the Parks, tourism is also the economic lifeline for many small communities. In Branson, Missouri, the traveler and tourist information system guides the millions of visitors who visit each year.

Essential Air Service. Many rural areas and small cities have been underserved by aviation. Working with Congress, we will pursue ways to improve essential air service, encourage new service and connect rural communities to our national and international aviation network. We will propose legislation that will include, at a minimum:

- establishing a new small community aviation development program to assist communities in fostering public-private partnerships to improve their access to the national air transportation network; and
- creating additional slots at high-density airports to increase service for rural communities with 60-seat or smaller regional jets.

Welfare to Work. DOT is fostering transportation connections that connect welfare recipients to concentrations of jobs outside traditional city centers. Without good connections, there will be more pressure for them to move out of urban core and rural areas, exacerbating suburban sprawl. The newly announced Job Access and Reverse Commute grant program (\$75 million in FY99, \$750 million over 1999 - 2003) will help states and communities bridge the transportation gaps that prevent welfare recipients and other low income people from getting to work. This program will leverage other public and private sector funding with a dollar for dollar match to make the best use of existing resources in helping welfare recipients and other low income people get and retain jobs.

National Agenda for the Transportation Needs of an Aging Society. One of the fastest growing segments of our society is that of older adults, who are enjoying longer, healthier lives. With the 50 percent growth in those over 65 expected by 2020, we must concern ourselves now with the need to assure their continued independence and mobility in their later years. The Department of Transportation is developing a National Agenda that will become a blueprint of needed actions and priorities, to assure we meet the transportation needs of our growing numbers

of older Americans in their golden years. This will be done in conjunction with the United Nations Year of Older Persons. DOT will also encourage innovative applications of practices that ensure mobility for the elderly through the formula grants for special needs of elderly individuals and individuals with disabilities. We are increasing the investments in this program. It provides \$394 million between FY 1999 and 2000.

BACKGROUND ON RURAL TRANSPORTATION
JULY 21, 1998

President Clinton and Vice President Gore, themselves the natives of states with strong rural traditions, are giving rural Americans the safe, efficient transportation they need. They are helping America's heartland meet the challenges created by long distances, rugged conditions, and the need to ship agricultural products and natural resources.

- * **Rebuilding America.** President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees \$198 billion over six years to continue rebuilding America. Rural America will benefit from new and rebuilt roads, expanded lifeline paratransit services, and a greater voice in transportation investment decision-making which will ensure that rural areas receive their fair share of federal funds. TEA-21 also dedicates funding to help rural welfare recipients get to jobs and extends the Ethanol Tax Credit through 2007, protecting the environment by encouraging the use of ethanol in gasoline.
- * **Improving Safety.** Rugged conditions and long distances mean that 60 percent of highway deaths occur on rural roads. New technologies funded by TEA-21 will improve safety through real-time information on weather and road conditions and Mayday services for faster emergency responses on isolated roads. TEA-21 also authorizes \$3 billion for safety construction, including elimination of highway-rail grade crossings, and gets unsafe trucks, and unsafe truckers, off the roads.
- * **Continuing Air Service.** President Clinton has continued the record \$50 million in annual Essential Air Service operating subsidies to smaller, more isolated communities that otherwise wouldn't be served by commercial carriers. This will ensure continued access to air service for America's heartland.
- * **Sustaining Passenger Rail Service.** The Amtrak Reform and Accountability Act, which President Clinton signed in December 1997, gives Amtrak the resources and the operating flexibility it needs to continue serving more than 500 communities in 44 states across America, many of them in rural areas not served by airlines.
- * **Long-Term Agricultural Transportation Strategy.** In Kansas City on July 27-28, Agriculture Secretary Dan Glickman will host a summit on "Agricultural Transportation Challenges for the 21st Century." Transportation Secretary Rodney Slater will join Secretary Glickman in announcing President Clinton's Long-Term Agricultural Transportation Strategy to help meet these challenges.

plus to develop an Administration

Issue: TEA-21's Implications for Rural U.S.

The Transportation Equity Act for the 21st Century holds significant promise for rural areas through a strengthened planning processes, support for economic development, and new and expanded rural transportation systems.

Enhanced Planning Processes

TEA-21 provides for enhanced consultation between local officials and states when developing the state transportation improvement programs. It also provides new avenues for freight shippers and providers of freight transportation services to influence transportation planning by requiring their involvement in the metropolitan and statewide planning processes.

Support for Economic Development & Rural Transportation Systems

TEA-21 establishes an emphasis on sustainable development in both urban and rural areas. It strongly supports communities' economic development efforts by providing funds for enhanced community access to urban areas, through greater flexibility in funding decisions and by increasing infrastructure finance. Specifically, it provides:

- Greater flexibility in the use of STP funds in urban and rural areas
- An increase in funding for Local Technical Assistance Program and Rural Transit Assistance Program
- An increase in funds for the Federal Transit Administration's capital and operating assistance for transit services in rural, small urban and urban areas.
- A significant financial boost for Intelligent Transportation Systems in rural areas
- An expansion of the Essential Air Service, which connects rural areas to large economic centers
- Expanded eligibility under the Federal Highway Administration's Public Lands program to include transit facilities

In addition, TEA-21 provides transportation support for communities to connect welfare recipients with jobs through a Job Access program, 20% of which is set aside for rural areas, and through continued support for the Joblinks project.

Talking Points

- TEA-21 reaffirms this administration's commitment to rebuilding America by providing a record, balanced investment in our highways, transit systems, highway safety and intermodal facilities.
- TEA-21 continues our commitment to improve transportation services and access in rural America.
- New investment in programs and enhanced consultation between local and state officials will result in a more efficient, far-reaching transportation system in rural areas.

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Beginning Projects

Federal Highway Administration

Rural Officials and Planning

TEA-21 requires study and report back to Congress within 2 years on the effectiveness of involving local officials in transportation planning and programming. A substantial part of the research will come from a series of FHWA-sponsored workshops on how states involve rural officials in developing plans and programs.

Sustainable Transportation

TEA-21 provides a new opportunity for rural input by establishing a pilot program to fund planning and implementation of projects and processes that deal with the relationship between transportation and community and system preservation.

Federal Railroad Administration

Loans for Small and Rural Carriers

TEA-21 provides for loans and loan guarantees to non-Class I freight railroads. In addition, the ongoing Local Rail Freight Assistance Program (LRFA) has provided a combination of grants and loans to small carriers which are frequently located in rural communities.

New Loans: Priority on Small and Rural Communities

TEA-21 provides for loans and loan guarantees for up to \$3.5 billion for railroad rehabilitation and improvement financing; preservation or enhancement of rail or intermodal facilities to small communities or rural areas are priority projects for these loans.

Federal Transit Administration: Office of Program Management

Rural Transportation Accessibility Incentive Program

TEA-21 authorized a new grant program to assist operators of over-the-road buses (OTRB's) meet the incremental costs of capital and training required by the expected DOT Final Rule on ADA accessibility for OTRB's. Despite the title, it is not a primarily rural program.

Access to Jobs

TEA-21 authorized a new FTA program to support the Welfare to Work effort and to support reverse commute transit service; 20% of the funds are set-aside for rural use.

Federal Transit Administration: Office of Research, Demonstration and Innovation

Rural Intelligent Transportation Systems (ITS) Demonstration Efforts

National Park Service: A project to fund a rural ITS operational test in a national park. The solicitation is underway to select a park and a system/service to be tested.

Wide Area Transit FOT: \$400K solicitation under way for a wide area transit project.

Integrated Information Platform: We're currently working with three rural FOT's on establishing common requirements for information exchange; we'll then propose to test the capability to use these requirements to share data across these multiple tests.

ITS Outreach Efforts

Rural ITS Workshops: We have developed the structure for a series of rural ITS workshops to develop awareness among rural constituents and provide rural input to the ongoing rural ITS program.

Rural ITS Conference: We are processing the procurement request to provide DOT funding for this annual workshop through ITS America.

Rural Architecture Workshops: We will conduct town meetings this summer with stakeholders to establish requirements for statewide information systems.

Ongoing Projects

Bureau of Transportation Statistics

National Transportation Library Project: Rural Publications

The BTS National Transportation Library (www.bts.gov) contains 13 publications that include rural information, and will gladly include submissions others wish to make.

Welfare-to-Work

Oak Ridge National Laboratory developed a procedure for BTS for identifying concentrations of welfare recipients in both rural and urban areas who have poor geographic access to jobs.

Essential Air Service

The Department is using the increased funding from TEA-21 to restore communities' services to levels guaranteed by statute and program guidelines, which the Department had been unable to maintain following severe funding reductions in fiscal year 1996.

Federal Highway Administration Program

Rural Funding

A portion of STP funds are already earmarked for rural areas; TEA-21 allows rural areas greater flexibility in spending those funds.

State Infrastructure Banks

Several states have developed State Infrastructure banks, which promise new opportunities for funding rural transportation investments.

Federal Railroad Administration

Congressional Grants

Congressional grants have helped preserve rail service that would otherwise cease.

Amtrak

Amtrak rail and feeder bus service offers viable transportation alternatives to rural communities that would otherwise lack transportation opportunities.

Federal Transit Administration: Office of Program Management

Rural Transit Assistance Program (RTAP)

TEA-21 increases funds for RTAP, which supports training, technical assistance, research, and related support services for rural transit operators.

Nonurbanized Formula Program (Section 5311)

TEA-21 increases the funds for FTA's capital and operating assistance funding for transit services in rural and small urban areas (under 50,000 population).

Elderly and Persons with Disabilities Formula Program (Section 5310)

TEA-21 increases the funds for FTA's capital assistance to local private nonprofit agencies (and public bodies under some circumstances) to help meet the transportation needs of elder and persons with disabilities; while states select the recipients, about half of the recipients are in nonurbanized areas.

Federal Transit Administration: Office of Research, Demonstration and Innovation

Advance Rural Transportation Systems Program (ARTS)

The FTA's component of the ARTS program works to further the mobility options for rural communities around the country using ITS.

Joblinks

The Joblinks project, sponsored by the FTA with assistance from CTAA, funded 16 demonstration projects, many of which were located in rural areas and which sought to serve un- and under- employed persons, particularly those persons enrolled in welfare-to-work activities.

Rural Research Areas

Bureau of Transportation Statistics

Geo-Spatial Analysis

BTS is conducting a spatial analysis of populated places in the United States and their proximity to intercity public transportation services (i.e., commercial airports, Amtrak rail and bus stations, and intercity bus stops).

Financial Statistics

Volpe is attempting to identify expenditures of non-transportation agencies (such as HHS, the Department of Education, the Department of Labor, and their state and local partners) on transportation services, many of which provide substantial mobility services for the elderly and other transportation disadvantaged groups in rural areas.

Commodity Flows

The Commodity Flow Survey (CFS) measures freight movements by all modes over all distances from shippers in mining, manufacturing, and wholesale in both urban and rural areas. As a BTS-funded supplement to this survey, Oak Ridge National Laboratory estimates the additional freight movements from farms to food processing facilities (which are part of manufacturing) and off-farm storage (which are part of wholesale).

Conference on Data Needs

BTS, FHWA, FTA, AASHTO, AMPO, and TRB cosponsored a 1997 conference on informational requirements to support transportation decision making. Many of the recommendations applied to small cities and rural areas, particularly improved geographic information and improved financial data.

CTPP Project

The 1990 Census Transportation Planning Package (CTPP) includes data on journey-to-work patterns for counties and places, including nonmetropolitan counties and places (i.e., cities, towns, villages) as small as 2,500 persons.

Federal Transit Administration

Study of Transit Needs in National Parks and Related Public Lands

TEA-21 requires the Secretary to conduct a study of transit needs in lands under the jurisdiction of all the Federal lands management agencies, including the National

Park Service, US Fish and Wildlife Service, and Bureau of Land Management. Most of these Federally managed lands are in rural areas.

Rural Transit Database

Work is currently underway to update the directories of rural and specialized transit agencies supported by FTA. The second phase of the project will analyze the system characteristics and provide a set of data about rural and specialized transit providers.

TCRP Project A-19 – Integration School Bus and Public Transportation Services in Nonurban Communities

This project (due to be completed in August, 1998) is documenting the findings from case studies of areas successfully integrating school and transit services at some level.

**BACKGROUND ON RURAL TRANSPORTATION
JULY 21, 1998**

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- * **Rebuilding America.** President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees \$198 billion over six years to continue rebuilding America. Rural America will benefit from new and rebuilt roads, expanded lifeline paratransit services, and a greater voice in transportation investment decision-making which will ensure that rural areas receive their fair share of federal funds. TEA-21 also dedicates funding to help rural welfare recipients get to jobs and extends the Ethanol Tax Credit through 2007, protecting the environment by encouraging the use of ethanol in gasoline.
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SUBJECT: DRAFT BACKGROUND ON RURAL TRANSPORTATION

PAGES: 2 (Including cover)

I've attached a draft backgrounder on rural transportation. Bill Schulz has reviewed and approved it.

MEB

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Investing in Rural Transportation Systems. President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees nearly \$200 billion over six years to continue rebuilding America's transportation infrastructure. Rural America will benefit from increased investment in new and expanded rural transportation systems, including highways and highway safety, rural transit systems, small and rural rail carriers, and "essential air service" to small communities. TEA-21 requires greater consultation between state and local officials, to ensure a more efficient, far-reaching transportation system in rural areas. TEA-21 also provides funding for transportation services to help welfare recipients get to jobs, training programs and child care centers; 20 percent of the funds are set aside for rural areas. Finally, TEA-21 extends the Ethanol Tax Credit through FY2007, to encourage the use of ethanol in gasoline and protect the environment.

Long-Term Agricultural Transportation Strategy. On July 27-28, in Kansas City, USDA Secretary Glickman will host a summit on "Agricultural Transportation Challenges for the 21st Century." Department of Transportation Secretary Rodney Slater will join with Secretary Glickman in announcing the Clinton Administration's Long-Term Agricultural Transportation Strategy, to respond to these important challenges.

Five and A Half Years of Progress. For five and a half years, President Clinton and Vice President Gore have worked to expand opportunity for rural Americans and farm families. The Administration has worked to help farmers manage risk and address market volatility, provided critical disaster assistance to ranchers who have lost livestock, expanded U.S. agricultural exports, improved our school lunch programs by buying surplus commodities, and worked to diversify the sources of enterprise and income in rural America. **[EXPAND TO INCLUDE RURAL, NOT JUST AG]**

But rural America still faces challenges -- with the economic crisis in Asia weakening some of our best customers for farm products, with strong world crop production bringing prices down, and with farmers facing floods and fires and drought and crop disease.

A FOUR-POINT ACTION PLAN FOR RURAL AMERICA

Expanding The Rural Economy

- ***Implementing the Wheat Purchase Initiative.*** On Saturday, President Clinton took strong steps to help our family farmers and to reduce crop surpluses at home. He directed the Secretary of Agriculture to purchase more than 80 million bushels of wheat, which could lift prices as much as 13 cents a bushel. With this wheat, the President will launch a new food aid initiative to press the world struggle against hunger. Secretary Glickman, working with our Agency for International Development, will oversee substantial donations of U.S. wheat to countries where the need is greatest -- places such as Sudan and Indonesia. Donations will also be made to private humanitarian groups. It's good for American farmers and good for our economy.
- ***Exempting Food Exports from U.S. Sanctions Policy.*** President Clinton signed into law an exemption for US food exports from economic sanctions required by the nuclear non-proliferation law. This law will allow American farmers to sell wheat to Pakistan, the market for 7 percent of US wheat. But, Congress should do more to give us the broadest possible flexibility.
- ***Fighting for Full Funding of the IMF to Shore Up America's Customers Around the World.*** We must keep the market for our products growing by paying our dues to the International Monetary Fund so that we can stabilize and help to reform Asian economies that are such important customers for America's farmers, and for our other exporters who are responsible for 30 percent of the remarkable growth we've enjoyed since 1993.

- ***Promoting an Aggressive Regional Approach to Free Trade.*** The Clinton Administration has put in place a comprehensive approach to opening agricultural markets in each of our key export markets. NAFTA opened Mexico and Canada to U.S. exports; now, exports are up __ percent [CK]. We have established an agricultural negotiating group in the FTAA talks and important discussions on specific agricultural products in APEC. And for the first time ever under the Transatlantic Economic Partnership, we have a mechanism in place to facilitate cooperation with Europe on a range of issues, including approval of genetically modified organisms.
- ***Enforcing Our Trade Agreements.*** This administration has brought and won a number of important agricultural disputes, including the European Union's restrictions on hormone grown beef, bananas and pork in the Phillippines. We have been aggressive in using every tool at our disposal to ensure that agreements made are agreements kept.
- ***Carrying Over EEP Balances.*** Congress has consistently refused to fully fund our efforts to enhance the ability of American business to export their farm products around the world. We are now looking at ways to ensure that the Export Enhancement Program has ("EEP") is flexible enough to move balances lefty at the end of the year into other programs to fund additional sales of US crops. The Administration's FY 1999 Budget already proposes that unused balances be carried over into subsequent years to expand U.S. exports.
- ***Announcing New USDA Initiative on Rural Development.*** Today, President Clinton is announcing that USDA is (1) awarding more than \$10 million in loans and grants for rural housing; (2) targeting \$237 million in existing funding into the Northern Great Plains Initiative; and (3) providing \$1 million in rural business enterprise grants. [WHAT ARE DETAILS ON THESE?] [Texas may be a disaster area]
- ***Increasing Access to Capital in Rural America.*** The Clinton Administration, working with Congress, has invested more than \$175 million in the nation's three rural empowerment zones and 33 rural enterprise communities (EZ/ECs) since 1995, creating or saving over 7,000 jobs. And more than 700,000 rural citizens now receive additional services in the EZ/EC's as a result of USDA loans, grants, and programs. [ADD info from USDA, SBA and CDFI]

Improving Education and Protecting Universal Service in Rural America

- ***Protecting Universal Service.*** President Clinton strongly supports universal service, a long-standing goal of ensuring that all Americans have access to

affordable telephone service. Without universal service, telephone rates would be prohibitively expensive for many Americans living in rural areas. The President also supports the e-rate, which would expand universal service to include schools, libraries, and rural health care providers. Unfortunately, some members of Congress have introduced legislation which would repeal the e-rate and undermine universal service. The President urges the Congress to join him in supporting universal service.

- ***Pushing for Rural School Modernization.*** Almost one-half of the nation's 80,000 public elementary and secondary schools are located in rural or small town areas. According to the U.S. General Accounting Office, 30 percent of those rural and small town schools (educating 4.5 million children) have at least one building in need of extensive repair or replacement. We must move forward this year with a comprehensive effort to address the needs of rural schoolchildren.
- ***Building a Digital Library for Rural America.*** The goal of this initiative is to dramatically increase the quantity, quality and accessibility of networked information related to agriculture and rural development by leveraging USDA's existing investment in research and education at our nation's land-grant colleges.
- ***Developing Distance Learning.*** President Clinton has proposed legislation that would make it easier for Americans to gain access to new skills using distance learning. In its proposal for reauthorization of the Higher Education Act (HEA), the Clinton Administration is seeking to broaden opportunities for distance learners by: including computers in the "cost of attendance" for purposes of financial aid; allowing institutions that offer more than 50 percent of their courses using distance learning to be eligible for student aid; and providing grants to "virtual universities" and other experiments with distance learning with a program called "Learning Anytime, Anywhere Partnerships."

Promoting Health and Welfare for Rural America

- ***Advancing Telemedicine.*** The President has set a goal of connecting all rural clinics and hospitals to the "information superhighway." In 1996, he signed the Telecommunications Act, which expanded the definition of universal service to include rural health care providers (hospitals, clinics, community health care centers, local health departments, and medical schools). The program (administered by an independent corporation established by the FCC) is designed to ensure that rural health care providers pay no more than their urban counterparts for telecommunication services. This will help improve the quality of care in rural America by allowing patients to receive

advice from the best specialists in the country.

- ***Improving Food Safety.*** The President's Food Safety Initiative is a comprehensive plan for improving food safety, including education, new technology, standards and more inspectors to make sure all food, including food that is imported, is safe. Congress should fund this \$101 million initiative when it is raised in Agricultural Appropriations conference.
- ***\$3 Billion to Help Move More People from Welfare to Work.*** Because of the President's leadership, the 1997 Balanced Budget Act included the total funding requested by the President for the creation of his \$3 billion welfare-to-work fund. The Department of Labor is committed to ensuring that roughly 30 percent of these grants are provided to rural areas. This program will help states and local communities move long-term welfare recipients, and certain non-custodial parents, into lasting, unsubsidized jobs. These funds can be used for job creation, job placement and job retention efforts, including wage subsidies to private employers and other critical post-employment support services.

A Strong Agricultural Policy for America's Farms

- ***Improving Education in Risk Management for Farmers.*** Farmers' ability to manage risk remains low. Relatively few producers forward contract their crops, though futures markets originated as a way for farmers to avoid risk. USDA needs to improve its education and outreach in risk management, perhaps linked with the long-distance learning initiative. More funding could be made available for pilot options programs, including a new initiative for dairy producers.
- ***Promoting the Fund for Rural America.*** The Fund for Rural America promotes efforts to diversify rural economic activity through use of new technology and improvement of infrastructure. Unfortunately, Congress has refused to fund this effort in the FY 1999 Agriculture Appropriations bill.
- ***[Crop Insurance/Adjustment Assistance.*** The economic risk being faced in some rural regions, such as North Dakota, reveals shortcomings of the current Federal crop insurance regime. The problem is less crop price than crop yield, and an actuarially-sound insurance program must raise premiums and lower coverage in response to multi-year disease or weather problems. Without abandoning Administration policy by reinstating permanent crop disaster authority (a controversial, unnecessary step), the Administration could propose: (1) a program of short-term (5 years) retirement of formerly-productive farmland now beset with physical problems such as excess moisture; (2) indemnity payments for losses due to disease, perhaps through crop insurance subsidies in an auxiliary program. These payments

might be designed as adjustment assistance, to enable producers in marginal agricultural regions to re-educate or retool.]

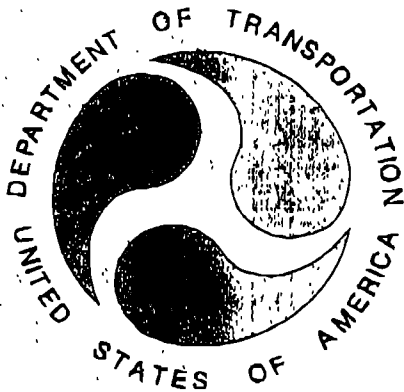
- **[Whole Farm Insurance.** USDA is exploring the feasibility of a Whole Farm Coverage Insurance Program, based on the farmer's income tax information. The appeal of such a product is that producers could insure their whole farm, not just individual crops as under the current program. Whole farm insurance could also potentially address the problem of insuring minor crops and livestock. However, there are a number of rating issues that need to be addressed and USDA lacks legal authority to insure livestock under permanent programs. USDA hopes to pilot a program in 1999.]

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facsimile transmittal

To: Dorothy Robyn From: Corine L. Hegland
Fax: 202-456-2223 Email: corine.hegland@ost.dot.gov
Phone: 202-456-5365 Date: July 20, 1998
Re: DOT Rural Activities Pages: 7

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle



Dorothy,

Here's the TEA-21 one-pager followed by the rural inventory. I'll try to get you a brief paragraph on the USDA National Agricultural Transportation Summit, with Secretary Glickman and Secretary Slater by the end of the day.

Issue: TEA-21's Implications for Rural U.S.

The Transportation Equity Act for the 21st Century holds significant promise for rural areas through a strengthened planning processes, support for economic development, and new and expanded rural transportation systems.

Enhanced Planning Processes

TEA-21 provides for enhanced consultation between local officials and states when developing the state transportation improvement programs. It also provides new avenues for freight shippers and providers of freight transportation services to influence transportation planning by requiring their involvement in the metropolitan and statewide planning processes.

Support for Economic Development & Rural Transportation Systems

TEA-21 establishes an emphasis on sustainable development in both urban and rural areas. It strongly supports communities' economic development efforts by providing funds for enhanced community access to urban areas, through greater flexibility in funding decisions and by increasing infrastructure finance. Specifically, it provides:

- Greater flexibility in the use of STP funds in urban and rural areas
- An increase in funding for Local Technical Assistance Program and Rural Transit Assistance Program
- An increase in funds for the Federal Transit Administration's capital and operating assistance for transit services in rural, small urban and urban areas.
- A significant financial boost for Intelligent Transportation Systems in rural areas
- An expansion of the Essential Air Service, which connects rural areas to large economic centers
- Expanded eligibility under the Federal Highway Administration's Public Lands program to include transit facilities

In addition, TEA-21 provides transportation support for communities to connect welfare recipients with jobs through a Job Access program, 20% of which is set aside for rural areas, and through continued support for the Joblinks project.

Talking Points

- TEA-21 reaffirms this administration's commitment to rebuilding America by providing a record, balanced investment in our highways, transit systems, highway safety and intermodal facilities.
- TEA-21 continues our commitment to improve transportation services and access in rural America.
- New investment in programs and enhanced consultation between local and state officials will result in a more efficient, far-reaching transportation system in rural areas.

The USDA is hosting a transportation summit, "Agricultural Transportation Challenges for the 21st Century," July 27-28, 1998 in Kansas City. This summit marks the formal kickoff of USDA's efforts to develop the Long-term Agricultural Transportation Strategy (LATS), a program of constituent outreach, information dissemination, research, and policy development. Secretary Glickman will open the summit and Secretary Slater will be the keynote luncheon speaker. After Secretary Slater's speech, he and Secretary Glickman will alternate answering questions.

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Beginning Projects

Federal Highway Administration

Rural Officials and Planning

TEA-21 requires study and report back to Congress within 2 years on the effectiveness of involving local officials in transportation planning and programming. A substantial part of the research will come from a series of FHWA-sponsored workshops on how states involve rural officials in developing plans and programs.

Sustainable Transportation

TEA-21 provides a new opportunity for rural input by establishing a pilot program to fund planning and implementation of projects and processes that deal with the relationship between transportation and community and system preservation.

Federal Railroad Administration

Loans for Small and Rural Carriers

TEA-21 provides for loans and loan guarantees to non-Class I freight railroads. In addition, the ongoing Local Rail Freight Assistance Program (LRFA) has provided a combination of grants and loans to small carriers which are frequently located in rural communities.

New Loans: Priority on Small and Rural Communities

TEA-21 provides for loans and loan guarantees for up to \$3.5 billion for railroad rehabilitation and improvement financing; preservation or enhancement of rail or intermodal facilities to small communities or rural areas are priority projects for these loans.

Federal Transit Administration: Office of Program Management

Rural Transportation Accessibility Incentive Program

TEA-21 authorized a new grant program to assist operators of over-the-road buses (OTRB's) meet the incremental costs of capital and training required by the expected DOT Final Rule on ADA accessibility for OTRB's. Despite the title, it is not a primarily rural program.

Access to Jobs

TEA-21 authorized a new FTA program to support the Welfare to Work effort and to support reverse commute transit service; 20% of the funds are set-aside for rural use.

Federal Transit Administration: Office of Research, Demonstration and Innovation

Rural Intelligent Transportation Systems (ITS) Demonstration Efforts

National Park Service: A project to fund a rural ITS operational test in a national park. The solicitation is underway to select a park and a system/service to be tested.

Wide Area Transit FOT: \$400K solicitation under way for a wide area transit project.

Integrated Information Platform: We're currently working with three rural FOT's on establishing common requirements for information exchange; we'll then propose to test the capability to use these requirements to share data across these multiple tests.

ITS Outreach Efforts

Rural ITS Workshops: We have developed the structure for a series of rural ITS workshops to develop awareness among rural constituents and provide rural input to the ongoing rural ITS program.

Rural ITS Conference: We are processing the procurement request to provide DOT funding for this annual workshop through ITS America.

Rural Architecture Workshops: We will conduct town meetings this summer with stakeholders to establish requirements for statewide information systems.

Ongoing Projects

Bureau of Transportation Statistics

National Transportation Library Project: Rural Publications

The BTS National Transportation Library (www.bts.gov) contains 13 publications that include rural information, and will gladly include submissions others wish to make.

Welfare-to-Work

Oak Ridge National Laboratory developed a procedure for BTS for identifying concentrations of welfare recipients in both rural and urban areas who have poor geographic access to jobs.

Essential Air Service

The Department is using the increased funding from TEA-21 to restore communities' services to levels guaranteed by statute and program guidelines, which the Department had been unable to maintain following severe funding reductions in fiscal year 1996.

Federal Highway Administration Program

Rural Funding

A portion of STP funds are already earmarked for rural areas; TEA-21 allows rural areas greater flexibility in spending those funds.

State Infrastructure Banks

Several states have developed State Infrastructure banks, which promise new opportunities for funding rural transportation investments.

Federal Railroad Administration

Congressional Grants

Congressional grants have helped preserve rail service that would otherwise cease.

Amtrak

Amtrak rail and feeder bus service offers viable transportation alternatives to rural communities that would otherwise lack transportation opportunities.

Federal Transit Administration: Office of Program Management

Rural Transit Assistance Program (RTAP)

TEA-21 increases funds for RTAP, which supports training, technical assistance, research, and related support services for rural transit operators.

Nonurbanized Formula Program (Section 5311)

TEA-21 increases the funds for FTA's capital and operating assistance funding for transit services in rural and small urban areas (under 50,000 population).

Elderly and Persons with Disabilities Formula Program (Section 5310)

TEA-21 increases the funds for FTA's capital assistance to local private nonprofit agencies (and public bodies under some circumstances) to help meet the transportation needs of elder and persons with disabilities; while states select the recipients, about half of the recipients are in nonurbanized areas.

Federal Transit Administration: Office of Research, Demonstration and Innovation

Advance Rural Transportation Systems Program (ARTS)

The FTA's component of the ARTS program works to further the mobility options for rural communities around the country using ITS.

Joblinks

The Joblinks project, sponsored by the FTA with assistance from CTAA, funded 16 demonstration projects, many of which were located in rural areas and which sought to serve un- and under- employed persons, particularly those persons enrolled in welfare-to-work activities.

Rural Research Areas

Bureau of Transportation Statistics

Geo-Spatial Analysis

BTS is conducting a spatial analysis of populated places in the United States and their proximity to intercity public transportation services (i.e., commercial airports, Amtrak rail and bus stations, and intercity bus stops).

Financial Statistics

Volpe is attempting to identify expenditures of non-transportation agencies (such as HHS, the Department of Education, the Department of Labor, and their state and local partners) on transportation services, many of which provide substantial mobility services for the elderly and other transportation disadvantaged groups in rural areas.

Commodity Flows

The Commodity Flow Survey (CFS) measures freight movements by all modes over all distances from shippers in mining, manufacturing, and wholesale in both urban and rural areas. As a BTS-funded supplement to this survey, Oak Ridge National Laboratory estimates the additional freight movements from farms to food processing facilities (which are part of manufacturing) and off-farm storage (which are part of wholesale).

Conference on Data Needs

BTS, FHWA, FTA, AASHTO, AMPO, and TRB cosponsored a 1997 conference on informational requirements to support transportation decision making. Many of the recommendations applied to small cities and rural areas, particularly improved geographic information and improved financial data.

CTPP Project

The 1990 Census Transportation Planning Package (CTPP) includes data on journey-to-work patterns for counties and places, including nonmetropolitan counties and places (i.e., cities, towns, villages) as small as 2,500 persons.

Federal Transit Administration

Study of Transit Needs in National Parks and Related Public Lands

TEA-21 requires the Secretary to conduct a study of transit needs in lands under the jurisdiction of all the Federal lands management agencies, including the National

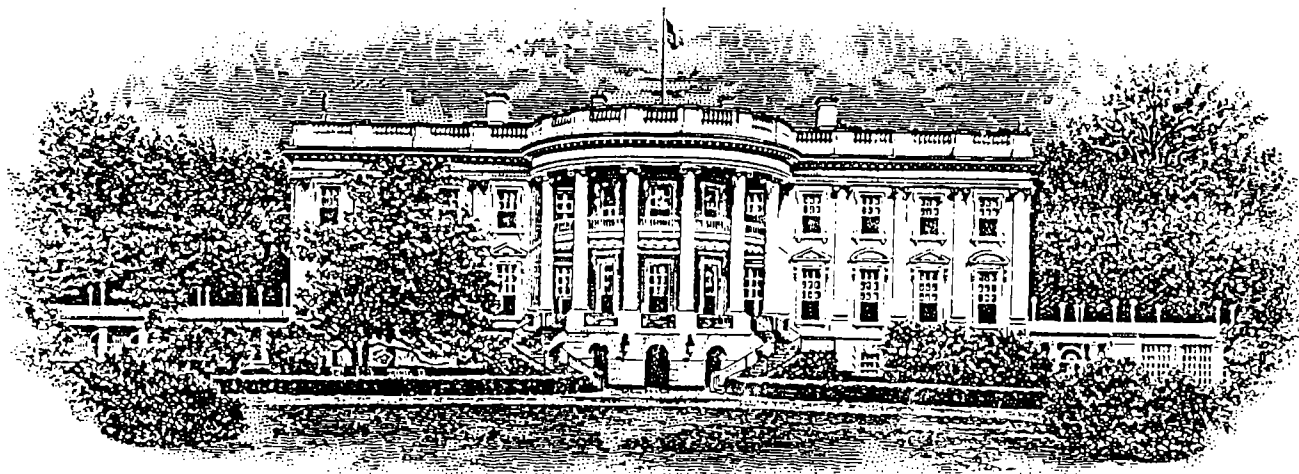
Park Service, US Fish and Wildlife Service, and Bureau of Land Management. Most of these Federally managed lands are in rural areas.

Rural Transit Database

Work is currently underway to update the directories of rural and specialized transit agencies supported by FTA. The second phase of the project will analyze the system characteristics and provide a set of data about rural and specialized transit providers.

TCRP Project A-19 – Integration School Bus and Public Transportation Services in Nonurban Communities

This project (due to be completed in August, 1998) is documenting the findings from case studies of areas successfully integrating school and transit services at some level.



FAX Transmission

National Economic Council
The White House

To: Alexander Ellis Boyd

Phone: 366-9268 Fax: 366-7270

From: Dorothy Robyn

Phone: 202-456-2801 Fax: 202-456-2223

Date: _____ Time: _____

Pages to follow: 15

Comments: _____



U.S. Department of
Transportation

Office of the Secretary
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400 Seventh St. S.W.
Washington D.C. 20590

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Fax:

456-2223

Pages including this cover sheet:

From:

LINDA LAWSON, ACTING DIRECTOR

OFFICE OF TRANSPORTATION POLICY DEVELOPMENT

202-366-4835

Fax: 202-366-3393

Comments:

*for SOU message
— DOT is crafting a
rural initiative —
I thought you had this
already when I spoke to
you about other issues.*

fax

T R A N S M I S S I O N

DOT's Rural Initiative

Transportation plays a crucial role as the residents and businesses in rural America seek to improve the livability of their communities and expand their economic activities. The Department of Transportation is developing a rural transportation initiative that will help those who live and work in rural areas and small communities share more fully in the decisions that develop the transportation system and in the benefits which flow from it. It will do this by bringing about a safer transportation system that is better able to meet the local and intercity travel needs, support rural tourism, and improve the ability of farms and businesses to obtain materials and move their products to markets at home and abroad.

Rural Trans.

11/10/98

- MOD

- Propz - #50M Study of

DOT:

- planning
rural transit

↓
- GPS → JIT Trans ("paratransit")
- pilots

- pilot: GPS/cell phone - emergency medical care

- Tourism devel.

- scenic by-ways

- Rail Rehab Fund

2/3 - Class I RRs

1/3 -

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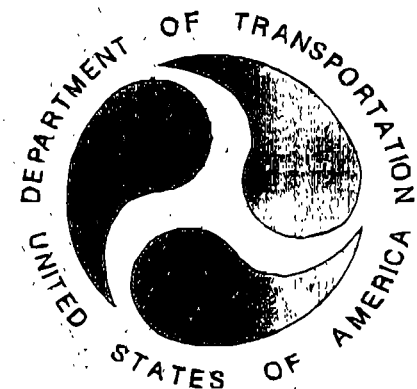
To: Dorothy Robyn From: Corine L. Hegland
Fax: 202-456-2223 Email: corine.hegland@ost.dot.gov
Phone: 202-456-2801 Date: July 22, 1998
Re: Bullets of Rural Transport Pages: 3 (Including Cover)

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

The bullets are beautiful summaries of 6 pages worth of information.

I'm impressed. Two technical changes follow, one of which (the USDA one) is extremely important.

--Corine



Technical Changes

- In "Investing in Rural Transportation Systems," ¾ of the way down. Change the sentence that currently reads: *"TEA-21 also provides funding for transportation services to help welfare recipients get to jobs, training programs and child care services."*

It should read:

"TEA-21 also provides funding for transportation services to help welfare recipients get to jobs and training."

We're no longer using "child care services" in our Job Access language; the DPC is aware of and approved the change.

- In "Long-Term Agricultural Transportation Strategy." Change the part that reads: *"Department of Transportation Secretary Rodney Slater will join with Secretary Glickman in announcing the Clinton Administration's Long-Term Agricultural Transportation Strategy to respond to these important challenges."*

It should read something to the effect of:

"Department of Transportation Secretary Rodney Slater will join with Secretary Glickman in unveiling the Clinton Administration's Report on Agricultural Challenges for the 21st Century, kicking off a year of public conversation on long term agricultural transportation needs and how best to respond to them."

The conference isn't announcing a strategy *per se*. It's part of a strategy (The Long-Term Agricultural Transportation Strategy) to develop the policy strategy. USDA is releasing a report titled "Agricultural Transportation Challenges for the 21st Century: A Framework for Discussion." Their strategy following the report is to listen to constituents for a year to develop the full strategy.

Investing in Rural Transportation Systems. President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees nearly \$200 billion over six years to continue rebuilding America's transportation infrastructure. Rural America will benefit from increased investment in new and expanded rural transportation systems, including highways and highway safety, rural transit systems, small and rural rail carriers, and "essential air service" to small communities. TEA-21 requires greater consultation between state and local officials, to ensure a more efficient, far-reaching transportation system in rural areas. TEA-21 also provides funding for transportation services to help welfare recipients get to jobs, training programs ~~and other transportation services~~; 20 percent of the funds are set aside for rural areas. Finally, TEA-21 extends the Ethanol Tax Credit through FY2007, to encourage the use of ethanol in gasoline and protect the environment.

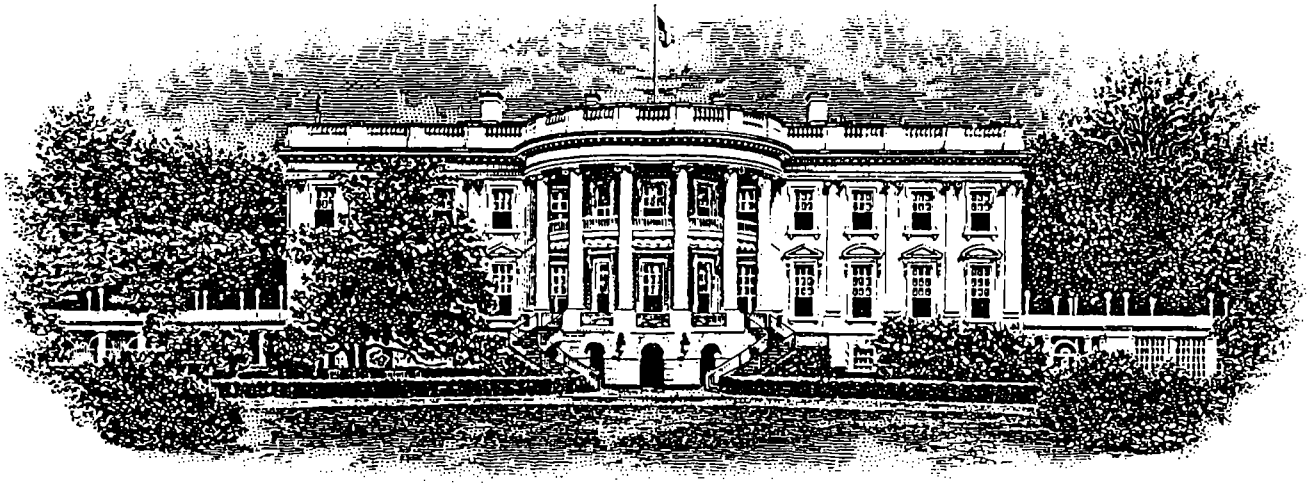
Long-Term Agricultural Transportation Strategy. On July 27-28, in Kansas City, USDA Secretary Glickman will host a summit on "Agricultural Transportation Challenges for the 21st Century." Department of Transportation Secretary Rodney Slater will join with Secretary Glickman in announcing the Clinton Administration's Long-Term Agricultural Transportation Strategy, ~~to respond to these important challenges.~~

in kitchen

BACKGROUND ON RURAL TRANSPORTATION
JULY 21, 1998

President Clinton and Vice President Gore, themselves the natives of states with strong rural traditions, are giving rural Americans the safe, efficient transportation they need. They are helping America's heartland meet the challenges created by long distances, rugged conditions, and the need to ship agricultural products and natural resources.

- * **Rebuilding America.** President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees \$198 billion over six years to continue rebuilding America. Rural America will benefit from new and rebuilt roads, expanded lifeline paratransit services, and a greater voice in transportation investment decision-making which will ensure that rural areas receive their fair share of federal funds. TEA-21 also dedicates funding to help rural welfare recipients get to jobs and extends the Ethanol Tax Credit through 2007, protecting the environment by encouraging the use of ethanol in gasoline.
- * **Improving Safety.** Rugged conditions and long distances mean that 60 percent of highway deaths occur on rural roads. New technologies funded by TEA-21 will improve safety through real-time information on weather and road conditions and Mayday services for faster emergency responses on isolated roads. TEA-21 also authorizes \$3 billion for safety construction, including elimination of highway-rail grade crossings, and gets unsafe trucks, and unsafe truckers, off the roads.
- * **Continuing Air Service.** President Clinton has continued the record \$50 million in annual Essential Air Service operating subsidies to smaller, more isolated communities that otherwise wouldn't be served by commercial carriers. This will ensure continued access to air service for America's heartland.
- * **Sustaining Passenger Rail Service.** The Amtrak Reform and Accountability Act, which President Clinton signed in December 1997, gives Amtrak the resources and the operating flexibility it needs to continue serving more than 500 communities in 44 states across America, many of them in rural areas not served by airlines.
- * **Long-Term Agricultural Transportation Strategy.** In Kansas City on July 27-28, Agriculture Secretary Dan Glickman will host a summit on "Agricultural Transportation Challenges for the 21st Century." Transportation Secretary Rodney Slater will join Secretary Glickman in announcing President Clinton's Long-Term Agricultural Transportation Strategy to help meet these challenges.



FAX Transmission

National Economic Council
The White House

To: Coren Hegland

Phone: _____ Fax: _____

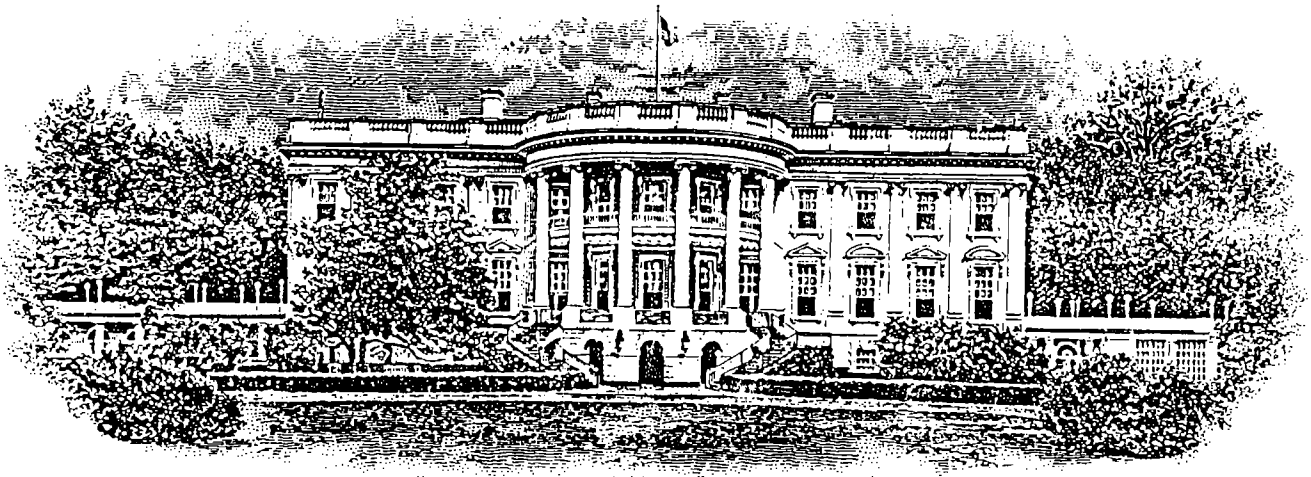
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Phone: 202-456-2801 Fax: 202-456-2223

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Pages to follow: 1

Comments: See notes on earlier Cover page



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To: Corinne Hegland

Phone: _____ Fax: 366-3393

From: Dorothy Robyn

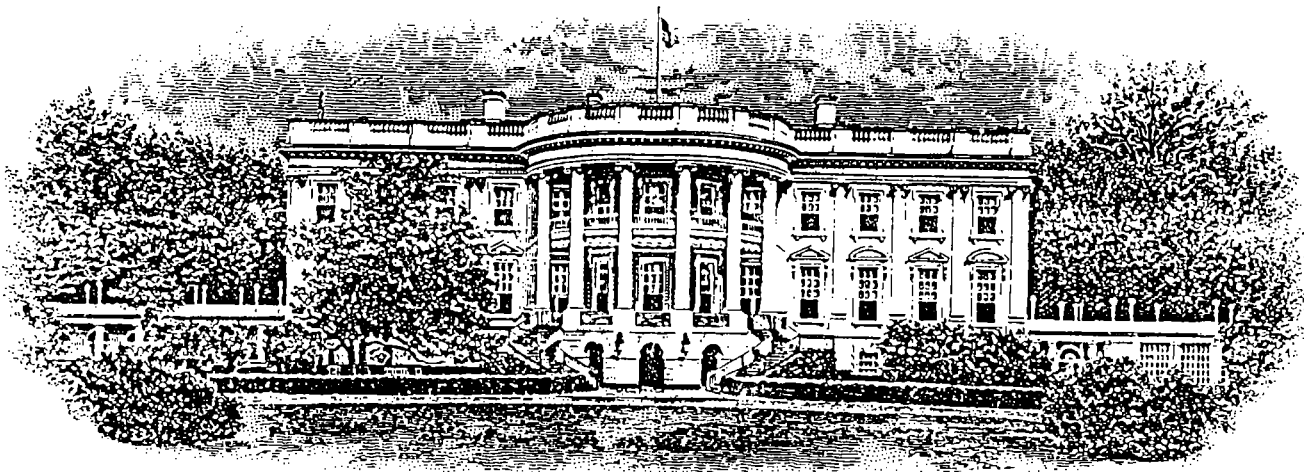
Phone: 202-456-2801 Fax: 202-456-2223

Date: _____ Time: _____

Pages to follow: 1

366-9268.

Comments: This is what Alexander Ellis Boyte
produced; I think it's terrific & will use
much of it. You should talk to him
directly about what you're doing



FAX Transmission

National Economic Council
The White House

To: Corine Heyland

Phone: 366-4823

Fax: 366-3393

From: Dorothy Robyn

Phone: 202-456-2801

Fax: 202-456-2223

Date: _____

Time: _____

Pages to follow: 1

Comments: Here's my two-bullet summary of what you
sent me. P/s. Check for factual accuracy, etc.
Feel free to add other bullets. I've also sent
to Alexander Ellis-Boyle, in Bill Schulz' office.

Investing in Rural Transportation Systems. President Clinton recently signed the Transportation Equity Act for the 21st Century (TEA-21), which guarantees nearly \$200 billion over six years to continue rebuilding America's transportation infrastructure. Rural America will benefit from increased investment in new and expanded rural transportation systems, including highways and highway safety, rural transit systems, small and rural rail carriers, and "essential air service" to small communities. TEA-21 requires greater consultation between state and local officials, to ensure a more efficient, far-reaching transportation system in rural areas. TEA-21 also provides funding for transportation services to help welfare recipients get to jobs, training programs and child care centers; 20 percent of the funds are set aside for rural areas. Finally, TEA-21 extends the Ethanol Tax Credit through FY2007, to encourage the use of ethanol in gasoline and protect the environment.

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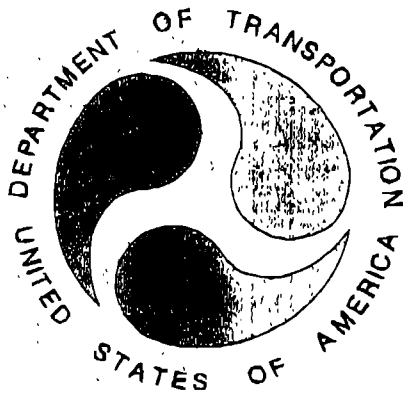
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facsimile transmittal

To: Dorothy Robyn From: Corine L. Hegland
Fax: 202-456-2223 Email: corine.hegland@ost.dot.gov
Phone: 202-456-5365 Date: July 20, 1998
Re: DOT Rural Activities Pages: 7

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Dorothy,

Here's the TEA-21 one-pager followed by the rural inventory. I'll try to get you a brief paragraph on the USDA National Agricultural Transportation Summit, with Secretary Glickman and Secretary Slater by the end of the day.

The USDA is hosting a transportation summit, "Agricultural Transportation Challenges for the 21st Century," July 27-28, 1998 in Kansas City. This summit marks the formal kickoff of USDA's efforts to develop the Long-term Agricultural Transportation Strategy (LATS), a program of constituent outreach, information dissemination, research, and policy development. Secretary Glickman will open the summit and Secretary Slater will be the keynote luncheon speaker. After Secretary Slater's speech, he and Secretary Glickman will alternate answering questions.

Press Conference on what we've done & are
doing for rural America

- airports

Corine Hegland - 366 - 4823

July 27-28 DOT & USDN

- Ag. Trans.

Rural Initiative

- Will be announced at July 27-28 conference

- 10 point action plan for rural
America

- Briefing w/ Secy. Roussow
