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NEXTEA [National Economic Crossroads Transportation Efficiency Act] / ISTEA [Intermodal Surface Transportation Efficiency Act]

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Suzanne Dale to Richard Hayes; RE: Personally Identifiable Information [partial] (2 pages)	05/06/1997	b(6)
002. email	Alison Bracewell to Cecily Williams; RE: Personally Identifiable Information [partial] (1 page)	03/12/1997	b(6)

COLLECTION:
Clinton Presidential Records
Intergovernmental Affairs
Marcia Hale
OA/Box Number: 12113

FOLDER TITLE:
NEXTEA [National Economic Crossroads Transportation Efficiency Act] / ISTEA [Intermodal Surface Transportation Efficiency Act]

2015-0463-F
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RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P1 National Security Classified Information [(a)(1) of the PRA]
P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P3 Release would violate a Federal statute [(a)(3) of the PRA]
P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [a)(5) of the PRA]
P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.
PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).
RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

b(1) National security classified information [(b)(1) of the FOIA]
b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
b(3) Release would violate a Federal statute [(b)(3) of the FOIA]
b(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
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b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

Cecily -
FYI

THE WHITE HOUSE
WASHINGTON

MEMORANDUM

To: NEXTEA Briefing Participants
From: Suzanne Dale, Office of Intergovernmental Affairs
Re: Tomorrow's Briefing
Date: May 6, 1997

Thank you for your participation in tomorrow's briefing on NEXTEA and the CMAQ (Congestion Mitigation Air Quality) enhancement provisions within the reauthorization package of ISTEA (Intermodal Surface Transportation Efficiency Act).

The Vice President and several Senior Administration officials (tentative list is below) will be speaking at the briefing, which will be held tomorrow, **Wednesday, May 7**, from **10:00am until 12:00pm in the Roosevelt Room** in the West Wing. Please plan to arrive at the Northwest Gate in front of the West Wing **by 9:30 am.**

If you have any questions, feel free to contact me at 202/456-2896.

Tentative Agenda

Introduction and Overview
Jane Garvey, Deputy Administrator, Federal Highway Administration

Environmental Benefits of NEXTEA
Katie McGinty, Chair, Council on Environmental Quality

Clean Air Benefits of NEXTEA
Fred Hansen, Deputy Administrator, Environmental Protection Agency

Benefits of NEXTEA for Cities and Counties
Mayor Kurt Schmoke, Baltimore, MD

NEXTEA and Local Landuse
Hank Dittmar, Surface Transportation Policy Project

Vice President Albert Gore, Jr.

Withdrawal/Redaction Marker
Clinton Library

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Suzanne Dale 05/06/97 05:19:53 PM

Record Type: Record

To: Richard L. Hayes/WHO/EOP

cc: Lynn G. Cutler/WHO/EOP, SINGH_A @ A1 @ CD @ LNGTWY, Cecily C. Williams/WHO/EOP
Subject: Final List for NEXTEA Event

Unless something comes up, here is my final list:

Hon. Kurt Schmoke **coming to SW Gate, West Basement -- bringing several**
Mayor of Baltimore, MD advance staff/security who can wait in West Lobby**

(b)(6) [001]

Hon. Stephen DelGiudice
Council Member
Prince George's County, MD

(b)(6)

Hon. Albert Eisenberg
Council Member
Arlington County, VA

(b)(6)

Hon. Glennon Harrison
Council Member
Rockville, MD

(b)(6)

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

(b)(6)

Laura Whitton
Washington Office - Mayor Daley of Chicago

(b)(6)

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

(b)(6)

Laurie Saroff
Legislative Counsel
National League of Cities
(b)(6)

Kevin McCarty
Assistant Executive Director
U.S. Conference of Mayors
(b)(6)

Richard Westbrook
Photographer, U.S. Conference of Mayors
(b)(6)

late addition—

Len Simon
Wash. Rep. – Deedee Mayor Corradini – Salt Lake City, UT
(b)(6)

THE WHITE HOUSE

WASHINGTON

May 5, 1997

MEMORANDUM FOR RICHARD HAYES

FROM: Lynn Cutler and Suzanne Dale, Intergovernmental Affairs

SUBJECT: List of elected officials for NEXTEA Event

Attached please find a list of local elected officials who we would like invited to the NEXTEA event on Wednesday.

Please do not hesitate to contact either of us if you have any questions or need any additional information. We can be reached at 6-2896.

Invitees -- NEXTEA Event

County Officials

Hon. Michael Hightower, Commissioner
President, NACo
Fulton County, GA
p: 404/335-2840
f: 404/730-7122

Hon. Randy Johnson, Commissioner
Hennepin County, MN
President-Elect, NACo
p: 612/348-5295
f: 612/348-5295

Hon. Betty Lou Ward, Commissioner
Wake County, NC
First Vice President, NACo
p: 919/733-1065
f: 919/870-4001

Hon. Doug Bovin, Commissioner
Delta County, MI
p: 906/428-1636
f: 906/789-5197

Hon. Carol Roberts, Commissioner
Palm Beach County, FL
p: 561/355-2202
f: 561/355-3990

Hon. Wayne Hill, Commissioner
Gwinett County, GA
p: 770/822-7097
f: 770/822-7097

Hon. Wayne Curry, County Executive
Prince George's County, MD
p: 301/952-3784
f: 301/952-3784

Hon. Steve DelGiedice, Council Member
Prince George's County, MD
p: 301/952-3238
f: 301/952-3238

Hon. Vernon Gray, Council Member
Howard County, MD
p: 410/313-2001
f: 401/313-3297

Hon. Gerry Highland, Supervisor
Fairfax County, VA
p: 703/780-7518
f: 703/780-1491

Hon. Susan Heselton, Council Member
Harford County, MD
p: 410/638-3347
f: 410/893-4972

Larry Naake, Executive Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Reginald Todd, Legislative Director
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Bob Fogel, Staff
National Association of Counties
p: 202/393-6226
f: 202/393-2630

Mayors

Hon. Richard Daley
Mayor of Chicago, IL
p: 312/744-3300
f: 312/ 744-2324

Hon. Jerry Abramson
Mayor of Louisville, KY
p: 502/574-3065
f: 502/574-4317

Hon. Victor Ashe
Mayor of Knoxville, TN
p: 423/215-2040
f: 423/215-2978

Hon. Deedee Corradini
Mayor of Salt Lake City, UT
t: 801/535-7704
f: 801/ 535-6331

Hon. J. Christian Bollwage
Mayor of Elizabeth, NJ
p: 908/820-4170
f: 908/820-0130

Hon. Roxanne Qualls
Mayor of Cincinnati, OH
p: 513/352-3250
f: 513/352-5201

Hon. Bill Campbell
Mayor of Atlanta, GA
p: 404/330-6021
f: 404/658-7361

Hon. Kenneth L. Barr
Mayor of Fort Worth, TX
p: 817/871-6118
f: 817/871-6187

Hon. Tom Murphy
Mayor of Pittsburgh, PA
p: 412/255-6780
f: 412/255-8602

Hon. Edward Rendell
Mayor of Philadelphia, PA
p: 215/686-2181
f: 215/ 686-2170

Hon. Dennis Archer
Mayor of Detroit, MI
p: 313/224-6340
f: 313/224-4128

Hon. Kurt Schmoke
Mayor of Baltimore, MD
p: 410/396-3835
f: 410/ 576-9425

<u>Municipal Officials</u>

Hon. Mark Schwartz
President, NLC
Council Member,
Oklahoma City, OK
p: 405/297-2570
f: 405/297-2570

Hon. Brian O'Neil
First Vice President, NLC
Council Member
Philadelphia, PA
p: 215/686-3422
f: 215/563-3162

Hon. Clarence Anthony
Second Vice President
Mayor, South Bay, FL
p: 561/996-6751
f: 561/996-7950

Hon. Greg Bieli
Chair, NLC Transportation Committee
Council Member, Scottsdale, AZ
p: 602/994-2550
f: 602/994-2738

Hon. Mary Poss
Vice-Chair, NLC Transportation Comm.
Council Member, Dallas, TX
p: 214/670-4050
f: 214/670-5115

Hon. Robert Benke
Vice-Chair
Mayor, New Brighton, MN
p: 612/638-2100
f: 612/638-2044

Hon. Roosevelt Belt
Council Member
Birmingham, AL
p: 205/254-2294
f: 205/254-2603

Hon. Dale Pope
Council Member
Everett, WA
p: 206/259-8703
f:

Hon. John Robert Smith
Mayor
Meridian, MS
p: 601/485-1927
f:

Hon. Ken Barr
Mayor
Fort Worth, TX
p: 817/871-6193
f:

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.

TABLE OF CONTENTS

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.

INCREASING 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

✔ ISTEA 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 SUCCESSES

- ✔ 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.

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT

ISTEA

REAUTHORIZATION

ISTEA REAUTHORIZATION POLICY STATEMENT AND PRINCIPLES

Transportation has been vital to America's economic prosperity and quality of life since the Nation's founding. From the colonial post roads and canals that expanded our frontiers, to the railroads and Interstate highways that linked a growing country, and to the mass transit systems that made possible the development of our great cities, transportation has opened up new markets and enabled the quick, economical movement of people and goods that powered our economy's growth.

More than $700 billion dollars annually -- an eighth of America's economy -- is devoted to transportation products and services: everything from auto manufacturing to air travel to freight shipping. One in ten Americans is employed in the industries which provide these goods and services, and all of us depend upon them.

As the national economy becomes more fully integrated and as America increasingly becomes part of a larger global economy, transportation's role will only become more important. In recent years, transportation has dramatically increased productivity, with major benefits for business and consumers. We need to continue -- and accelerate -- this trend. In the face of growing competition at home and around the world, businesses simply cannot afford the costs imposed by an inefficient transportation system. This is especially true as they rely on effective transport to make logistical innovations such as "just-in-time" delivery systems work properly.

However, our national and regional transportation systems face growing travel demand, inadequate capacity, and bottlenecks and poor connections between different forms of transportation. These conditions pose challenges that, if unmet, could slow economic growth and reduce our international competitiveness. Nor should Americans have to endure the costs and disruptions that an inefficient system imposes on their own lives. Americans depend upon smooth-flowing, seamless transportation to get to work or school, to shop, and to provide the products they buy in stores. When these systems do not work as intended, Americans pay the price in lost time, higher prices, or diminished opportunity.

CHALLENGES

If we are to remain competitive in the global marketplace and maintain our quality of life, we must aggressively meet at least four national challenges: (1) safety, (2) continued growth of traffic and travel and its attendant congestion, (3) environmental concerns, and (4) demographic changes.

1. *Safety:*

   We have made great progress in the face of increasing travel. Even so, motor vehicle crashes are the leading killer of America's youth. After years of steady decline, total highway deaths are increasing. These increases came prior to the repeal of speed limit and motorcycle helmet provisions. Transportation deaths and injuries place a huge burden on our economy -- an estimated $140 billion annually. Through Medicare and Medicaid, much of this burden falls directly on the American taxpayer. Reversing this trend will be a challenge requiring Federal leadership.

2. ***Travel Growth:***
   Traffic congestion in the Nation's 50 largest cities costs travelers more than $40 billion annually. Delays are likely to increase over the next two decades as travel nationwide increases by some 60 percent -- delays that translate directly into costs to businesses which ultimately are passed to consumers and that also rob Americans of precious personal time.

3. ***Environment:***
   Nearly one-quarter of the areas that failed to meet ozone standards in 1990 have been reclassified as "attainment" areas by the Environmental Protection Agency. But many of our largest cities are still having problems meeting air quality standards. We must maintain our efforts to reduce air pollutant emissions in light of the continued rise in vehicle miles and the threat posed by global climate change.

4. ***Demographic Changes:***
   Mobility for older Americans as well as those with disabilities is a critical need. The elderly are the fastest growing component of the U.S. population. More than six million Americans are over 85; that will increase 400 percent by 2050. The majority of this population is accustomed to relying on self-operated automobiles, and as they grow older, their special transportation needs will require national attention.

Transportation also affects, and is affected by, the increasing dispersion of land use patterns and cultural and demographic change. Although the shift to the Sun Belt has slowed, immigration is expected to continue, as is domestic migration from urban areas to smaller towns and the new "edge cities." Among the effects of this shift from central cities to the surrounding areas are more, and longer, vehicle trips as people choose to live farther from the places where they work or shop.

America's transportation needs are being addressed aggressively by the private sector but the efforts of all levels of government are also required. As President Clinton recently pointed out, the Interstate Highway System brought Americans closer together, connecting region to region, city to city, and family to family in ways that were undreamed of a half-century ago. That same spirit has always been a driving force for government investment in transportation.

From the Nation's earliest days, government has supported transportation development: building roads and canals, providing land for railroads, and financing airports, water ports and mass transit systems. Government at all levels now invests more than $40 billion annually in surface transportation infrastructure alone, with additional billions spent on operating and managing those systems.

Much of this support has been authorized through a series of legislative initiatives setting policy guidance and providing funding for highway, transit, and safety programs. The most recent of these, the Intermodal Surface Transportation Efficiency Act of 1991 (known as ISTEA), authorizes Federal programs in these areas for fiscal years 1992-1997.

Through ISTEA, not only have we invested more, we have worked with state and local government to invest better. Americans are getting more for transportation dollars because ISTEA provided a strategic investment framework. It did so through stronger planning requirements and through programs such as the National Highway System, completion of the Interstate System, and transit capital investment that focused resources on national priorities. ISTEA's authors also had the vision to create programs, such as the Surface Transportation Program, that provided unprecedented flexibility to state and local officials and helped assure that transportation investments would meet the unique needs of their communities.

ISTEA's authority expires in October 1997, and the Department of Transportation has begun to consider what form the successor to ISTEA should take. This statement outlines some of the major principles that the Department believes should be the basis for this next authorizing bill.

POLICY PRINCIPLES

ISTEA's successor should be based upon principles that will sustain a strong, globally-competitive economy and ensure the mobility, safety and well-being of our people. The following are several key principles that serve as a framework for the deliberations on this legislation.

1. ***Promote economic prosperity***
   America needs a well-connected transportation system that is economically efficient and that provides the foundation for us to compete in the global economy. Moving people to jobs, transporting raw materials to manufacturers, and distributing products to market in ways that are timely and economical are fundamental to our prosperity and to Americans' well-being. Post-ISTEA legislation should continue the emphasis on ISTEA's "E": *efficiency*.

2. ***Improve quality of life***
   Transportation directly affects our access to activities, goods, and services which we value, defines the very shape of our communities, and determines our ability to take advantage of social, economic, and cultural opportunities. Post-ISTEA legislation should facilitate the transportation improvements Americans need to improve their daily lives.

3. ***Improve safety***
   Travel inevitably places us at some risk. Given the high economic, social, and personal costs of crashes and other incidents, safety must be government's highest priority in transportation. ISTEA made great progress in improving the public's safety, and its successor must continue to improve safety and set standards that are reasonable.

4. ***Enhance the environment***
   The air we breathe and the water we drink are affected by transportation, as are the cultural, historic, and natural resources that define us as a Nation. ISTEA was a major step forward in preserving and protecting them, and its successor must ensure that we continue to protect the environment and account for the full costs of transportation decisions that affect air, water, and such nonrenewable resources as wetlands and energy.

5. ***Ensure national security***
   A sound transportation system is necessary to ensure America's national security. Both national defense and our ability to respond to disasters and other emergencies depend upon our system of highways, railroads, airports, and ports for the movement of essential equipment, supplies, and personnel. Post-ISTEA legislation must strengthen this vital aspect of our preparedness.

BUILDING BLOCKS

As planning begins for ISTEA reauthorization, we need to identify aspects of ISTEA that will continue to help us shape a transportation system for the 21st century. These basic building blocks will help us identify the specific steps we must take to move in the directions laid out in the policy principles described above.

1. ***Promote intermodalism***
   Better modal choices and improved connections between modes can provide a unified, interconnected transportation system that meets the demands of travelers and shippers by making the parts of the system work better together to provide alternatives suited to a variety of transportation needs. Reauthorization must continue the progress toward intermodalism -- so modal categories of the early 20th century do not dictate the transportation system of the future. Post-ISTEA legislation should ensure that ISTEA's "I" -- *intermodal* -- remains a focus of Federal policy.

2. ***Improve planning and public participation***
   ISTEA also brought new players to the table. And a more inclusive process does yield real results -- in the form of better, more feasible and publicly acceptable plans. The fiscal constraints ISTEA applied to transportation plans means they reflect the reality that real planning requires hard choices based on realistically available funding. There should be no question of turning back. We must continue to guarantee that investment decisions are the product of an inclusive planning process -- an informed political decision.

3. ***Empower state and local officials***
   ISTEA created flexible programs, such as the Surface Transportation Program and the Congestion Mitigation and Air Quality Program, and increased state and local officials' ability to target funds to projects that made sense for their communities. They responded enthusiastically to increased flexibility; more than $2 billion has been flexed. And by their own actions, these officials have demonstrated a commitment to even greater flexibility. ISTEA's successor should further empower these officials to invest Federal funds in the projects that best meet their needs, possibly including areas in which their investment is currently limited, including perhaps rail and intermodal projects.

4. ***Strengthen partnerships***
   Drawing upon the strengths and perspectives found at all levels of government and in the private sector, from both passenger and freight transport, can enhance the decision-making process and assure that transportation meets present and future needs. ISTEA strengthened the traditional Federal-state partnership and expanded it to include local governments, metropolitan planning organizations, and the private sector. Partnerships must be forged with other countries as well. As we compete in a global economy, it is essential that we work to improve transportation that facilitates the effective movement of our Nation's goods and its people. Post-ISTEA legislation should build upon these partnerships.

5. ***Encourage performance management***
   Performance management is a way of getting at the question raised by the National Performance Review: "How can we get government to work better and cost less?" Performance management, with its outcome-oriented goals and clear measures, is a positive and flexible way to manage transportation. Greater reliance on performance management will allow us to maintain accountability for use of public resources while reducing cumbersome rules that delay improvements and add to costs. It will encourage strategies -- such as preventive maintenance and Intelligent Vehicle Systems technologies -- that, in some cases,

improve the performance of the existing system more efficiently than new construction alone.

6. ***Promote innovative financing***
   Competition for scarce public resources continues to intensify. ISTEA offered new opportunities for cutting red tape that delays projects, for involving the private sector, and for financing transportation improvements through tolls and other innovative means. Our Partnership for Transportation Investment program jump-started innovative financing suggested by ISTEA. The establishment of transportation infrastructure banks builds upon this progress. ISTEA's successor should continue these efforts to create new ways of paying for the transportation systems America needs.

7. ***Encourage new technologies***
   Cleaner, safer, and more efficient transportation has often come because of new technologies -- some entirely new, such as the automobile, and some that have made previous advances safer or more efficient, such as seat belts. Continued development and use of advanced technology is vital if such progress is to continue. Under ISTEA, the Federal Government renewed its emphasis on applying technology to improve safety, system capacity, and travel times. Investment in research and development has been expanded, both through increased funding and through new partnerships with the private sector. The successful Intelligent Transportation Systems and Global Positioning Satellite systems deployments are products of such initiatives. Post-ISTEA transportation legislation should continue this commitment.

8. ***Encourage better infrastructure investment and management***
   Continually improving the performance of infrastructure investment programs is always essential, but especially so in an era of limited public funding. ISTEA's successor should encourage state and local officials to base investment decisions on systematic cost-benefit analysis, and to adopt operational, maintenance, and pricing practices, that maximize the efficiency of, and return on, investment, as described in the Executive Order, *Principles for Federal Infrastructure Investments.*

MEETING THE CHALLENGE

ISTEA is visionary legislation. Its central elements -- strategic infrastructure investments, intermodalism, flexibility, intergovernmental partnership, a strong commitment to safety, enhanced planning and strategic investment -- should be preserved.

The forces shaping the debate over the role of government in our society will influence the reauthorization debate. What is the Federal role in surface transportation infrastructure? What has worked under ISTEA -- what has not? What can we do to improve our safety record? How can we increase our resources? How can we benefit more from the fiscal resources we have? Should we expand eligibility for Federal funds, for example to rail and intermodal projects?

Most of these questions require further study and discussion. But in one case -- the Federal role -- the answer is clear. We need strong Federal leadership. Efficient national cargo movement is key to our ability to benefit from expanding trade opportunities. Truckers and other freight operators need national uniformity in facilities and regulatory standards. We also need national consistency if we are going to move forward with deployment of new technology. We cannot achieve other key national priorities -- linking Americans to jobs, health care and education -- without efficient and accessible transportation. And the challenges we face in the areas of safety and the environment do not stop at state borders.

As we tackle these difficult question, the policy principles and building blocks outlined in this statement should guide us. Our goal for reauthorization is to develop a proposal for the next century that allows our Nation to preserve our competitive advantage throughout the world and maintain the well being of our citizens.

For additional information please contact:

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U. S. Department of Transportation
Washington, DC 20590

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
002. email	Alison Bracewell to Cecily Williams; RE: Personally Identifiable Information [partial] (1 page)	03/12/1997	b(6)

COLLECTION:
Clinton Presidential Records
Intergovernmental Affairs
Marcia Hale
OA/Box Number: 12113

FOLDER TITLE:
NEXTEA [National Economic Crossroads Transportation Efficiency Act] / ISTEA [Intermodal Surface Transportation Efficiency Act]

2015-0463-F
db4290

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P1 National Security Classified Information [(a)(1) of the PRA]
P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P3 Release would violate a Federal statute [(a)(3) of the PRA]
P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [a)(5) of the PRA]
P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

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ALISON E. BRACEWELL
03/12/97 08:42:16 AM

Record Type: Record

To: Cecily C. Williams/WHO/EOP

cc:
Subject: ISTEA

Intergovernmental Affairs Attendees for ISTEA event:

[002]

NP?

NLC: Mark Schwartz
Catherine L. Reynolds
Betty Jean Morton (b)(6)
Carolyn Longbanks

USCM: Tom Cochran

NACo: Larry E. Naake (b)(6)

Mayors: Paul Helmke Ft. Wayne, IN

not coming Richard M. Daley (b)(6)

Laura Whitton (asst)

one addition: Rebecca Brady (for NCSL)

ISTEA ANNOUNCEMENT MEETING
March 11, 1997

ISTE Reauthorization Announcement

8^{30}

Rm 450 open press

1. Logistics (time; place; crowd size; etc.) 9:30 - 9:45 (Brief 9:15 Oval

2. Congressional * mayor Dailey.

3. Intergovernmental 20 max. "Big 7"

4. Outside Groups and Constituencies

5. Invitations

   calls OPL/DOT
   clearance OPL

   Richard Hayes
   456-5074

6. Paper for Distribution

   summary of proposal
   1-page cover sheet
   other?

7. Press Calls

8. Remarks

9. Event Memo

   off stag.
   POTUS
   VPOTUS
   Sec. Slater

   1 VP welcome to WH
   2 Sec Slater speak 2-3 mins
   brief constituency grps
   3 Intro. Potus

8^{30} Penn. Ave. Entrance

mayor Dailey & Slater ~~[illegible]~~ Chicago Friday.