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

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. list	Intergovernmental Affairs Attendees for ISTEA event; RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Intergovernmental Affairs
Mickey Ibarra
OA/Box Number: 12619

FOLDER TITLE:

ISTEA [Intermodal Surface Transportation Efficiency Act] / NEXTEA [National Economic Crossroads 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]
b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
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]

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Intergovernmental Affairs Attendees for ISTEA event:

[001]

NLC:	Mark Schwartz Catherine L. Reynolds Betty Jean Morton Carolyn Longbanks
USCM:	Tom Cochran
NACo:	Larry E. Naake
NCSL:	Rebecca Brady
Mayors:	Paul Helmke
	Richard M. Daley
	Laura Whitton (asst)

(b)(6)

Document No.______________

WHITE HOUSE STAFFING MEMORANDUM

DATE: 3/5 ACTION/CONCURRENCE/COMMENT DUE BY: 3/6

SUBJECT: ISTEA Proposal

File

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	☑	☐	McCURRY	☐	☑
BOWLES	☑	☐	McGINTY	☐	☐
McLARTY	☐	☐	NASH	☐	☐
PODESTA	☑	☐	RUFF	☐	☐
MATHEWS	☑	☐	SMITH	☐	☐
RAINES	☑	☐	REED	☑	☐
BAER	☐	☐	SOSNIK	☑	☐
ECHAVESTE	☐	☐	LEWIS	☐	☐
EMANUEL	☑	☐	YELLEN	☐	☐
GIBBONS	☐	☐	STREETT	☐	☐
HALE	☑	☐	SPERLING	☐	☐
HERMAN	☐	☐	HAWLEY	☐	☐
HIGGINS	☐	☐	WILLIAMS	☐	☐
HILLEY	☑	☐	RADD	☐	☐
KLAIN	☐	☐		☐	☐
BERGER	☐	☐		☐	☐
LINDSEY	☐	☐		☐	☐

REMARKS:

Please advise

RESPONSE:

Staff Secretary
Ext. 6-2702

THE WHITE HOUSE

WASHINGTON

March 4, 1997

ACTION

MEMORANDUM FOR THE PRESIDENT

FROM: **Gene Sperling**

SUBJECT: **Secretary Slater Memo on ISTEA**

The Administration's $175 billion ISTEA reauthorization proposal is undergoing final interagency clearance. The process has gone relatively smoothly, and we should be ready to transmit the bill in 7 to 10 days, in keeping with Secretary Slater's commitment to Congress.

Because of the importance of this bill, I have asked Secretary Slater to summarize for you the major issues it raises and the choices it reflects. I want to be sure, first, that you are comfortable with the positions the Administration is taking in its bill. Second, I want you to have an opportunity to offer additional ideas and comments on the ISTEA reauthorization, while we still have an opportunity to respond.

Key issues (in addition to the overall funding level, as set in your FY98 budget) are:

(1) the adequacy of 6-year funding for Administration priorities: welfare-to-work ($600M); state infrastructure banks ($900M) and other innovative financing ($600M); congestion mitigation and air quality, or CMAQ ($7.8B) and safety (approximately $3B). ***(See budget table comparing ISTEA and ISTEA 2.)***

(2) the balance, in terms of funding, between traditional programs (roads, bridges and transit) and newer programs, primarily environmental protection ***(see "Other Views" and "Administration Strategy" in Slater memo).***

(3) the formula for allocating federal transportation funds to individual states ***(see "Administration strategy" in Slater memo).***

(4) With regard to the Amtrak reauthorization, which Secretary Slater flags, the discussions between DOT and OMB are on course. We expect to transmit our Amtrak reauthorization bill by the end of next week.

_____ Approve Administration's ISTEA Reauthorization Proposal

_____ Disapprove

_____ Need additional information

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

February 24, 1997

MEMORANDUM FOR THE PRESIDENT

FROM: RODNEY E. SLATER

RE: THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT (NEXTEA)

The Intermodal Surface Transportation Efficiency Act (ISTEA), which authorized $157 billion in highway, transit, and safety programs over a six-year period, expires at the end of FY 1997. The reauthorization of these programs gives us a unique opportunity to ensure that transportation investment, the single largest federal program apart from defense and entitlements, focuses on achieving vital national goals and on preparing our economy and our communities for the challenges of the 21st century.

I am writing to request your approval of a comprehensive reauthorization proposal which we have developed with OMB and with other White House offices and Cabinet agencies. Our proposal, the National Economic Crossroads Transportation Efficiency Act (NEXTEA), expands on your Administration's successful efforts to build long-term prosperity. NEXTEA has also been designed to advance a broad range of national priorities highlighted by the Administration, such as improving safety and lowering health care costs, protecting our environment, speeding welfare recipients' transition to work, and bringing common sense to government's operations.

Attached is a summary of NEXTEA's major policy initiatives and how they can help us to achieve these goals, as well as a draft budget detailing proposed authorization levels. I am testifying before the Senate and the House this week on the subject of reauthorization, and hope to deliver the Adminstration's proposal at that time, so we can lead the debate that is unfolding.

Background: The Intermodal Surface Transportation and Efficiency Act of 1991

Responding to concern about the condition of our infrastructure and its impact on the economy and national competitiveness, the 1991 ISTEA legislation authorized record levels of federal highway and transit investment. But ISTEA did more than just provide additional resources: it revolutionized the U.S. transportation program by recognizing that, beyond building roads and mass transit, Federal investment must also improve productivity, preserve our environment, protect safety, and strengthen communities. And ISTEA boldly reshaped the Federal program -- both in terms of dollars and process -- to reflect those goals.

We have made good on ISTEA's promise, and on your call to "Rebuild America." Working with Congress, over the past four years we have raised infrastructure investment by more than 20 percent over Bush Administration levels. These investments have already paid off, with substantial improvement in conditions and performance on both highway and transit systems. In addition, we have effectively implemented the progressive features of ISTEA. With DOT encouragement, states have used the power to shift funds among different categories. We have implemented the inclusive, results-oriented planning process required by ISTEA, bringing new stakeholders -- environmentalists, freight interests, community activists -- to the table. And we have made a success of ISTEA's environmental programs, which in FY 1996 supplied over $1 billion for projects that help states and localities achieve Federal air quality goals.

DOT Outreach Efforts

In the past year, DOT conducted 14 regional hearings and over a hundred focus groups to help us develop an Administration reauthorization proposal. We heard many different people -- both transportation professionals and others -- and a lot of different ideas. But one point of consensus did emerge -- that ISTEA is working, and that we should build on its foundation as we shape a 21st Century transportation system. Our NEXTEA proposal reflects this core idea.

Other Views

As you know, ISTEA has been popular with urban interests including mayors and public transit advocates, environmentalists, preservationists and community activists. State views are more complex, as the country is split between so-called "donee" states that benefited from ISTEA formulas and "donor" states that receive back less than the full amount of their gas tax contributions to the Highway Trust Fund. States of the Northeast, which includes many large donee states, are supporting continuation of ISTEA, and especially its formulas. Donor states including Virginia, Florida, California, and others have founded a coalition, "STEP 21," to push a program that guarantees 95% return on gas tax collections. Traditional highway interests like the Highway Users Federation and the American Trucking Association want to roll back ISTEA's multi-modal and progressive features.

Despite their differences, these interests all support a strong Federal program. By contrast, a few Governors and Congressmen (Senator Mack, Representative Kasich, and Governors Voinovich, Wilson, and Engler) have voiced support for a radical devolution approach that would cut the Federal gas tax to two or three cents (excluding the 4.3 cents for deficit reduction) over the next few years.

Administration Strategy

The reauthorization bill is likely to be one of the major pieces of bipartisan legislation in this Congress. In developing our NEXTEA proposal, our goal has been to assure that the Administration can play a leadership role in the debate -- unlike the Bush Administration, which was effectively excluded when ISTEA was being developed.

As indicated above, many substantive issues in the debate will be driven by resources -- particularly the growing balances in the Highway Trust Fund. Last year, the House passed a bill to take the transportation trust funds off budget by a 2-to-1 majority. This legislation will likely pass again this session. The Senate is under pressure to follow suit, or to find other strategies to spend out the trust fund balances. You have heard from mayors, governors and others urging that the Administration support high authorization levels. As you may recall, this issue was resolved during the budget process, after an appeal from Secretary Pena, by committing to authorization levels higher than anticipated year-by-year obligations. This puts us in the position of proposing to increase authorizations over ISTEA, but may prompt some criticism that actual spending levels will fall short. To this point, our position in the budget process -- that the authorization levels give room for transportation investment to increase in the event the economy performs well -- has been positively received by most constituencies.

The substance of our NEXTEA proposal builds on the foundation laid by ISTEA and links the Federal program more closely to Administration priorities. As detailed in the attached summary, our proposal contains a variety of new elements -- incentives for technology deployment, innovative finance tools, a dedicated fund for welfare to work transportation services and bigger resources for environmental protection. But we have also been mindful of the need to maintain credibility with traditional transportation interests and committee and subcommittee chairs -- particularly in light of the resource constraints discussed above. Further, our proposed formulas have been shaped to walk a fine line between the warring parties: as drafted, they recognize both the principle of equity and also fairness for Northeastern ISTEA donee states.

AMTRAK

One policy issue that has not yet been fully resolved has to do with Amtrak. The Department's NEXTEA proposal supports all surface transportation modes, including intercity passenger rail. For the first time, states and localities will have the ability to use federal transportation funds to participate in intercity rail passenger and freight projects. Amtrak reauthorization is included in the legislation as a clear statement that rail passenger service must be an integral part of our 21st century intermodal system. I believe NEXTEA should ultimately include Amtrak reauthorization in order for the Administration to lead the debate on this central aspect of our transportation future.

The Department's Amtrak reauthorization proposal fully funds Amtrak out of the Highway Trust Fund and enables Amtrak to become eligible for certain flexible funds previously limited to highways and transit. We also have suggested an approach which would convert federal operating assistance for Amtrak into capital which would allow commitment of much higher funding numbers under applicable scoring rules.

OMB has indicated that additional review of the Amtrak legislation will be necessary, and we are continuing to work with their staff. I would urge that appropriate Amtrak reauthorization legislation be submitted to Congress as quickly as possible. Given Senator Lott's interest in this subject, it is likely that Congress will pass Amtrak legislation in this session. During your first term, this Administration has consistently supported Amtrak. By submitting an Amtrak legislative proposal soon, we can continue to lead the debate to ensure a visionary and intermodal surface transportation system for the 21st century.

I am confident that our NEXTEA proposal will position the Administration as a major player in this debate. Your leadership is essential to move forward this important legislation, and we will keep your staff apprised of opportunities for involvement.

attachment

SUMMARY: USDOT NEXTEA PROPOSAL

Investing for Trade, Jobs, and Economic Growth

Responding to concern about the condition of our infrastructure and its impact on the economy and national competitiveness, the 1991 ISTEA legislation authorized record levels of federal highway and transit investment.

We have made good on ISTEA's promise and on your call to "Rebuild America." Working with Congress, over the past four years we have raised infrastructure investment by more than 20 percent over Bush Administration levels. We also have completed construction of the Interstate Highways, and have designated the National Highway System, a network of roads most vital to our economy and national security.

As approved by OMB, NEXTEA builds on this success while helping us to move towards a balanced budget. It would authorize $174 billion for surface transportation programs from FY 1998 through FY 2003, a nine percent increase over ISTEA. The proposed authorization levels would sustain core programs such as the National Highway System, maintenance of the Interstates, and bridge reconstruction.

As you said in his recent State of the Union address, "America is once again the most competitive nation and the number one exporter in the world." That is partly due to the growing efficiency of our freight system, which has cut costs by taking advantage of such advances as intermodal shipping and "just-in-time" deliveries. Therefore, we propose to continue these productivity improvements by making intermodal and rail freight facilities eligible for federal aid under certain circumstances.

With the success of NAFTA and GATT, we have seen a tremendous growth in north-south trade. To make the most of this opportunity, we also propose new programs to improve our border crossings and to invest in major trade corridors.

Bringing Innovation to Infrastructure Finance

The federal government alone cannot meet all of our infrastructure needs. In response to your January 1994 Executive Order on infrastructure, we launched a broad innovative finance initiative targeted at cutting red tape to speed construction projects and attracting new resources, especially private capital, to infrastructure investment. The 74 projects approved through this pilot program started an average of two years early and attracted $1.2 billion in investment beyond that available through conventional financing. We since have made these strategies part of our routine way of doing business.

We already have begun the next step, the State Infrastructure Bank (SIB) program, which uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Under NEXTEA, we want to expand the SIB program by opening it to all states and to establish a Federal Credit Program for projects of national significance, such as California's Alameda Corridor.

Investing in Research and Technology

Technology offers another strategy for maximizing federal investment and improving system performance. In many cases, technology can provide additional capacity at lower monetary and environmental cost than new construction. Therefore, we propose making technology investments eligible for funding under all major investment categories. In addition, we propose a new incentive program for states and localities to deploy Intelligent Transportation Systems (ITS) in ways that ensure they are fully-integrated and regionally and nationally-compatible in order to maximize their long-term benefits.

Maximizing Flexibility to Shape our Transportation Future

We have taken maximum advantage of the tremendous flexibility ISTEA afforded state and local decisionmakers to use federal funds in ways that best meet their communities' special transportation needs. The Department's NEXTEA proposal goes the next step by including all surface modes. For the first time, states and localities will have the ability to use federal transportation funds to participate in intercity rail and bus projects. I believe Amtrak reauthorization must ultimately be included in NEXTEA in order for the Administration to lead the debate on this central aspect of our transportation future.

Moving from Welfare to Work

Among the barriers faced by those making the transition from welfare rolls to payrolls is access to jobs, training, and support services such as day care. Poverty and federal welfare eligibility rules mean that few welfare recipients own cars, and existing public transit often provides inadequate connections to job and training centers.

Therefore, we propose a six-year, $600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. This program will be closely coordinated with other assistance that will 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. We propose to 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.

Enhancing our Environment

Air quality has improved steadily in recent years, the result of cleaner cars and other strategies targeted at cutting pollution. In 1990, 140 million people lived in areas that violated the standard for ozone, a smog precursor. Today, only 64 million live in such areas in spite of increased travel. Continuing that progress in the face of the growing travel generated by a growing population and an expanding economy requires that we strengthen our environmental mitigation efforts.

NEXTEA continues our support of the successful Congestion Mitigation and Air Quality Improvement Program, which targets funds to transit, traffic flow improvements, and alternatives such as ridesharing. It also sustains our commitment to such well-received programs as Transportation Enhancements (which funds bicycle paths, vegetation planting and other environmentally-friendly projects), Recreational Trails, and Scenic Byways.

Improving Safety and Controlling Health Care Costs

The human cost of transportation deaths and injuries is immeasurable. But accidents are also a huge burden on our economy. Motor vehicle crashes alone cost our economy more than $150 billion annually, including $11 billion paid directly by taxpayers for medical care and to make up lost tax revenues.

Improving transportation safety can help to control these costs. The challenge we face is to increase safety even as travel increases. Under NEXTEA, we propose incentives to stem drunk and drugged driving and to reward state and local government efforts to increase safety belt use. In all safety areas, there will be a new emphasis on aggressive, performance-based management focused on results, not process. We not only will provide higher funding but also greater flexibility to shift those funds to programs with the highest safety payoffs.

Revitalizing Communities

As you have said, we must do more "to revive and empower poor urban and rural neighborhoods." Transportation empowers isolated communities by providing access to jobs, markets, education and health care, and by attracting new businesses to locate in disadvantaged areas. We propose to continue the Administration's strong commitment to both urban and rural public transit. In addition, we propose to strengthen the role of urban and rural decisionmakers under the cooperative planning provisions pioneered by ISTEA.

Conclusion

As this summary suggests, transportation touches all aspects of American life. It is about much more than asphalt and concrete: it is about *people*, and about how government can best meet their needs today, and to assure opportunity tomorrow.

ISTEA was a landmark in that it recognized that transportation investment must support other national goals. Our proposal for its successor meets the needs of the American people by refining its programs to meet the challenges of the new century -- challenges to build our economy, improve Americans' safety, preserve our environment, and deliver cost-effective, common sense government.

ISTEA REAUTHORIZATION PROGRAM PROPOSAL

(Dollars in Millions)

	Total ISTEA	Total ISTEA 2
Highway Infrastructure		
National Highway System	21,000	26,534
Interstate Maintenance Program	17,000	26,534
Surface Transportation Program/TE	23,900	34,771
Flexible Highway Infrastructure Safety		3,000
Interstate Transfer	960	
Interstate Construction	7,200	
Minimum Allocation	6,003	3,591
Donor State Bonus	2,832	
Hold Harmless	6,495	
90% of Payments	1,600	
Wisconsin	30	
Ferry Boats	100	
Demos	7,261	
NHS Corridors	248	
Bridge Program	16,100	15,874
Cong. Mitigation/Air Quality Impr. Program	6,000	7,800
Interstate Reimbursement	4,000	6,000
Recreational Trails Program	180	42
Scenic Byways Program	80	90
ITS/ITI Integration Deployment	659	600
FHWA Research & Tech. Programs	87	1,566
Federal Lands	2,600	3,150
Tax Evasion	45	30
Congestion Pricing		84
Bureau of Transportation Statistics	90	186
Emergency Relief Program	600	600
Miscellaneous Trust Funds		42
High Speed Rail	775	
Truman-Hobbs Bridge		102
Woodrow Wilson Memorial Bridge		400
Appalachian Highways		2,190
State Infrastructure Banks		900
Integrated Safety Planning		300
Gateway Border Crossing Pilot Program		270
RSPA Strat. Planning R&D & Intermod. Res.		60
Credit Reform Program		600
Other	45	
Budget Compliance	*(2,557)*	
*FHWA Inflation in 2003**		537
Transit (with inflation in 2003)		
Formula Capital	19,077	23,933
Discretionary Grants	12,422	5,776
FTA/Other		838
Safety		
Operations and Research (w/ '03 inflation)	465	893
Highway Traffic Safety Grants (no infl in '03)	1,151	1,386
Motor Carrier Safety Assist. Pgm Grants (infl in '03)	537	603
Subtotal ISTEA Programs	**156,985**	**169,282**
ADDITIONAL ISTEA PROGRAMS		
TRANSIT (with inflation in 2003)		
WMATA		250
RAIL (with inflation in 2003)		
AMTRAK Capital (HA)		1,344
NECIP (HA)		1,205
AMTRAK Operating (HA)		2,073
OTHER AGENCY ROAD PROGRAMS		3,213
Subtotal Additional Programs		8,085
TOTAL BA/CA (less MTF)	**156,985**	**177,325**
Total less other agencies	156,985	174,112

02/24/97 02:58 PM

Revised
March 10, 1997

NATIONAL ECONOMIC CROSSROADS EFFICIENCY ACT (NEXTEA)

Reauthorization of ISTEA
Bill Summary

I. OVERVIEW

- NEXTEA builds upon the current ISTEA framework, emphasizing flexibility, planning, intermodalism, safety, investment, innovation and protection of the environment. It authorizes the Department of Transportation's highway, transit, highway safety, and rail programs (the rail title will be transmitted to Congress separately).

- *Funding* - NEXTEA authorizes $174 billion over 6 years, an increase of $17 billion or 11 percent over the $157 billion authorized by ISTEA. Approximately $5 billion of this increase is for programs include in NEXTEA that were not in ISTEA. Excluding these programs, NEXTEA authorizes $169 billion, an increase of $12 billion or 8% over ISTEA. Actual spending under NEXTEA would be $149 billion over 6 years. 1998 funding for ISTEA programs is approximately equal to the 1997 enacted level. See attached table for funding details by mode.

  Authorizations levels in NEXTEA are higher than planned spending levels in case the Administration's economic growth and deficit projections prove too conservative, as they have in the recent past. If the budget situation were to improve, we would look toward increasing the obligation levels. Even at the higher authorized levels, the Highway Trust Fund balance would increase from $26 billion in 1997 to $48 billion in 2003.

  Highway funding is sufficient to maintain Federal-aid highways in their current condition and provide for some capacity expansion. Capacity is also addressed through technology, i.e., the Intelligent Transportation Systems (ITS), and through pricing policies, i.e., congestion pricing and elimination of the Interstate tolling prohibition. Transit funding will maintain current conditions, address expected traffic increases on existing systems, and provide some funds to address other capacity expansion.

- *Eligibility* - Eligibility for highway funds would be expanded to include intercity passenger rail (Amtrak), ITS, publicly-owned and publicly-sponsored privately-owned bus terminals, publically-owned freight rail, and publicly-owned intermodal freight transfer facilities.

  Eligibility for transit funds would be expanded to include intercity passenger rail and ITS. Privately-owned freight railroads and ports would not be made eligible for NEXTEA funding. These interests will push Congress hard to make themselves eligible. Traditional highway groups strongly oppose increased eligibility, including funding Amtrak from the Trust Fund.

- *Formulas* - The funding allocation formulas for the two largest highway programs, the National Highway System (NHS) and the Surface Transportation Program (STP) would be revised. The NHS formula would be based 90% on contributions to the Highway Trust Fund and 10% on State population. The STP formula would be based 70% on contributions to the Trust Fund and 30% on State population. Contributions to the Trust Fund are used as a proxy for highway usage.

  Three "equity adjustments" to these formulas seek to balance the claims of the donor and donee States and ease the transition to the new formulas. Formulas for other highway programs and transit remain mostly unchanged. The funding formula is the most sensitive issue on the Hill. DOT's proposal attempts to strike a balance between programmatic justification and Congressional concerns. Thereby, DOT hopes to be a larger player in determining the shape of the final bill.

II. HIGHWAYS

- *Core Infrastructure Programs* - The National Highway System (NHS), Surface Transportation Program (STP), Interstate Maintenance, Bridge and Federal lands programs are all retained. All but the Bridge program receive higher funding levels. Transferability of funds among these programs and to transit is retained with slight modifications.

  The funding distribution among these programs reflects a decision to direct funds toward STP, while providing sufficient funds to maintain the interstates and the National Highway System. STP is the most flexible infrastrucuture porgram. Green groups would prefer more STP funds, traditional highway groups would prefer more NHS and interstate funds.

- *Environmental Programs* - The Congestion Mitigation and Air Quality (CMAQ) program, Transportation Enhancements, Scenic Byways, and Recreation Trails are all retained. Funding for CMAQ will grow by 26% and Transportation Enhancements grows 29%. Geographic eligibility for CMAQ funds will be expanded to include new non-attainment areas, once EPA issues final national air quality standards. Even with the large increase to CMAQ, once the new non-attainment areas are established, there likely will be criticism that CMAQ funds are spread too thin.

  An additional $30 million over 6 years for research will address global climate change and brownfields issues. Analyses and pilot programs would be conducted to develop further decisionmaking and modeling tools of land use, urban sprawl, and brownfield revitalization. These tools will support decision making regarding transportation's impact on these issues. They also will provide a foundation for future development of performance based environmental laws associated with transportation.

  There was considerable internal Administration discussion regarding NEXTEA funding for environmental programs. The funding levels reflect current knowledge of the interrelationship between transportation and the environment and does not reflect an effort to force a sacrificial "pro-environment" vote on this bill.

- *Planning* - The planning process is simplified by focussing on 7 broad goals rather than 21 factors and broadened to include the operation and maintenance of the transportation system, not just capital investment. Participation is expanded by requiring freight transportation be considered and rural officials be consulted. NEXTEA would make it easier to designate or redesignate an MPO by reducing the population threshold from 75% of affected population (including the central city) to 51% of affected population (including the central city). Highway and transit planning requirements would be made identical, to improve intermodal coordination.

- *State Infrastructure Banks(SIBs)* - SIBs are made permanent, funded at $150 million annually, and can be used for the same broader range of activities as NHS and STP.

- *New Programs* - Four new programs are proposed:

  -- $45 million annually for planning and infrastructure at border crossings and trade corridors.,
  -- $100 million annually for a Transportation Infrastructure Credit program to support large, nationally significant projects beyond the scope of the normal Federal-aid highways program,
  -- $100 million annually for an incentive program to spur the integrated deployment of ITS technologies (not individual projects), and
  -- $400 million over 3 years for the federal share of replacing the Woodrow Wilson bridge.

- *Appalachian Development Highways* - Funding for Appalachian Development highways is transferred from the Appalachian Regional Commission to NEXTEA and increased by $200 million, to $290 million annually. This provision will be controversial because it earmarks funds for one region, at the expense of the remaining States. The Administration traditionally argues against doing this through highway demonstration programs (no new demos are funded in NEXTEA.)

III. TRANSIT

- *Streamlining* - The Fixed Guideway Modernization, Urban Area Formula grants, and bus discretionary programs would be combined into a single Formula Programs account. The entire program would be distributed by formula. This provides transit operators with greater flexibility and predictability in funding levels.

- *Operating Assistance* - Operating assistance would no longer be a set-aside under the formula grants program. Instead, areas under 200,000 would be permitted to use all their transit funds for either capital or operating costs. The definition of capital would be expanded to include preventative maintenance, as is done now in the highway program. This change will mitigate the impact on larger cities. These cities rely on operating assistance for only 5% of their operating costs. This proposal makes programmatic sense but is controversial among some unions because it limits the direct federal support for items such as driver's salaries.

- *New Starts* - Funding for new transit systems will be provided at $634 million per year, slightly below the 1997 level of $800 million. Funding is sufficient to meet our commitments under existing and about to be signed multi-year Full Funding Grant. However, some projects may be stretched out somewhat over time.

- *Access to Jobs and Training* - A new $100 million per year program would allow State and local entities, including non-profit organizations, to compete for grants to provide additional transportation services to those making the transition from welfare to work. Grants will be based on the severity of the welfare transportation problem in a given area, and the ability of a proposed service to coordinate traditional transit with social service transportation provision. This new program is being closely coordinated with HUD's existing Bridges to Work program.

- *ADA Paratransit* - To help address the additional cost of providing paratransit service as mandated by the Americans with Disabilities Act, NEXTEA makes contracted ADA paratransit service an eligible capital expense for all transit operators. Combined with local funds on a 50/50 matching basis, Federal capital funds would offset the estimated $600 million per year cost of paratransit operation.

- *Parking Cash-out* - NEXTEA would allow employers to offer employees taxable cash in lieu of parking benefits, on a strictly voluntary basis. This change is intended to help reduce VMT and therefore mitigate environmental damage. It will result in modest income to the Treasury.

IV. HIGHWAY SAFETY

- *Funding* - Over six years, funding for highway and truck safety is increased by nearly $2 billion compared to ISTEA. National Highway Traffic Safety Administration (NHTSA) 1998 spending increases to $333 million, an 11% increase over 1997 enacted.

- *NHTSA Programs* - NHTSA safety grant programs are redesigned to include performance standards. States that meet these standards receive either supplemental funding or authority to transfer funding to other programs. The safety grant and drunk driving programs are continued, new programs target drugged driving, occupant protection, and improving State highway safety data. In addition, NHTSA will implement an $8 million research and education program to reduce air bag risks for children and small adults.

- *FHWA Programs* - To highlight infrastructure safety, NEXTEA replaces the current set-aside under the Surface Transportation Program with a stand-alone $500 million Infrastructure Safety program. A new $50 million Integrated Safety program would encourage States to coordinate better their infrastructure and behavioral safety programs.

National Economic Crossroads Transportation Efficiency Act (NEXTEA)

Authorized Contract Authority/Budget Authority
($ in millions)

	1998	1999	2000	2001	2002	2003	98-03
Federal Highway Administration	**22,841**	**22,730**	**22,659**	**22,631**	**22,622**	**22,695**	**136,178**
Surface Transportation Program	5,874	5,815	5,783	5,793	5,754	5,752	34,771
National Highway System	4,480	4,405	4,392	4,419	4,419	4,419	26,534
Interstate Maintenance	4,480	4,405	4,392	4,419	4,419	4,419	26,534
Bridge Program	2,694	2,653	2,646	2,661	2,661	2,661	15,976
Congestion Mitigation	1,300	1,300	1,300	1,300	1,300	1,300	7,800
Federal Lands Program	525	525	525	525	525	525	3,150
Infrastructure Safety	500	525	550	550	550	575	3,250
State Infrastructure Banks	150	150	150	150	150	150	900
Infrastructure Credit Program	100	100	100	100	100	100	600
Federal Transit Administration	**5,110**	**5,110**	**5,110**	**5,110**	**5,110**	**5,247**	**30,798**
National Highway Traffic Safety Administrat	**379**	**379**	**379**	**379**	**379**	**379**	**2,271**
AMTRAK and Other Rail	**797**	**875**	**835**	**824**	**859**	**773**	**4,963**
OTHER	**35**	**55**	**55**	**55**	**55**	**55**	**310**
Total NEXTEA	**29,162**	**29,149**	**29,038**	**28,999**	**29,025**	**29,148**	**174,520**

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NEXTEA

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

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

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

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

■ **"REBUILDING AMERICA" -- $175 BILLION INVESTMENT WHILE BALANCING THE BUDGET**
- Increases funding for core highway programs by 30 percent over ISTEA levels.
- Provides greater flexibility for states and localities to target funds that best meet community needs.
- Expands programs for innovative financing to leverage federal dollars.
- Provides $600 million to deploy intelligent transportation technology to cut travel time and enhance safety.

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

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

■ **INVESTING $600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK**
- Supports flexible, innovative transportation alternatives, such as

vanpools, to get people to where the jobs are.

- Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

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

ISTEA SUCCESSES

✔ Under President Clinton, federal transportation infrastructure investment increased 21 percent, to an average of $25.5 billion annually.

✔ Many indicators of highway conditions and performance have stabilized or improved. The condition of bridges and highway pavement, which had been deteriorating, has stabilized. We have kept pace with our transportation system's maintenance requirements and stopped its deterioration.

✔ Transit investment has increased, including over $3 billion transferred using ISTEA's flexible funding provisions. Nearly 26,000 new buses and nearly 600 new rail cars have been bought for state and local transit agencies, and more than 100 miles of new transit lines serving more than 100 new stations are under construction. Transit speeds have improved by an average of about 10 percent.

KEY NEXTEA PROVISIONS

■ NEXTEA builds on ISTEA's successes while helping us to move towards a balanced budget. It would authorize about $175 billion for surface transportation programs from 1998 through 2003, an 11 percent increase over ISTEA. The proposed authorization levels would sustain or expand core programs such as the National Highway System, maintenance of the Interstate Highways, bridge reconstruction, and mass transit.

■ NEXTEA gives state and local officials greater flexibility to target funds towards projects that best meet community needs, including Amtrak and intercity rail passenger facilities. It also increases the tools available to them by making intelligent transportation systems eligible under all major program categories and by expanding innovative finance strategies to cut red tape and to leverage private and nonfederal public resources.

A COMMITMENT TO SAFETY

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

ISTEA SUCCESSES

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

KEY NEXTEA PROVISIONS

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

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to $395 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.

- $9 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.

- NEXTEA would increase funding for drunk driving prevention by 60 percent to $40 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.

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

Safer Roads

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

Safer Vehicles

- States would have increased flexibility for tougher enforcement, such as targeting shippers who encourage truckers to violate rules and increasing penalties for violators. States also would be reimbursed for border enforcement and other high-priority activities that improve trucking safety.

- Under NEXTEA, the freeze on the size and weight of larger combination trucks on Interstate Highways and other routes would continue. We are doing a comprehensive study of this and related issues, and may soon propose additional steps in future safety legislation.

- Much progress on safety has been the result of vehicle design aimed at protecting motorists in crashes. NEXTEA would build on the progress to date with a $45 million annual research program targeted at improving crash avoidance and crash worthiness. In addition, more than a third of intelligent transportation systems research would be focused on collision avoidance systems and other "smart vehicle" technologies that prevent crashes.

- A new focus on performance in safety programs would measure effectiveness by looking at quantifiable results, not at how much money or effort is put into solutions.

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.