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ISTEA [Intermodal Surface Transportation Efficiency Act]

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U.S. Department of
Transportation
Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

J. L. Transp

TELECOPIER COVER SHEET

DATE: 10-23-97

THE FOLLOWING 3 PAGES (INCLUDING COVER SHEET) ARE FOR:

NAME: *Fred DeVale* — *Jim Jim*

ORGANIZATION:

PHONE:

FAX: 456-2889

THE FOLLOWING PAGES ARE FROM: Barbara Leach

OFFICE OF INTERGOVERNMENTAL AFFAIRS

PHONE: (202) 366-1524

FAX: (202) 366-7907

COMMENTS:

*Test page is chart about .08 states. See
Wt Report
~~page 1~~ paragraph 2 of *Test* -.08 BAC for latest
info.*

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL THE ABOVE
NUMBER PROMPTLY.



U.S. Department of
Transportation

Office of the Secretary
of Transportation

Memorandum

Subject: Report on recent DOT Intergovernmental Activities

Date: October 22, 1997

From: Barbara Leach *BL*
Director of Intergovernmental Affairs

Reply to
Attn. of:

To:
Mickey Ibarra
Assistant to the President for Intergovernmental Affairs

ISTEA - DBE's

On Monday, September 20, Secretary Slater briefed the press on DOT's position related to the Disadvantaged Business Enterprise (DBE) program in ISTEA. The DBE effort for the Department as a whole is headed by General Counsel Nancy McFadden. Director of Intergovernmental Affairs Barbara Leach and Intergovernmental staff have provided individual governors' offices and other public interest groups information on the DBE program.

ISTEA - .08 BAC

On Thursday, September 23, Secretary Slater joined Senator Frank Lautenberg, Representative Nita Lowey, and others to endorse their legislation for lowering the standard for drunk driving to .08 Blood Alcohol Content (BAC). Mr. and Mrs. Randy Frazier, constituents whose daughter Ashley was killed by a drunk driver, joined the press conference.

As a follow-up, Director of Intergovernmental Affairs Barbara Leach has scheduled a briefing on the .08 BAC with National Governors' Association (NGA) transportation representatives for Tuesday, October 18.

African Initiative - Secretary Slater's African Discussion Group is meeting weekly to discuss the role DOT can play in supporting African development and increased trade between African nations and the United States.

Education

On Thursday, October 30, Secretary Slater will host a "Roundtable" to initiate the Garrett A. Morgan Technology and Transportation Futures Program. Participants will include representatives from both the educational community and transportation's private sector. The program has a goal of preparing "Today's generation to become the transportation workforce of the 21st century" by inspiring students to excel in math, science, and technology literacy as relevancy of these skills is connected to a broad range of attainable career possibilities.

White House Conference on Child Care Workshop

On Thursday, October 23, Secretary Slater made brief remarks and joined discussion at the White House Conference on Child Care Workshop.

Constituency Outreach

BOSTON, MA: On October 17, Director of Intergovernmental Affairs Barbara Leach and staff from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the Research and Special Programs Administration (RSPA) met with Peter LaPorte, Director of the Massachusetts Emergency Management Agency, Federal Emergency Management Administration (FEMA) staff and others concerning mitigation costs for flood damage to the Muddy Waters Transit Station in Boston, MA. Senators Kennedy and Kerry and Congressman Barney Frank are interested in the project. The only DOT Operating Administration which has emergency funds is FHWA; however, the scope of the law does not allow FHWA to pay for mitigation (only for repair).

CLEVELAND, OH: On Wednesday, October 22, Director of Intergovernmental Affairs Barbara Leach facilitated a conference call between Mayor White and other Cleveland representatives and Federal Railroad Administration (FRA) staff. Mayor White is concerned about actions of Norfolk Southern and CSX which allow dramatic increases in train traffic through numerous low-income and minority neighborhoods.

On October 21, the Department of Transportation filed evidence with the Surface Transportation Board (STB) regarding safety concerns the Federal Railroad Administration (FRA) and the Department relative to these mergers. Final briefs (to either oppose or support the merger) from the Department are expected to be due to STB some time in February. STB has final jurisdiction on the matter.

BRADLEY, AR - On October 22, Acting Federal Highway Administrator Gloria Jeff met with Mayor Julian Hardley of Bradley, AR and others regarding the enhancements program.

.08 BACStates with .08 BAC Per Se

(15)

Alabama
California
Florida
Hawaii
Idaho
Illinois
Kansas

Maine
New Hampshire
New Mexico
North Carolina
Oregon
Utah
Vermont
Virginia

States that introduced but did not pass .08 legislation in 1997

(21)

Alaska
Arizona
Arkansas
Connecticut
Iowa
Louisiana
Maryland
Massachusetts
Minnesota
Missouri
Nebraska

Nevada
New Jersey
New York
Ohio
Rhode Island
Tennessee
Texas
Washington
West Virginia
Wisconsin

Post-It® Fax Note	7671	Date	10-23	# of pages	1
To	Barbara Leach	From	Jim Hedlund		
Co./Dept.		Co.			
Phone #	679075	Phone #	61755		
Fax #	656802	Fax #			

f.u. NEXTEA



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

October 8, 1997
(Senate)

STATEMENT OF ADMINISTRATION POLICY

(THIS STATEMENT HAS BEEN COORDINATED BY OMB WITH THE CONCERNED AGENCIES.)

S. 1173 Intermodal Surface Transportation Efficiency Act of 1997 (Warner (R) Virginia and 17 cosponsors)

Reauthorizing the Nation's surface transportation programs is the Administration's top transportation priority for this session of Congress. The Administration is pleased that S. 1173 is a 6-year bill, and that it addresses many of the President's priorities as reflected in the Administration's proposal. For example, the bill includes important environmental protection, welfare-to-work, and worker protection provisions; and expands the uses of the highway and mass transit capital funds. In addition, the Administration supports many of the safety provisions under consideration by the Commerce Committee.

The Bipartisan Budget Agreement. The Bipartisan Budget Agreement (BBA) between the President and the Congress increased highway spending by \$10 billion. While the Senate reported bill is more consistent with the BBA than the 6-year bill considered by the House Transportation and Infrastructure Committee, S. 1173 still exceeds the total transportation spending levels assumed in the BBA -- including an additional \$2 billion in mandatory outlays. However, the Administration understands that it is the managers' intent to modify the bill so that it remains within the bounds of the carefully crafted BBA. The Administration supports this goal and urges the Senate to craft a bill that is fully consistent with the BBA. The Administration would strongly oppose amendments to the bill which would further increase funding levels above those agreed upon in the BBA.

Amendment Concerns. The Administration commends the Senate for retaining ISTEA's disadvantaged business enterprise goals and uniform certification provision for highway projects, and strongly opposes any amendments to repeal or weaken these provisions. In addition, the Administration would oppose any amendments to weaken: the National Environmental Policy Act, the Congestion Mitigation and Air Quality Improvement Program (including allowing single occupancy vehicle projects to receive funding under the Program), or the Clean Air Act. The Administration is also committed to retaining ISTEA's labor standards and employee protection requirements afforded working people on federally assisted projects (including those assisted by State infrastructure banks), and would oppose any amendments repealing or limiting these protections. The Administration would also oppose changing the transit formula by adopting any form of minimum allocation for transit.

Major Concerns. The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the concerns described below and the additional concerns discussed in the attachment.

- o The bill should be modified to be fully consistent with the Bipartisan Budget Agreement.
- o The bill's safety provisions should be strengthened by -- retaining the unbelted crash testing requirement; penalizing repeat drunk driving offenders at the same blood alcohol level as first offenders; including the Administration's criteria in the seat belt incentive program for States to increase seat belt use rates; and eliminating the special exemption from the Federal seat belt use law for New Hampshire.
- o S. 1173 should be amended to authorize the full \$2.2 billion requested by the Administration for the Appalachian Development Highway System, and the full \$161 million requested for National Park roads and parkways. The funding levels currently authorized in the bill are inadequate to support these important programs.
- o The bill should provide additional flexibility to State and local governments in establishing hiring preferences for in-State welfare recipients, in order to meet the aggressive targets included in the recent welfare reform law.

Finally, the Administration supports the use of alternate fuels to improve our nation's air quality, and therefore strongly supports the extension of the excise tax exemption for ethanol (but without phasing down the rates of the benefits).

Pay-As-You-Go Scoring. S. 1173 as reported would increase direct spending; therefore it is subject to the pay-as-you-go requirement of the Omnibus Budget Reconciliation Act of 1990. Therefore, if the bill were enacted and these costs are not offset during the remainder of this Congressional session, a pay-as-you-go sequester would be triggered at the end of the session. OMB's preliminary scoring estimates of this bill are presented in the table below. Final scoring of this legislation may differ from these estimates.

PAY-AS-YOU-GO ESTIMATES
(\$ in millions)

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>98-03</u>
Outlays	71	244	335	402	463	529	2,044

* * * * *

Attachment: Additional Concerns

The Administration supports Senate passage of a 6-year transportation bill, but will seek amendments to S. 1173 to address the major concerns described above and the additional concerns discussed in this attachment. The bill should be amended to:

- o Expand its intermodal focus by permitting State and local governments to use Surface Transportation Program (STP) funds for publicly owned freight rail infrastructure.
- o Retain the current 10 percent set-aside of STP funds for transportation enhancements.
- o Delete Section 1115 which would unnecessarily expand Federal Lands Program eligibility to include non-Federal aid eligible roads.
- o Delete two provisions that would dilute the effectiveness of the Hazard Elimination program by unnecessarily extending the program to the Interstate System (which is already our safest system of roads), and unnecessarily expanding program eligibility to include non-safety traffic calming projects.
- o Prevent confusion and duplication by deleting the provision that would give States the option of using or not using the metric system in connection with highway construction contracts.
- o Further expand the definition of capital to make contracted paratransit services for individuals with disabilities an eligible expense.
- o Advance transportation projects more prudently and leverage private and non-Federal investment by substituting the Administration's State Infrastructure Bank and Credit Enhancement proposals for the bill's current Innovative Infrastructure Finance provisions.
- o In addition, the Administration is concerned that the proposed Magnetic Levitation Transportation Technology Deployment Program does not adequately take into consideration evidence on the costs and benefits of projects that would be eligible under the program.



U.S. Department of
Transportation
Office of the Secretary
of Transportation

Memorandum

f.u: Trans

Subject: Press Conference with Senator Lautenberg
and Others

Date: October 22, 1997

From: Steven O. Palmer, Assistant Secretary
for Governmental Affairs

Reply to
Attn of

To: The Secretary

EVENT: Press Conference with Senator Frank Lautenberg, Representative Nita Lowey and others to endorse their legislation of 0.08 BAC

DATE: Thursday, October 23, 1997

TIME: 9:30 a.m.

DURATION: 45 Minutes

LOCATION: 116 Dirksen Senate Office Building

You are joining Senators Lautenberg and DeWine and Representatives Lowey and Rothman in a press conference on Capitol Hill to announce the Administration's support for "The Safe and Sober Streets Act of 1997", legislation that would lower the standard for drunk driving to .08 BAC.

As you are aware, the Lautenberg/Lowey bill would withhold 5 percent of highway construction funds from those states that do not pass a 0.08 BAC law within three years. You have previously indicated that you support the 0.08 concept, this is the first time you are supporting sanctions on states that do not pass a 0.08 law.

The press conference will begin with opening remarks from Senator Lautenberg and introductions of those present that have had an influence on this legislation. The Senator will then introduce you for your remarks. You will be followed by Mr. and Mrs. Randy Frazier whose daughter Ashley, was killed by a drunk driver.

Page Two

Senator Lautenberg's office has invited all of the co-sponsors of the legislation to attend. It is expected that representatives from Mothers Against Drunk Driving and Advocates for Highway and Auto Safety will attend to show support and answer questions following the press conference.

Attached is a press release issued by Senator Lautenberg announcing the press conference, Questions and Answers and Talking Points.

Attachments

Secretary's Talking Points -- .08 BAC

- **At .08 BAC, all drivers are impaired.** This includes: reduced reaction times, decreased eye movement control, and reduced information processing skill and judgement. The risk of being in a crash rises gradually with each increase in BAC level, but rises rapidly after a driver reaches or exceeds .08 BAC.
- **This measure will save lives.** A study of five states which lowered their BAC limit to .08 found:
 - Alcohol-related fatal crashes were reduced an average of 16%, and
 - Fatal crashes involving drivers who were extremely drunk -- with BAC's above 0.15 -- were reduced even further, 18%.

When all states lower their BAC limits to .08, alcohol-related deaths are expected to decrease 500-600 per year.

- **A .08 BAC standard is consistent with other developed countries.** Canada, Great Britain and many others have a .08 standard, while France, the Scandinavian countries - Norway, Finland, and Sweden - and others have an even more restrictive standard (.02-.05)
- This measure is not intended to stop people from drinking. Its purpose is to insist that people drink responsibly, if they intend to drive.
- **This measure will not prevent people from enjoying a meal with a few drinks or a bottle of wine.**
 - A 170-pound male typically would have to consume more than four drinks in one hour on an empty stomach to reach a BAC of .08.
 - A 135-pound female would need *three drinks* in the same time period to have the same effect.
 - Eating while drinking delays and reduces the effect of alcohol.
 - A typical man and woman could split a full bottle of wine during a one hour dinner without exceeding the .08 BAC standard.

Key Facts to be Used in Discussion

- To date, 15 states have enacted these laws, while bills to consider the measure were introduced in 21 other states last year but not enacted.
- Over 17,000 people die each year in alcohol-related crashes. This is needless tragedy.
- States which enacted 0.08 BAC laws experienced an average 16% reduction in alcohol-related fatal crashes, and an even larger 18% reduction in fatal crashes involving drivers who were excessively drunk, i.e., their BAC's were above 0.15.
- Alcohol-related crashes cost society \$45 billion every year, not including pain, suffering, and lost quality of life.
- Setting the BAC limit at 0.08 is a reasonable response to the problem of impaired driving. At 0.08, everyone is impaired to the point that driving skills are impaired.
- This measure is not intended, nor will it prohibit responsible social drinking. A 170-pound male typically would have to consume more than four drinks in one hour on an empty stomach to reach a BAC of 0.08. A 135-pound female would need three drinks in the same time to have the same effect. This measure will not prevent reasonable people from enjoying a meal with a few drinks or a bottle of wine.
- Several national surveys have found that most Americans will not drive after having two or three drinks in one hour.
- We recognize this is a tough measure but feel States will recognize the benefits and will move quickly to enact these laws in time to avoid the sanction.

Facts About Drinking and Driving

Question: Is drunk driving still such a problem that we need to take additional actions?

Answer: Yes, drunk driving is still a substantial highway safety problem. Over 17,000 people die each year in alcohol-related crashes. Alcohol-related crashes cost society \$45 billion every year, not including pain, suffering, and lost quality of life. Between 1985-1995, alcohol-related deaths dropped 28 percent. Recently, however, they began to head back up. Between 1994 and 1995, alcohol-related crashes rose 4 percent, the first increase in a decade. In 1995, 41 percent (17,274) of the 41,798 motor vehicle deaths were attributable to alcohol use. Between 1995-1996, alcohol-related deaths dropped 1 percent to 17,126.



.08 BAC FACTS

Question: Why is establishing the level at .08 BAC important? Why not leave it at the present .10 BAC level?

Answer: At .08 BAC, all drivers, even experienced ones, show impairment in driving ability. This includes: reduced reaction times, decreased eye movement control, and reduced information processing skill and judgement. The risk of being in a crash rises gradually with each increase in BAC level, but rises rapidly after a driver reaches or exceeds .08 BAC.

5

.08 BAC Facts

Question: How much does a person have to drink to "fail" a .08 BAC test?

Answer: A 170-pound male typically would have to consume more than four drinks in one hour on an empty stomach to reach a BAC of .08. A 135-pound female would need three drinks in the same time to have the same effect. A "drink" in this context is .54 ounces of alcohol, the amount typically found in a shot of distilled spirits, one can of beer, or a glass of wine.

.08 BAC FACTS

Question: Do other countries have a .08 BAC level?

Answer: Yes, and some have even lower levels.

Austria	.08
Australia	.05-.08
Canada	.08
Finland	.05
Great Britain	.08
Netherlands	.05
Norway	.05
Sweden	.02
Switzerland	.08

.08 BAC FACTS

Question: Who supports lowering the level to .08 BAC?

Answer: This list is long:

- * Advocates for Highway Safety
- * American Alliance for Rights and Responsibilities
- * American Association of Neurological Surgeons
- * American Coalition for Traffic Safety
- * American Medical Association
- * Association for the Advancement of Automotive Medicine
- * Federal Highway Administration
- * International Association of Chiefs of Police
- * National Association of Governor's Highway Safety Representatives
- * National Committee on Uniform Traffic Laws and Ordinances
- * National Institute for Alcohol Abuse and Alcoholism
- * National Sheriff's Association
- * Operation Lifesaver
- * Students Against Drunk Drivers (SADD)
- * US Surgeon General
- * Allstate Insurance
- * American Association of Motor Vehicle Administrators
- * American Automobile Association
- * American Automobile Manufacturers Association
- * American Insurance Institute
- * American Trucking Association
- * Center for Substance Abuse and Prevention, USDHHS
- * Insurance Information Institute
- * Kemper Insurance Group
- * Mothers Against Drunk Driving (MADD)
- * National Commission Against Drunk Driving
- * National Highway Traffic Safety Administration
- * National Safety Council
- * Nationwide Insurance
- * Remove Intoxicated Drivers
- * USAA Insurance
- * US Department of Justice

.08 BAC Facts

Question: Are .08 BAC laws effective?

Answer: In a study of five states which lowered their BAC limit to .08 (California, Maine, Oregon, Utah, and Vermont), alcohol-related fatal crashes were reduced an average of 16%, and fatal crashes involving drivers who were excessively drunk, i.e., their BAC's were above 0.15, were reduced even further, 18%. If all states lowered their BAC limits to .08, alcohol-related deaths wold decrease 500-600 per year.

.08 BAC Facts

Question: Do the states around Washington D.C. have .08 BAC laws?

Answer: Virginia is a .08 BAC state. Both Maryland and West Virginia had .08 BAC initiatives introduced in 1997, but did not pass them.

Myths About .08 BAC

Question: People don't want these laws. If they did, why don't more states pass them without the need for Federal action?

Answer: The general public is very concerned about this issue. According to a Gallup Poll conducted for the Mothers Against Drunk Driving (MADD), 97 percent of Americans believe drunk driving is a major highway safety problem. Several national surveys have found that most Americans would not drive after having two or three drinks in one hour. Simply stated, the alcoholic beverage and hospitality industries think this measure will threaten their businesses. They act very effectively at the committee-level in state legislatures to enlist the support of key committee chairpersons and members to bottle up or kill in committee .08 legislative initiatives. Using this tactic, legislators never have the opportunity to vote on these measures. When they are brought to a full vote, they typically pass by overwhelming margins.

Myths About .08 BAC

(14)

Question: Is this a de facto return to Prohibition? Will people still be able to drink legally?

Answer: This measure is not intended to stop people from drinking. It's purpose is to insist that people drink responsibly, if they intend to drive. This measure will not prevent reasonable people from enjoying a meal with a few drinks or a bottle of wine. A 170-pound male typically would have to consume more than four drinks in one hour on an empty stomach to reach a BAC of .08. A 135-pound female would need three drinks in the same time to have the same effect.

Myths About .08 BAC

15

Question: Will .08 BAC legislation put the alcoholic beverages and hospitality industries out of business?

Answer: There is no evidence that per capita consumption of alcohol was affected in any way in the five states that NHTSA studied relative to this question. Even a four-state analysis by several alcohol industry organizations showed virtually no affect on overall consumption. In Maine, overall alcohol consumption dipped slightly in 1988, the year .08 went into effect in that state, but restaurant sales actually increased 11 percent. Smart business owners know that demonstrating concern for their patrons' safety is good business practice that encourages customer loyalty.

Federal Sanctions and Highway Safety Measures

Question: Sanctions, such as those proposed in the Lautenberg-Lowey Amendment, were last imposed in 1984, when they were used to encourage states to pass laws making it illegal for those under 21 to purchase or possess alcoholic beverages. What were the effects of those sanction?

Answer: The situation in 1984 was similar to that now. Eighteen states had enacted age 21 drinking laws and progress was slow in the remaining 32. The National Minimum Drinking Age Law was passed on July 1, and signed by the President on July 17, 1984 (Public Law 98-363). It required the Secretary of Transportation to withhold a portion of Federal-aid highway funds from any State whose laws did not prohibit the purchase or public possession of any alcoholic beverage by a person who is less than 21 years of age. The penalty was to be effective 10-1-86 (5% of funds, increasing to 10% on 10-1-87). After the enactment of the sanction provision, progress in passing the laws was as follows:

<u>Period Law Passed</u>	<u># of States</u>	<u>CUM # of States*</u>
prior 7-1-84	18	18
7-2-84 to 12-31-84	2	20
1985	12	32
1-1-86 to 9-30-86	7	39
10-1-86 to 12-31-86	5	44
1987	5	49
1988	2	51

* includes D.C.

Despite the fact that 12 states had not passed the legislation by the deadline, efforts to do so were underway in most. Wyoming and South Dakota did have a portion of their construction funds withheld until they adopted Age 21 laws in 1988, at which time all the withheld monies were released to them.

State Legislative Actions on .08 BAC

Question: How many states have .08 BAC laws or have recently considered the issue?

Answer: Fifteen states now have .08 BAC laws. Idaho and Illinois adopted them this year. The fifteen are:

Alabama
Hawaii
Kansas
New Mexico
Utah

California
Idaho
Maine
North Carolina
Vermont

Florida
Illinois
New Hamp.
Oregon
Virginia

Twenty-one other states had .08 BAC initiatives introduced this past year, but did not act on them. Most died in committee.

■ UNITED STATES SENATOR ■

Frank Lautenberg

NEW JERSEY

For immediate release
Wednesday, October 22, 1997

For further information:
Steven Goldstein (202) 224-5835

**ON THE EVE OF .08 DRUNK DRIVING
BILL'S COMING BEFORE SENATE,
CLINTON ADMINISTRATION TO
MAKE CRUCIAL ENDORSEMENT AT
THURSDAY NEWS CONFERENCE**

Secretary of Transportation Rodney Slater joins

**Senator Frank R. Lautenberg (D-NJ),
Senator Mike DeWine (R-OH),
Rep. Nita Lowey (D-NY),
Rep. Steve Rothman (D-NJ) and
Maryland State Sen. Ida Ruben (D-Montgomery Cty)**

**Thursday, October 23, 1997 at 9:30 am
Dirksen 116**

**with Mr. and Mrs. Randy and Brenda Frazier
of Westminster, MD,
whose daughter Ashley was killed by
a .08 drunk driver in 1995**

**The Fraziers make a compelling and heartwrenching
case against drunk driving;
news conference will also have excellent visuals for TV**



EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

May 12, 1998

THE DIRECTOR

The Honorable Bud Shuster
Chairman
Committee on Transportation
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman:

As the House-Senate conference on reauthorization of the *Intermodal Surface Transportation Efficiency Act* (H.R. 2400) proceeds, I write urging your consideration of a proposal the Administration has made to resolve the important budget issues raised by this legislation.

On April 30, I sent you a letter expressing the Administration's serious concerns about the excessive spending in the House and Senate bills; in particular, that the spending levels would either require unacceptable reductions in high priority discretionary program funding, or they would drain anticipated budget surpluses prior to fulfilling our commitment to save Social Security first.

These budgetary concerns were reiterated in a May 1 letter to conferees from Secretary Slater, along with a detailed review of other important policy issues that need to be resolved in an acceptable manner in order to bring this legislation to a conclusion. These issues include a stronger national standard for drunk driving and other safety concerns, maintenance of the historical balance in highway-transit funding, and ensuring protection of the environment as we carry out transportation programs.

Last week, during the course of ongoing discussions with conferees, the Administration proposed the attached framework for bridging some of the distance between the funding levels supported by the Administration, the House and the Senate. The framework is based on four principles: (1) the projected budget surplus shall not be used to pay for the legislation; (2) spending shall be offset fully, without lowering the caps on discretionary spending; (3) after a phase-in period, total budget resources spent each year should equal total receipts to the Highway Trust Fund (HTF); and (4) spending levels in the legislation shall be sustainable after the end of the authorization period.

This framework fulfills the objective of many in Congress that one hundred percent of Highway Trust Fund receipts be available for obligation. After an appropriate phase-in period, a new budget mechanism would require that total funding equal 100 percent of total HTF receipts. This funding guarantee would serve as both a floor and a ceiling for fiscal years 1999-2004. In exchange for the unprecedented guarantee of authority to spend all prior year Trust Fund

receipts, this framework also establishes that total surface transportation spending will not exceed receipts. Total funding over the reauthorization period would equal \$218.9 billion, which is between the amounts called for in the House and Senate bills. However, this funding would be provided over seven years, instead of six, in order to satisfy the Administration's core principles that the surplus not be depleted and the spending caps not be reduced.

The President's senior advisers would recommend that he veto a conference report that makes available an excessive level of budgetary resources if financed by spending the surplus, by reducing the domestic discretionary caps, by using unacceptable offsets, or by forcing cuts in domestic priorities. We would also recommend veto of a conference report that skews transportation priorities.

We need final action now on this critical legislation. The Administration strongly urges the conferees to seriously consider the framework discussed in this letter, which would ensure stable funding for surface transportation, in a manner that is both fiscally responsible and consistent with the President's pledge to save Social Security first.

Sincerely,

A handwritten signature in black ink, appearing to read 'F. D. Raines', with a stylized flourish at the end.

Franklin D. Raines
Director

Attachment

Identical Letter Sent To:

The Honorable Bud Shuster
The Honorable James Oberstar
The Honorable Tom Petri
The Honorable Nick Rahall
The Honorable John Chafee
The Honorable Max Baucus
The Honorable John Warner
The Honorable William Roth
The Honorable Daniel Patrick Moynihan
The Honorable Alfonse D'Amato
The Honorable Paul Sarbanes
The Honorable John McCain
The Honorable Ted Stevens
The Honorable Ernest Hollings
The Honorable Pete Domenici
The Honorable Frank Lautenberg
The Honorable Tom Bliley
The Honorable George Brown
The Honorable John Dingell
The Honorable Jim Sensenbrenner

ISTEA REAUTHORIZATION

May 5, 1998

Core principles. Final legislation must be consistent with the following principles:

- The projected budget surplus shall not be used to pay for the legislation.
- Spending shall be offset fully, without lowering the cap on other discretionary spending.
- After a phase-in period, total budget resources spent each year should equal total receipts to the Highway Trust Fund (HTF).
- Spending levels in the legislation shall be sustainable after the end of the authorization period.

Aggregate Funding. Any agreement reached on funding issues is contingent on agreement regarding policy issues.

- Aggregate budgetary resources (obligation limitations plus any budget authority not subject to limitation) will total \$218.9 billion over the period 1998-2004.
- A new budget mechanism will provide, after an appropriate phase-in period, negotiated assurances that all receipts to the HTF will be obligated. Total budgetary resources in each year will equal estimated *prior year* receipts (as in the Chafee-Bond proposal) in order to provide States with certainty about spending levels.
- Assured spending will be distributed between highway spending and transit spending in the same proportions as total authorizations are distributed between highways and transit in the Senate bill. Within the total for highways, highway safety will be funded at the authorization levels contained in the Administration's NEXTEA proposal. This offer assumes that no demonstration projects are funded. If any demonstration projects are included in final legislation, they will need to be funded within the total for highways.
- Balances in the Highway Account of the HTF, except those amounts needed to pay for prior year spending, will be transferred to the General Fund. The Highway Trust Fund will not collect interest.

- In 1999 and 2000, total funding would equal the levels in the President's Budget; in 2001, total funding would equal 97 percent of total HTF receipts; in 2002 and beyond, total funding would equal 100 percent of total HTF receipts:

(In billions of dollars)

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>Total</u>
<u>Prior-Year Receipts</u> ^{1/}	23.9	32.3	32.4	33.2	33.8	34.4	35.1	225.2
<u>Total</u>								
Budget resources	28.0	27.8	27.7	32.1	33.8	34.4	35.1	218.9
Outlays	26.5	27.3	27.7	28.7	30.8	32.5	33.5	206.9
<u>Hwy Funding</u>								
BR	23.1	23.0	22.9	26.0	27.4	27.9	28.4	178.8
OL	22.3	23.4	23.4	24.1	25.6	26.7	27.4	173.1
<u>Transit Funding</u>								
BR	4.8	4.8	4.8	6.1	6.4	6.5	6.7	40.1
OL	<u>4.2</u>	<u>3.9</u>	<u>4.3</u>	<u>4.6</u>	<u>5.1</u>	<u>5.7</u>	<u>6.0</u>	<u>33.8</u>

1/ Receipts have been normalized to eliminate the '97 TRA one-time shift of deposits between '98 and '99.

- All outlays above those called for in the President's Budget will be offset fully under CBO scoring by implementing, as part of the reauthorization, the "VA tobacco" proposal contained in the President's Budget. Outlays savings associated with the VA tobacco offset, *net of funds needed for the President's GI Bill initiative*, are as follows:

(In billions of dollars)

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>Total</u>
OMB scoring	n.a.	-0.7	-1.2	-2.1	-6.0	-6.0	-6.0	-21.8
CBO scoring	n.a.	-0.4	-0.8	-1.7	-2.6	-3.6	-4.6	-13.5

ISTEA REAUTHORIZATION

May 5, 1998

Core principles. Final legislation must be consistent with the following principles:

- The projected budget surplus shall not be used to pay for the legislation.
- Spending shall be offset fully, without lowering the cap on other discretionary spending.
- After a phase-in period, total budget resources spent each year should equal total receipts to the Highway Trust Fund (HTF).
- Spending levels in the legislation shall be sustainable after the end of the authorization period.

Aggregate Funding. Any agreement reached on funding issues is contingent on agreement regarding policy issues.

- Aggregate budgetary resources (obligation limitations plus any budget authority not subject to limitation) will total \$218.9 billion over the period 1998-2004.
- A new budget mechanism will provide, after an appropriate phase-in period, negotiated assurances that all receipts to the HTF will be obligated. Total budgetary resources in each year will equal estimated *prior year* receipts (as in the Chafee-Bond proposal) in order to provide States with certainty about spending levels.
- Assured spending will be distributed between highway spending and transit spending in the same proportions as total authorizations are distributed between highways and transit in the Senate bill. Within the total for highways, highway safety will be funded at the authorization levels contained in the Administration's NEXTEA proposal. This offer assumes that no demonstration projects are funded. If any demonstration projects are included in final legislation, they will need to be funded within the total for highways.
- Balances in the Highway Account of the HTF, except those amounts needed to pay for prior year spending, will be transferred to the General Fund. The Highway Trust Fund will not collect interest.

- In 1999 and 2000, total funding would equal the levels in the President's Budget; in 2001, total funding would equal 97 percent of total HTF receipts; in 2002 and beyond, total funding would equal 100 percent of total HTF receipts:

(In billions of dollars)

	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>Total</u>
<u>Prior-Year Receipts</u> ^{1/}	23.9	32.3	32.4	33.2	33.8	34.4	35.1	225.2
<u>Total</u>								
Budget resources	28.0	27.8	27.7	32.1	33.8	34.4	35.1	218.9
Outlays	26.5	27.3	27.7	28.7	30.8	32.5	33.5	206.9
<u>Hwy Funding</u>								
BR	23.1	23.0	22.9	26.0	27.4	27.9	28.4	178.8
OL	22.3	23.4	23.4	24.1	25.6	26.7	27.4	173.1
<u>Transit Funding</u>								
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(In billions of dollars)

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President Clinton's New Transportation Proposal Offers a Clear Choice

In just a few short days, Congress will face a critical decision on a transportation b that will have far reaching implications. The choice is clear:

President Clinton's New Proposal -- the new proposal includes an unprecede guarantee that receipts that flow into the Highway Trust Fund will be invested in highways, highway safety, and mass transit. The new proposal is fully paid for, protects the surplus consistent with saving Social Security First, and protects critic investments in other key priorities, such as education, health, law enforcement and environment.

Or

Current Congressional Plan -- calls for spending in excess of receipts flowing i the Highway Trust Fund. The plan is not paid for and it would force dramatic cut critical priorities such as education, health, law enforcement and the environment .

**President Clinton has proposed a new surface transportation funding plan.
The new proposal:**

- Provides an unprecedented guarantee that *all* Highway Trust Fund receipts will be spent on surface transportation (fully phased in by 2001).
- Commits to the **same level of funding as in the House and Senate** surface transportation reauthorization bills -- \$219 billion -- but the funds would be spent **over 7 years rather than 6 years**, so as to protect other investment priorities.
- Is fully "paid for."
- Achieves record levels of transportation spending, while still:
 - ✓ *Protecting the surplus to save Social Security First.*
 - ✓ *Protecting critical investments in education, health, the environment, and law enforcement because the Administration proposal does not force these priorities to compete with transportation needs.*
- By setting spending on surface transportation equal to prior year Highway Trust Fund

receipts, this plan ensures that spending levels can be sustained *after* the end of the authorization period

- Protects key transportation priorities, including transit, safety and the environment.
- Provides for historic levels of surface transportation spending:
 - ✓ Average annual spending on surface transportation in the Bush Administration was \$20 billion.
 - ✓ Average annual spending during the first 4 years of the Clinton Administration was \$25.5 billion, an increase of 25 percent.
 - ✓ The President's FY99 budget proposed spending \$28 billion a year -- a 37 percent increase over Bush levels.
 - ✓ The Administration's new proposal would reach \$33.8 billion a year -- a one-third increase over spending during the President's first term.

In stark contrast, the current Congressional plan calls for excessive levels of spending that would threaten the budget surplus -- undermining the President's pledge to save Social Security First -- and force draconian cuts in other critical domestic programs.

- The congressional plan would spend *more* on surface transportation than the Highway Trust Fund collects each year. Thus, the federal government could not maintain these spending levels for the long-term without increasing the gasoline tax.
- If fully funded, it would drain tens of billions of dollars from critical national priorities including education, child care, medical research, food safety, the environment, and even law enforcement and other transportation priorities, such as aviation.
- Even at these spending levels, the congressional plan would not guarantee sufficient funding for highway safety. The National Highway Traffic Safety Administration (NHTSA) would have to compete with other domestic discretionary programs to get the funding levels the President has requested.
- The congressional plan slights mass transit, spending a smaller fraction of available funds on transit than the Senate's ISTEA II bill or the Administration's proposal.

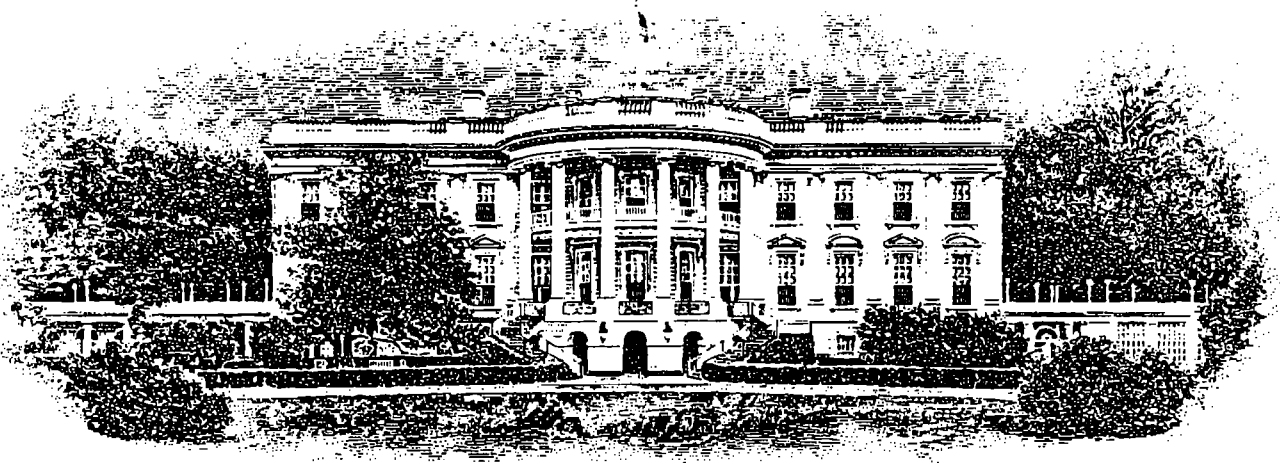
The President's senior advisers would recommend that he veto a conference bill that makes available an excessive level of budgetary resources if it is financed by: spending the surplus, reducing the domestic discretionary budget caps, using unacceptable budget offsets, or forcing cuts in domestic priority programs. They would also recommend veto of a conference bill that slights highway safety or other transportation priorities.

The Choice is Clear

	President Clinton's New Proposal	Congressional Plan
--	----------------------------------	--------------------

Highway Trust Fund	Guarantees that receipts flowing into trust fund will be spent on highways and transit. (fully phased in by 2001).	Spends <u>more</u> than receipts flow the trust fund.
Funding Levels	\$219 billion over 7 years (budget auth).	Similar amount of over 6 years.
Transit	19% transit funding -- guaranteed.	17% transit funding.
Highway safety	Funding guaranteed.	Funding <u>not</u> guaranteed.
Fiscal Impact	Completely paid for and fully consistent with saving Social Security first.	Plan remains unpaid for, thereby threatening the surplus and co to save Social Security first.
Impact on other priorities, including: Head Start Pell Grants NIH Law Enforcement Environment	All fully protected	All at risk

THE WHITE HOUSE
OFFICE OF INTERGOVERNMENTAL AFFAIRS



FAX COVER SHEET

To: Mona & EmoryFrom: Geoff for JaimeDate: 6/8/98 No. of pages including cover: 7Phone: x 62096 Fax: x 62889

Phone: 202/456-7060

Fax: 202/456-6220

Message: _____

WHITE HOUSE STAFFING MEMORANDUM

Date: 6/8 ACTION / CONCURRENCE / COMMENT DUE BY: 6/9 10:00 am

Subject: ISTEA Written Signing Statement

	ACTION	FYI		ACTION	FYI
VICE PRESIDENT	☒	☐	McCURRY	☐	☒
BOWLES	☒	☐	McGINTY	☒	☐
McLARTY	☐	☐	NASH	☐	☐
PODESTA	☒	☐	REED	☒	☐
MATHEWS	☒	☐	RUFF	☐	☐
LEW	☐	☐	SMITH	☐	☐
BEGALA	☒	☐	SOSNIK	☒	☐
BERGER	☐	☐	SPERLING	☒	☐
BLUMENTHAL	☐	☐	STEIN	☒	☐
ECHAVESTE	☒	☐	STERN	☒	☐
EMANUEL	☒	☐	STREETT	☐	☐
GIBBONS	☐	☐	VERVEER	☐	☐
IBARRA	☒	☐	WALDMAN	☒	☐
KLAIN	☒	☐	YELLEN	☐	☐
LEWIS	☒	☐	<u>Sienert</u>	☒	☐
LINDSEY	☐	☐	_____	☐	☐
MARSHALL	☐	☐	_____	☐	☐
			_____	☐	☐

REMARKS:

Comments to his office

RESPONSE:

STATEMENT BY THE PRESIDENT

Today I am pleased to sign into law H.R. 2400, the "Transportation Equity Act for the 21st Century." This comprehensive infrastructure measure for our surface transportation programs -- highway, highway safety, and transit -- retains the core programs and builds on the initiatives established in the landmark Intermodal Surface Transportation Efficiency Act of 1991. It constitutes a significant fulfillment of this Administration's commitment to "build a bridge to the 21st Century."

This Act achieves our transportation goals while maintaining fiscal discipline. The Administration worked with the conferees to eliminate excessive funding that would have undermined key Administration priorities for the environment, child care, and education. The resulting compromise, which is paid for with real offsets, funds a record level of guaranteed transportation investment while preserving the budget surplus for Social Security first. Instead of taking the Highway Trust Fund "off budget", the Act includes a new budget treatment for surface transportation programs, ensuring that certain transportation authorizations may not be reduced in order to increase spending for non-transportation purposes. I support this change.

I am deeply disappointed that the bill fails to make 0.08 percent blood alcohol concentration (BAC) the Nation's *per se* standard for drunk driving. The experience of States that have adopted the .08 blood alcohol level shows that this stringent measure against drunk driving has the potential, when applied nationwide, to save hundreds of lives a year. Applying .08 nationwide is an important cornerstone of our safety efforts. My Administration will continue to fight for it. In the meantime, the bill does establish a new \$500 million incentive program encouraging the States to voluntarily adopt tough 0.08 BAC laws.

Another major safety issue is the need to continue to increase seat belt use. I am pleased that H.R. 2400 adopts two complementary incentive programs -- a \$500 million program to encourage the States to increase seat belt use rates, based on savings to the Federal Government in medical costs that result from the State's seat belt use rate, and an \$83 million program that targets specific laws and programs to aid States in their efforts to increase seat belt and child safety seat use. H.R. 2400 also promotes safety by adopting the Administration's proposal to restructure the motor carrier safety program. These provisions will allow States to invest in areas where they determine the greatest safety payoff can be achieved. The Act strengthens Federal and State enforcement tools, provides innovative approaches to improving motor carrier compliance, and enhances the information systems that support motor carrier safety activities.

The transit title of the bill ensures an appropriate balance between highway and transit spending. The share of guaranteed funding allocated to transit will increase from 17 percent this year to 20 percent in 2002. This title also enacts several provisions that are based on Administration proposals. It creates a new grant program to promote greater cooperation among transit, labor, and health services, and assist social services recipients in gaining greater access to jobs and training opportunities. It gives local transit operators the flexibility to use capital funds for preventive maintenance and for compliance with the Americans with Disabilities Act. It helps level the playing field between employer-provided parking benefits and transit/vanpool benefits, giving transit and vanpool benefits comparable treatment to parking benefits provided under the Taxpayer Relief Act of 1997.

This Act represents the only significant environmental legislation enacted thus far during this session of Congress, and I am very pleased that it supports my environmental and natural

resource program priorities. As the Administration requested, the Act increases funding levels for key environmental programs to help communities meet national standards for clean air and support environmental enhancements to our surface transportation system. The Act also provides for a streamlined environmental review process for highway projects. In this regard, my Administration will ensure that the fundamental protections of the National Environmental Policy Act, which include environmental protection, public participation, and collaborative decisionmaking, are not compromised. The Act also increases funding for roads that serve Federal lands, helping to address construction and maintenance needs for our national parks, forests, refuges, and Tribal lands.

I am also pleased that the Act extends the ethanol tax incentives through 2007. These are common-sense investments that will help protect air quality, reduce greenhouse gas emissions, and create new economic opportunity for farmers.

I continue to oppose strongly, however, the use of legislative riders on authorization or appropriation bills to address substantive environmental issues. Unfortunately, in the final hours of conference negotiations, efforts were made to add a variety of provisions that would have undermined environmental protection, and that were never debated or voted on during House or Senate consideration of the bill. Most such provisions were ultimately -- and with considerable effort by the opponents -- removed, although some objectionable riders remain in the bill as enacted. I view the addition of these kinds of riders as an abuse of the legislative process. I call on Congress to renounce this practice in the future and pursue its environmental policies through the regular authorization process with open debate and subject to public scrutiny.

I am very pleased that the bill continues the Disadvantaged Business Enterprise Program contained in previous statutes. This program has provided the opportunity for small, disadvantaged businesses to compete in highway and transit contracting undertaken with Federal funding. The bill also continues vital labor protections for America's transportation and construction workers.

The Act establishes a strategic planning process to determine national research and technology priorities and provides substantial funding for new and improved transportation technologies. It protects underground utilities, such as pipelines and fiber-optic cables, that transport critical energy supplies and information necessary to keep America's economy strong.

I am troubled by the many hundreds of special interest highway projects funded in this Act. I would have preferred a "cleaner" bill, with funds provided to States for projects of their choosing. Project selection decisions are a State responsibility, and I disagree with the notion that we in Washington know best which projects are most meritorious.

On the other hand, I would have preferred a stronger program to support implementation of a key Federal responsibility -- control of our Nation's borders. My Administration will work with Congress to secure additional funds, within existing highway funding totals, to ensure that the Government has the technology and infrastructure in place to expedite cross-border traffic while ensuring that contraband, including illegal drugs, does not slip through.

I am pleased that H.R. 2400 adopts the low student loan interest rate that the Vice President proposed in February on behalf of the Administration. I have serious concerns, however, about the arbitrary and excessive subsidies that the bill would force taxpayers to pay to lenders on top of the payments made by borrowers. It is critical that we move toward a system

that relies on market pressures, not political pressures, in setting subsidies for lenders and intermediaries. My Administration is committed to working with Congress on a long-term, mutually acceptable solution that moves toward a market-based mechanism for determining lender returns.

[NOTE: If the needed House-passed technical corrections bill (H.R. 3978) for this enrolled bill has not passed the Senate by the time the President approves H.R. 2400, the following paragraph should be included in the signing statement: H.R. 2400 is comprehensive legislation and, as is sometimes the case with such legislation, it contains a number of technical errors. As a result, the bill regrettably and unintentionally contains errors related to veterans benefits and important highway safety programs. Accordingly, I urge the Congress to send me promptly the House-passed technical corrections bill, H.R. 3978, which will address these concerns.]

The Transportation Equity Act for the 21st Century represents a significant achievement in our efforts to meet our transportation needs in the next century. I commend the Congress for its diligent, bipartisan efforts to resolve differences and to approve this important legislation.



STATE OF DELAWARE

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Thomas R. Carper
GovernorJ. Jonathan Jones
DirectorMartha Feichter
Deputy DirectorFACSIMILE COVER PAGETo: Emory

Fax: _____

From:	Jonathon Jones	☒
	Martha Feichter	☐
	Cecily Cutbill	☐
	Scott Beale	☒
	Kristy Timko	☐

Date: _____

Pages: (including cover page) 2

Re: _____

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Page 002

NATIONAL
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News Release



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FOR IMMEDIATE RELEASE

June 9, 1998

Contact: Becky Fleischauer, NGA, 202/624-5364

**GOVERNORS HERALD TRANSPORTATION BILL TRIUMPH
AT WHITE HOUSE BILL SIGNING CEREMONY —
“A Green Light for the Nation’s Economic Future”**

Washington, D.C.—The nation’s governors called President Bill Clinton’s transportation bill-signing ceremony today “a green light for the nation’s economic future.” National Governors’ Association (NGA) Chairman Ohio Gov. George V. Voinovich and NGA Economic Development Committee Chair North Dakota Gov. Edward T. Schafer joined the president at today’s bill-signing ceremony at the White House. The bill’s final signing into law occurred after intense pressure from governors, who warned that transportation funding lapses would have serious consequences for states and their citizens.

“The nation’s governors applaud the bipartisan work of Congress and the president in getting this critically important bill passed and signed into law,” said Govs. Voinovich and Schafer.

Overall funding for the bill would top \$200 billion over six years, with highway funding rising to \$28 billion annually and transit funding rising to \$6 billion annually. These funding levels represent a more than 25 percent increase in transportation investments over last year, consistent with NGA policy. Just as important to governors, the bill signed by the president today contains an automatic guarantee that all taxpayer money dedicated to the Highway Trust Fund be used for transportation investments, allowing states to better plan for long-term capital investments. “This action makes enormous strides toward restoring taxpayer trust by using the gas tax for its intended purpose—repairing and sustaining our roads, bridges, and transportation systems,” said NGA Vice Chairman Delaware Gov. Thomas R. Carper and NGA Economic Development Committee Vice Chair Kentucky Gov. Paul E. Patton who were instrumental in the governors push for increased transportation funding but were unable to attend today’s bill signing.

Today’s economy demands more than ever from our nation’s transportation infrastructure. “A healthy transportation system is the backbone of our national economy,” said the governors. “State government has been steadily increasing its investment in transportation infrastructure. We’re pleased the federal government recognized its responsibility to contribute its fair share to the nation’s transportation system.”

Just-in-time manufacturing has more than doubled in the United States from 18 percent of production in 1990 to nearly 40 percent today, dramatically increasing the need for increased transportation funding. Already 95 percent of all deliveries to U.S. automobile manufacturers are just in time—synchronized to depart the supplier’s factory and arrive on the assembly line with extraordinary precision, eliminating costly warehouse storage. Today’s warehouses are the nation’s transportation arteries—the highways and byways that see millions of dollars in merchandise travel over them every day.

Governors also praised the efforts of their partners in the Coalition for TRUST (Transportation Revenues Used Solely for Transportation) in pressing Congress to boost transportation funding for the sake of the nation’s economic future. The Coalition for TRUST represents a broad cross-section of American business, farm, and labor organizations with a major stake in a viable national transportation system.

—END—

BESTEA
File

Other NDD Cuts to Support House BESTEA and Presidential Initiatives

Funding Surface Transportation Programs at the House BESTEA level and Presidential initiatives would result in a 2.0 percent outlay reduction in FY 1999 to "all other NDD programs." Assuming an average spendout rate for these other programs, this would require a 3.9 percent budget authority reduction. On average over the next five years, outlays for all other NDD programs would be cut by 5.5 percent. Budget authority would be cut by 6.7 percent on average over the next five years.

PROGRAMMATIC IMPLICATIONS:

Agriculture:

- **Undermines food safety.** A reduction of this magnitude could mean the layoff or RIF of an estimated 250 meat and poultry inspectors, which would result in the slowdown of production, or even rotating shut-downs, in some meat and poultry slaughter and processing plants. Such a reduction could also deny vital investments proposed for the President's Food Safety Initiative and mean a delay of USDA's modernization of the Federal meat and poultry inspection system, as well as reduced funding for mandatory improvements in state inspection systems, including upgraded state lab testing for pathogens.
- **Decreases WIC participation rates.** The President proposed a monthly participation level of 7.5 million in FY 1999 and in the outyears. A 2.0 percent reduction in outlays in FY 1999 and larger reductions in the outyears would reduce WIC participation by 100,000 to 7.4 million in FY 1999, by 300,000 to 7.2 million in FY 2000, by 400,000 to 7.1 million in FY 2001, and by 600,000 to 6.9 million in fiscal years 2002 and 2003.

Commerce:

- **Funding restrictions at this period in the decennial cycle would seriously threaten the accuracy of the final decennial census.** The Administration has requested \$849 million for final decennial census preparations in 1999, an increase of \$459 million over the 1998 enacted level. This level of funding provides essential funding to continue key preparatory activities — such as finalizing the master address file, expanding the field infrastructure, and producing the questionnaires and public use forms — for the Constitutionally-mandated decennial census.

- **Would result in significant program cuts to the Advanced Technology Program and Manufacturing Extension Partnership in NIST's Industrial Technology Services account.** This reduction could result in the elimination of 33 of the 94 new ATP awards planned for FY 1999. These awards support cost-shared research on technologies promising broad benefits to the U.S. economy. The cut to MEP would result in the elimination of Federal funding for thirteen manufacturing extension centers, which would deprive over 5,200 manufacturers from receiving assistance in modernizing their facilities and saving jobs.
- **Economic Development Administration - would deprive over 160 distressed communities from receiving assistance.** These distressed communities include those adversely impacted by Defense base closures, natural disasters, major plant closings, and trade agreements. A 5.5 percent cut over five years would limit EDA's ability to provide assistance to localities, support jobs, and leverage private sector resources.

Education Department:

- **750,000 children would be denied assistance under Title I in FY 1999; and over five years, 2.7 million children would be denied assistance.**
- **100 new Charter Schools could be not opened in FY 1999; and over five years, 350 new Charter Schools could not be opened.**
- **3.8 million students would see a \$170 decrease in their awards and 74,000 fewer low-income students would receive Pell grants in FY 1999. Over five years, Pell maximum grants would be reduced on average by \$123; and 281,000 fewer low-income students would receive Pell grants.**
- **All funding for new discretionary initiatives would be eliminated and (e.g. Education Opportunity Zones, High Hopes) – preventing 175,000 at-risk middle school students from receiving mentoring and tutoring, denying additional assistance to poor schools in their efforts to undertake school reforms, preventing after school programs from serving an additional 450,000 students, and preventing new efforts to improve teacher training and recruit 7,000 new teachers.**

Energy Department:

- **Cancels and closes science user facilities.** Energy would be unable to build the Spallation Neutron Source, leaving the United States without a facility comparable to those in Europe and Japan which is vital to research in materials science, structural biology, metallurgy, and chemistry. Operation of existing DOE user facilities that serve thousands of Government and private scientists would have to be curtailed or suspended.

20-50 Percent Cut in Climate Change Technology Initiative. These reductions could mean as much as a 50 percent reduction in the proposed increases for the two largest components of the Climate Change Technology Initiative (CCTI) — DOE's Energy Conservation and Solar and Renewable Energy programs. Without the requested funding, these programs will lack many of the technologies needed to make serious progress in reducing greenhouse gas emissions.

Health and Human Services:

Requires Head Start budget authority level of \$4,432 million in FY 1999, \$228 million below the President's request (4.9 percent reduction). The President's FY 1999 budget provides funds for up to 36,000 slots for regular Head Start, 10,000 slots for Early Head Start, and COLA and quality investments. At a funding level of \$4,432 million, the program would not be able to maintain its expansion goals — even if it did not make COLA and quality investments in FY 1999. Specifically, foregoing COLA and quality could mean that Head Start will not be able to expand Early Head Start in FY 1999 and can only add about 20,000 new slots for regular Head Start. Preserving COLA and quality investments at such a funding level could mean that Head Start could add only up to 7,300 new slots for regular Head Start and no new slots for Early Head Start.

An average outlay cut of 5.5 percent over five years would seriously compromise the President's commitment to provide Head Start services to one million children by FY 2002. Depending on how much was set-aside for COLA and quality investments, a five-year cut could result in Head Start falling about 60,000 to 120,000 children short of the President's commitment.

Reduces budget authority for the Child Care and Development Block Grant by \$27 million, potentially eliminating child care assistance to roughly 10,000 low-income children.

Reduces total funding for NIH-supported medical research by over \$570 million in FY 1999 and by \$5.7 billion over five years. If done proportionately, funding for investigator-initiated research project grants (RPG's) would be cut by over \$315 million in FY 1999 and more than \$3.2 billion over five years. If the RPG cut is taken all out of new grants, this would deny funding to over 1,100 meritorious research grant applications in FY 1999 and more than 11,500 over five years. A reduction of this magnitude in funding for new research ideas and would slow the scientific community's progress in developing treatment and prevention strategies for life-threatening diseases such as cancer, cardiovascular disease, AIDS and diabetes.

- **Reduces funding for Ryan White program by more than \$37 million in FY 1999 and more than \$322 million over five years, limiting the services available to people with AIDS just as new treatments are providing hope that AIDS need not be a fatal disease. In FY 1999, such a reduction could result in about 16,000 fewer people receiving services through Title I grants to cities, 2,200 fewer people receiving drugs through the AIDS Drug Assistance Program, and 3,000 fewer people receiving services in Title III clinics. Over five years, such reductions could result in about 138,500 fewer people receiving Title I services annually, about 19,100 fewer people receiving ADAP services annually, and about 26,500 fewer people receiving Title III services annually. Such funding reductions would undermine Ryan White's ability to address growing demand for AIDS services.**
- **Reduces funding for HRSA by nearly \$150 million in FY 1999 and over \$1.2 billion over five years, undermining health care and services for women and children, uninsured people, and people with AIDS; it would cut Health Centers well below the President's request – possibly preventing over 400,000 people from receiving health services in FY 1999 and more than 3.5 million people over five years. It would also reduce funding for the Maternal and Child Health Block Grant well below the President's Budget.**
- **Eliminates funding in the Office of Emergency Preparedness for one to two cities' Metropolitan Medical Strike Teams (MMSTs), which are part of a system to respond to the medical consequences of terrorist events involving biological and chemical weapons.**
- **Reduces funding for the Initiative to Improve Health Care Quality, which would impede the development of research and research tools to measure the quality of health care, as well as research on consumers' use of information on quality.**
- **Reduces funding for SAMHSA by \$89 million in FY 1999, with sizable cuts to the Mental Health Block Grant and the Substance Abuse Block Grant, denying substance abuse treatment to almost 30,000 people. Over five years, SAMHSA's funding would be cut by \$759 million, denying treatment to nearly 250,000 people.**
- **Reduces funding for CDC by nearly \$100 million in FY 1999 and \$820 million over five years, cutting childhood immunization funding, reducing funding for HIV prevention and breast and cervical cancer screening.**

- **Reduces funding for HCFA Program Management by \$65 million in FY 1999 and \$550 million over five years, necessitating deep cuts across all HCFA activities.** Assuming that Congress does not enact any of the HCFA user fees, a reduction of this magnitude would impact base functions (e.g., contractor non-renewals, the Medicare handbook, initial and recertification surveys, and beneficiary appeals) as well as the implementation of new initiatives (e.g., the Balanced Budget Act, the Health Insurance Portability and Accountability Act, and Medicare+Choice). The effects of such a funding level would be felt by both Medicare contractors and beneficiaries.

Housing and Urban Development:

- **Reduces both public housing and Section 8 rental assistance to low-income families by up to 100,000 families in 1999 and 400,000 families at the end of five-years.** If the number of subsidized low-income families could not be reduced, then enactment of legislation would be necessary to lower the overall level of the families' subsidy by 2 percent in 1999 and 8 percent in 2003. In addition, HUD would require similar cuts in block grants to States and localities for community development and housing.
- **Job Creation, Economic Opportunity, Housing and Homeownership – Cuts would imperil, reduce or eliminate HUD's proposed job creation efforts, including a Community Empowerment Fund to get businesses the start-up capital they need to create jobs, money to convert old polluted brownfields into thriving businesses and funding for a new round of Empowerment Zones to bring opportunity back to the inner city.** Cuts would eliminate both new vouchers to help people move from welfare to work and the funding increase for the homeless. Finally, the overall reductions in operating subsidies for public housing will force local housing authorities to reduce services to low-income residents and cuts in administrative expenses could jeopardize a major management reform effort needed to improve HUD's performance across the board.

Interior:

- **Virtually eliminates the requested increase for National Park Service Priority Maintenance.** Over five years, the Administration proposes an 8 percent increase in discretionary funding over FY 1998 levels for facility maintenance and construction. A 6.7 percent budget authority reduction to offset ISTEA increases would eliminate nearly all of the increases for park facilities, which are needed to support maintenance and construction projects designed to preserve and protect the Nation's precious natural, historic and cultural resources for the enjoyment of current and future generations.
- **Inadequately funds the Endangered Species Act (ESA) program.** Would cut the President's request for Interior's Fish and Wildlife Service (FWS) by \$32

million (and larger outyear reductions). This funding level would severely affect successful implementation of the ESA reforms initiated by the Administration and included in pending ESA reauthorization legislation. It would reduce the number of completed consultations on federal grazing permits, timber sales, and wetlands permits; prevent FWS staff from working on several large habitat conservation plans; and stop FWS from providing any new private landowners incentives for habitat conservation.

Justice:

- **Eliminates 1,000 Border Patrol agents.** Such a reduction would not provide enough resources to fund 1,000 agents in 1999, which are needed to fill enforcement gaps and to enhance Border Patrol presence along the Southwest border. Additionally, the cut means that mandated detention and removal requirements could not be met. The cut would also adversely affect our ability to deploy "force multiplying" technology, which will increase the effectiveness of Border Patrol agents and enable INS to better control the border. A 6.7 percent budget authority cut over five years would significantly constrain our ability to shift our focus from observing the border to responding to known intrusions.
- **Eliminates new Federal Bureau of Investigation agents and Drug Enforcement Administration agents.** Such a reductions would cut the FBI's budget by 2.8 percent from the 1998 enacted level. The cut would not only eliminate new agents needed to combat increased threats of domestic and international terrorism, including cyber crime, but would reduce base staffing. The cut would also reduce the number of DEA agents that could be hired to enhance domestic anti-heroin and anti-methamphetamine efforts. A 6.7 percent budget authority reduction over five years would adversely impact FBI and DEA ability to respond to new and emerging law enforcement needs.
- **Federal Prisons.** Would mean no money for new activations or sufficient resources to provide annualization of prior year increases in 1999, adversely impacting the activation of the following facilities and expansions: Loretto, PA expansion 200 beds; Butner, NC 763 beds; Edgefield, SC 1,664 beds; and Beaumont, TX 1,152 beds. The resulting delays would negatively affect the Bureau of Prisons' ability to fill as many as 3,800 beds.

Labor Department:

- **Job Training Programs.** Most of the Department's job training programs in the Training and Employment Services (TES) account are forward funded. This cut would have the following effects:
 - **Results in about 248,000 fewer dislocated workers receiving training, job search assistance, and support services.** The 1999 outlay cut of 2 percent would require a one-year budget authority cut that reduces outlays

over the 5-year period by more than 5.5 percent

- **Eliminates about 22,000 summer job opportunities for low-income youth in the Summer of 1999.** To achieve a 5.5 percent outlay cut for the period 1999-2003, the budget authority would have to be cut by \$278 million over 5 years, or 6.4 percent. This would eliminate about 174,000 Summer Job opportunities over the 5-year period
- **Adult training grants - results in about 238,000 fewer low-income adults receiving training and employment services.** About 40 percent of program participants are welfare recipients. The 1999 outlay cut of 2 percent would require a one-year budget authority cut that reduces outlays over the 5-year period by more than 5.5 percent
- **Job Corps - eliminates about 7,200 residential training slots for extremely disadvantaged youth.** The 5-center expansion initiative launched in FY 1998 in response to Congressional appropriations report language would be delayed or stopped.
- **Reductions would mean significant cuts to the implementation grants to States to develop One-stop Career Center systems and jeopardize funding for America's Labor Market Information System including America's Job Bank.**
- **Employment Service - cuts of this magnitude would harm labor exchange and job search assistance for unemployed workers.**
- **Community Service Employment for Older Americans (Labor) is forward funded.** Budget authority would be cut by \$46.4 million in FY 199 (10.5 percent) and some 6,400 low-income older Americans would lose their part-time jobs. Over FY's 1999 - 2003, budget authority would be cut by over \$121 million and some 16,800 fewer part-time community service jobs would be available for the low-income elderly.

Veterans Affairs:

- **Veterans Medical Care - would impede on the Department's ability to increase access to high quality health care.** As a result of these reductions, VA would treat an estimated 72,000 fewer veteran patients in FY 1999, including 14,000 in need of hospital care. A \$5.2 billion reduction over five years would result in 1.1 million fewer veterans being treated, including 154,000 in need of hospital care.

Environmental Protection Agency:

- **EPA Operating Program -- reductions would significantly hamper EPA's ability to protect and improve the environment.** In particular, it would

jeopardize EPA's ability to carry out the Clean Water Action Plan to address pollution from factory farms, and the Climate Change Technology Initiative which would reduce greenhouse gas emissions, cut energy usage and save consumers money.

- **Lost Capitalization for the Clean Water and Drinking Water State Revolving Funds (SRFs)** — A 3.9 percent cut to the FY 1999 combined SRF request of \$1.85 billion would reduce Federal capitalization by more than \$72 million. This 3.9 percent budget authority cut to FY 1999 would result in a loss of more than \$288 million in loans to municipalities. A 6.7 percent cut to the FY 99-2003 combined SRFs request of \$8.35 billion would reduce Federal capitalization by \$559 million, resulting in a total loss of about \$2.2 billion in loans to municipalities.
- **Slows Superfund cleanups** — Results in eight fewer completions of Superfund toxic waste sites in FY 1999 and 135 fewer completions over five years, needlessly jeopardizing public health.

National Aeronautics and Space Administration (NASA):

- **Jeopardizes International Space Station deployment.** With its first launch scheduled for later this year, Space Station is entering a critical phase in its development. The proposed cuts could lead to multi-year delays in Space Station deployment and raise outyear Space Station costs by billions of dollars.
- **Threatens science programs.** The proposed cuts would endanger NASA's science programs, especially the increase being sought by the Administration for new Space Science missions to complement the Origins initiative begun by the Administration and Congress last year. NASA Space Science achieved several notable successes this past year (the Mars Pathfinder, Galileo, Hubble Space Telescope, and Lunar Prospector missions), and the proposed reductions would undercut major efforts to follow up on these successes.

Office of Personnel Management:

- **Results in a RIF of about 175 FTE to accommodate an average annual outlay reduction of \$10 million from the FY 1999 budget levels.** These staffing reductions, taken against an agency that has already reduced its FTE levels by over 50 percent since 1993, would have a significant adverse impact on OPM's ability to continue to provide the level and quality of services required during this period of Government-wide downsizing, including: lengthen the claims processing times for retirement claims, delay systems modernization and maintenance investments necessary to maintain effective service delivery, decrease OPM's ability to provide workforce restructuring assistance, reduce OPM's ability to monitor agency implementation of merit system.

National Science Foundation (NSF):

- **Reduces support for research.** Under the proposed cuts, the number of new projects that NSF could support would drop by 1,000, and the number of researchers, educators and students that NSF could support would also drop 8,650 for FY 1999. The proposed cuts would make it impossible for NSF to meet certain GPRA performance goals like increasing the percentage of competitive grants awarded to new investigators and increasing the size and duration of grants. Improvements to information systems that would enable NSF to increase productivity would also be delayed. The ultimate outcomes of the cuts would be: reduced investment in universities and colleges, negative impact on industries and agencies that rely on NSF research, and a slowing in the development of the U.S. scientific knowledge base.

National Service:

- **The National Service program would be cut by about \$190 million (24 percent) in 1999, reducing funding below the 1998, 1997, and 1996 enacted levels.** Nearly all funding for the AmeriCorps programs would be eliminated, including funding for some 6,000 participants who, in turn, would have leveraged hundreds of thousands of volunteer tutors working with children under the America Reads initiative.



U.S. Department of
Transportation
Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

*f.u. [unclear]
1 STEA/Trans*

TELECOPIER COVER SHEET

DATE: 12-9-97

THE FOLLOWING 12 PAGES (INCLUDING COVER SHEET) ARE FOR:

NAME: *Fred DeVall*

Att = Emory

ORGANIZATION:

PHONE:

FAX: 456-2889

THE FOLLOWING PAGES ARE FROM: Barbara Leach

OFFICE OF INTERGOVERNMENTAL AFFAIRS

PHONE: (202) 366-1524

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COMMENTS:

*Emory - I'll try to get you the
summary of the bus. extension tomorrow.
but this is good background to get you
started.*

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL THE ABOVE
NUMBER PROMPTLY.

ISTEA Reauthorization Priorities

QUESTION: What would be your most important priorities in the reauthorization of the Intermodal Surface Transportation Efficiency Act?

ANSWER: Major Points

1. We will be looking at ways to continue to expand programmatic flexibility so that state and local officials can choose surface transportation projects that best meet their needs -- including perhaps passenger rail and intermodal projects.
2. We will continue our major commitment to safety and increase our emphasis on enforcement and behavioral programs, such as those for drunk driving and seat belt use, and increase flexibility among various safety program categories so that state and local officials have more flexibility to develop strategies that meet their needs..
3. We will continue and strengthen programs such as CMAQ and transportation enhancements that focus on the environment and quality of life for people and communities.
4. We propose to continue successful programs such as Interstate Maintenance, the National Highway System, the Surface Transportation Program and mass transit programs that support domestic economic development and strengthen our global competitiveness.
5. We will continue efforts to attract private capital and stretch the Federal dollars with proven innovative finance strategies, such as State Infrastructure Banks, and the establishment of a new Federal Credit Program.
6. We will encourage use of new technologies, such as Intelligent Transportation Systems, that improve travel and provide environmentally- and customer-friendly alternatives to expensive new construction.

BACKGROUND:

The Department conducted extensive outreach, including regional seminars and numerous modal focus group meetings. The near unanimous message has been: "Build on the strengths of ISTEA." There appears to be widespread agreement that transportation programs should be directed toward strengthening our economy, increasing global competitiveness, protecting the environment and ensuring the safety and well-being of the American people.

OST-P
1/22/97

THE ADMINISTRATION'S RECORD

REBUILDING AMERICA

GOAL: As President Clinton stated in the 1992 Campaign, he is committed to rebuilding America and has worked with Congress and other key transportation partners to make good on this promise. We are not only rebuilding our infrastructure, but creating new ways to finance it and new and improved technology to enhance it.

What we have accomplished:

- Under President Clinton, Federal transportation infrastructure investment increased by about 26 percent, to an average of \$26.6 billion annually.
- Many indicators of highway conditions and performance have stabilized or improved, and the number of deficient bridges has decreased. The new condition and performance report, now in draft, will show further improvement.
- 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.
- The investment in transportation maintained and created hundred of thousands of jobs in the transportation sector.
- We have strengthened the role of rural areas and cities through aggressive implementation of ISTEA.

What we are proposing in NEXTEA:

- Provide, under NEXTEA, \$175 billion investment while balancing the budget.
- Increase funding for core highway programs by more than 30 percent over ISTEA levels.
- Provide even greater flexibility for states and localities to target funds to projects -- such as passenger rail and intercity bus, as well as highway and transit -- that best meet community needs.

INCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

GOAL: Stretching federal dollars by attracting private capital and other new sources of funding to infrastructure.

What we have accomplished:

- 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 which saves in interest and inflation costs.
- The new State Infrastructure Bank program used federal seed money to leverage private and nonfederal public funds in ten pilot states.
- We 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.

What we are proposing in NEXTEA:

- Open the State Infrastructure Bank program to all states and increase the federal seed money dedicated to these banks.
- Provide \$100 million annually to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

GOAL: Getting more capacity from the system through technology.

What we have accomplished:

- Overall, federal transportation research and technology investment increased to record levels -- \$over 900 million in 1997 alone. Initiatives from these investments include such advancements as Superpave asphalt which costs less and last longer than previous material.
- The first generation of intelligent transportation systems (ITS) is being deployed. In Los Angeles, traffic signal control systems reduced travel times by 18 percent; in Seattle, ramp metering cut accident rates by more than 60 percent.

What we are proposing in NEXTEA:

- 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.
- Increase overall federal investment in technology research for initiatives to improve construction materials and to develop second-generation ITS technologies such as collision avoidance systems.

HOW NEXTEA FARES IN HOUSE AND SENATE REAUTHORIZATION LEGISLATION

- Many of the President's priorities, as set forth in the NEXTEA proposal, are included in the pending House and Senate reauthorization bills.

NEXTEA

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

*HOW NEXTEA FARES IN HOUSE
AND SENATE REAUTHORIZATION
LEGISLATION*

OCTOBER 1, 1997

SHAPING AMERICA'S TRANSPORTATION SYSTEM FOR THE 21ST CENTURY

Reauthorizing the federal highway, transit, and highway safety programs which expired today is among President Clinton's top legislative priorities. In March, the President announced the National Economic Crossroads Transportation Efficiency Act (NEXTEA), a six-year, \$175 billion plan to rebuild America's highways, bridges, transit systems, and railroads; lower the toll from motor vehicle crashes; protect the environment; and support mobility and economic prosperity.

NEXTEA would increase transportation funding by \$18 billion, or 11 percent, over current levels while still balancing the budget. Most of the features of the President's proposal are included in the bills currently being considered by Congress. The President's priorities include:

■ EMPHASIZING SAFETY

- \$2 billion in increased safety funding.
- Programs to increase the proper use of safety belts and child restraints, to increase truck safety, and to reduce drunk and drugged driving.

■ PROTECTING THE ENVIRONMENT

- 30 percent increase, to \$1.3 billion annually, in Congestion Mitigation and Air Quality Improvement (CMAQ) program funding.
- CMAQ eligibility expanded to include areas failing to meet new air quality standards.
- 35 percent increase in Transportation Enhancements funding for bike paths, walkways, and other community-oriented transportation projects.

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

- Flexible, innovative transportation alternatives to get people to where the jobs are.
- Incentives for states and localities to provide job training at federally-funded technology and construction projects.

■ STRENGTHENING URBAN COMMUNITIES

- More funding for transit and funding eligibility for Amtrak and intercity rail.
- Technology promoted as a way for people to travel more efficiently.
- Strengthened role for cities in planning and simplified planning processes.

■ ENCOURAGING PARTICIPATION BY DISADVANTAGED BUSINESSES

- Commitment to continuing the Disadvantaged Business Enterprise program to assure full participation by minority and women-owned businesses.

EMPHASIZING SAFETY

Motor vehicle crashes annually kill more than 40,000 Americans and injure three million more, and cost our economy \$150 billion per year. Improving safety even as travel grows requires strong federal leadership and support.

KEY NEXTEA PROVISIONS IN PENDING LEGISLATION

- ✓ NEXTEA: increase overall safety funding by \$2 billion, and fund incentive programs to increase proper use of seat belts and child restraints and to reduce drugged and drunken driving.

Both the House and Senate bills provide for similar funding increases and programs, although neither bill includes anti-drugged driving provisions.

- ✓ NEXTEA: \$3.2 billion Infrastructure Safety Program, with state flexibility to use funds for enforcement and behavioral programs.

Both the House and Senate bills have Infrastructure and Railroad Grade Crossing Programs, but do not provide as much flexibility as NEXTEA.

- ✓ NEXTEA: state flexibility to set tough safety laws for truckers and to target shippers who encourage truckers to violate safety rules. Continued freeze on the size and weight of larger-combination trucks.

Both the House and Senate bills are considering legislation consistent in many ways with NEXTEA's trucking provisions, although one House bill would allow some exemptions for larger-combination trucks.

OTHER CONCERNS ABOUT PENDING LEGISLATION

- Oppose selective exemptions from federal truck safety standards.
- Support creating a federally-funded anti-drugged driving program.
- Repeat drunk drivers should be sanctioned at the same levels of blood-alcohol content as first offenders.
- The unbelted crash test requirement must be retained to prevent safety from being compromised.
- States should be given stronger incentives to achieve an 85 percent seat belt use rate or enact primary seat belt use laws.

PROTECTING THE ENVIRONMENT

The Clinton-Gore Administration has used ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation more compatible with the environment.

KEY NEXTEA PROVISIONS IN PENDING LEGISLATION

- ✓ NEXTEA: 30 percent increase, to \$1.3 billion annually, in Congestion Mitigation and Air Quality Improvement (CMAQ) program funding, with states given greater spending flexibility. CMAQ eligibility extended to areas failing to meet new air quality standards.

Both the Senate and House bills continue CMAQ, but the House bill allows states to transfer some CMAQ funds to other uses and requires a report on CMAQ's air quality impacts.

- ✓ NEXTEA: 35 percent increase in Transportation Enhancements funding for walkways, bike paths, historic preservation, and other community-oriented transportation projects.

Both the House and Senate bills retain Transportation Enhancements, but the House bill would enable states to transfer a portion to other programs.

- ✓ NEXTEA: continued funding for National Scenic Byways with program refinements, and continued funding for recreational trails.

Both the House and Senate bills continue funding and call for designation of National Scenic Byways and All-American Roads. Both also continue the recreational trails program and bicycle and walkways project funding; the Senate bill requires consideration of bicycle and pedestrian accommodations as part of highway projects.

OTHER CONCERNS ABOUT PENDING LEGISLATION

- States and localities should be able to use federal funds for publicly-owned intercity freight rail and intermodal infrastructure.
- The House bill includes environmental "streamlining" provisions which could weaken current environmental protections.
- Oppose weakening current planning provisions, such as fiscal constraint, which would undermine responsible transportation-air quality planning.
- Oppose using CMAQ funds to increase single-occupant vehicle capacity.

IMPROVING ACCESS TO JOBS AND TRAINING

Two-thirds of new jobs are in suburbs, but few welfare recipients own cars to travel to them. To make welfare reform a success, we need to help those moving from welfare rolls to payrolls to travel to jobs, training, and support services such as day care.

KEY NEXTEA PROVISIONS IN PENDING LEGISLATION

- ✓ **NEXTEA:** \$600 million program to support flexible, innovative transportation alternatives to get people to where the jobs are.

The Senate transit bill includes a provision that is essentially identical to NEXTEA's. The House bill includes an Access to Jobs proposal that resembles NEXTEA's, but it includes less money and limits the program to 10 projects.

- ✓ **NEXTEA:** increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, which are among America's best-paying. Enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

The House bill expands the job program to include technology jobs and allows training slots to be set aside for welfare recipients, but does not allow states the flexibility to establish hiring preferences for in-state welfare recipients or residents of Empowerment Zones and Enterprise Communities. The Senate transit bill is similar.

OTHER CONCERNS ABOUT PENDING LEGISLATION

- **NEXTEA's** proposed six-year, \$600 million funding level is necessary to help ensure that transportation service is available to meet national welfare to work goals.
- State and local governments need flexibility to meet the ambitious welfare reform targets, so we want to empower them to establish hiring preferences for in-state welfare recipients.

STRENGTHENING URBAN COMMUNITIES

KEY NEXTEA PROVISIONS IN PENDING LEGISLATION

- ✓ **NEXTEA:** \$5 billion annually in direct transit funding, more flexible funding which could be transferred to transit, and eligibility for Amtrak, freight rail, and publicly-owned intercity, public rail and bus terminals. Greater local flexibility.

Both the House and Senate would provide transit funding levels equal to NEXTEA's. One Senate bill expands eligibility for intercity bus and rail passenger facilities, but fails to make intercity rail freight facilities eligible. The House bill does not include this additional flexibility.

- ✓ **NEXTEA:** \$600 million program to support flexible, innovative transportation alternatives to get people to where the jobs are.

The Senate proposal is essentially identical to NEXTEA. The House bill includes an Access to Jobs plan that resembles NEXTEA's, but it includes less money and limits the program to 10 projects nationwide.

- ✓ **NEXTEA:** provide \$1.3 billion to develop and deploy high-technology Intelligent Transportation Systems, and make them eligible for all major funding programs.

Both Congressional proposals continue strong funding support for ITS. However, the Senate bill, like NEXTEA, expands eligibility for ITS; the House bill does not.

- ✓ **NEXTEA** would further strengthen the role of central cities in transportation planning and simplify federal planning requirements.

Although both bills include some simplification of the planning process, they do not strengthen the role of central cities in the ways proposed in NEXTEA.

OTHER CONCERNS ABOUT PENDING LEGISLATION

- Proposed limits on transit preventive maintenance would make it difficult for transit agencies to maximize federal funds to improve their operations.
- Want states and localities to be able to use Surface Transportation Program funds for publicly-owned intercity freight rail infrastructure.
- The House and Senate bills, unlike NEXTEA, do not allow cities and states to use federal transit funds for paratransit services to comply with the Americans With Disabilities Act.

ENCOURAGING PARTICIPATION BY DISADVANTAGED BUSINESS

Minority and women-owned small businesses historically have been under-represented in the highway and transit construction industries, so in 1982 Congress established a national goal for at least 10 percent of federal highway and transit project funds to be expended with small businesses owned and controlled by socially and economically-disadvantaged people. In 1987 this initiative, now called the Disadvantaged Business Enterprise (DBE) program, was expanded to include women-owned businesses.

Since its inception, the DBE program has significantly increased the percentage of women and minority-owned construction firms that are building our nation's transportation systems. DBE participation has increased from 3.6 percent in 1980 to 14.8 percent in 1996.

Unfortunately, discrimination continues to prevent women and minority-owned firms from reaching their full potential. The Supreme Court recognized this in its 1995 decision in *Adarand v. Peña*, which said that the federal government can continue to use affirmative action to combat the "lingering effects of racial discrimination."

KEY NEXTBA PROVISIONS IN PENDING LEGISLATION

- ✓ **NEXTBA:** continue the current DBE provisions.

Both the House and Senate highway bills retain DBE, but the House bill does not include uniform certification criteria. However, the Senate transit bill does not include language extending the DBE program.

OTHER CONCERNS ABOUT PENDING LEGISLATION

- Strongly support retaining the DBE goals and current uniform certification provisions. Oppose proposals which would effectively end the program.

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ISTEA Reauthorization Priorities

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OST-P
1/22/97

May 14, 1998

Summary of the ISTEA Budget Agreement

Guarantee

	1998-2003	1999-2003
Highways		
Revenues to Highway Account	\$169.798	\$142.649
Highway Obligations		
Obligations Behind Firewall	162.636	138.954
Baseline Mandatory Spending	4.434	3.695
Total Obligations	167.091	142.649
Increase Over Baseline	30.021	28.089
Transit		
Transit Obligations (T&I)		33.600
Transit Obligations (Banking)		36.250

Offsets

	Outlays
Veterans' Tobacco Disability	\$14.4 billion
Social Services Block Grant	3.1
Ginnie Mae Premium Increase	0.4
FHA Reforms	1.0
Freddie Mac/Fannie Mae	4.5
Total	23.4

Demonstration Projects

If included in the final bill, projects are to be funded from domestic discretionary accounts and be subject to the obligation limitation in the same manner as core highway programs.

June 11, 1998

MEMORANDUM FOR MIKE MCCURRY

cc: IGA
Staff

FROM: Dag Vega and Megan Moloney

SUBJECT: Regional Amplification for ISTE A Signing Ceremony, June 9, 1998

Overall the message was positive. Every article mentioned the President's fiscal discipline and bipartisanship theme. Most articles played down the "pork" criticism. Newspapers in Atlanta, Chicago, Houston, St. Louis, and San Diego emphasized the specific benefits of the ISTE A bill for their respective regions.

- **Atlanta Journal-Constitution**, David Goldberg, "Law gives Atlanta funds for train and bus projects", June 10, 1998
- **Atlanta Journal-Constitution**, Glen Johnson (AP), "President enacts transportation bill, praises Congress", June 10, 1998
- **Philadelphia Inquirer**, Glen Johnson (AP), "Clinton signs \$203 billion transportation bill", June 10, 1998
- **Chicago Tribune**, Jon Hilkevitch, "State share of transit aid a mixed blessing: Illinois getting more money, needs lot more", June 10, 1998
- **Houston Chronicle**, Dan Feldstein, "Transportation bill increases spending for projects in Texas: New formula boosts state's share of pie", June 10, 1998
- **Fort Lauderdale Sun Sentinel**, William Gibson, "\$219 Billion to get show on the road: South Florida wins chunkier piece of transport pie", June 10, 1998
- **Stuart News/Port St. Lucie News (Stuart, FL)**, News staff and wire reports, "Clinton signs \$203 billion highway bill", June 10, 1998
- **Milwaukee Journal Sentinel**, Journal Sentinel staff, "Clinton signs \$203 billion transportation measure", June 10, 1998
- **Minneapolis Star Tribune**, Tom Hamburger and AP, "Clinton approves \$203 billion highway bill: Among Minnesota projects are light rail, walkway", June 10, 1998
- **News and Observer (Raleigh, NC)**, Staff Reports, "Ward watches Clinton sign bill she backed", June 10, 1998
- **San Diego Union-Tribune**, D. Elliot Parks, "Transportation planning in San Diego", June 10, 1998

- **St. Louis Post-Dispatch**, Associated Press, "Most Motorists will feel effects of road bill", June, 10, 1998
- **Arkansas Democrat Gazette**, Associated Press, "Transit bill opens \$203 billion tap: Money will build roads, upgrade mass transportation", June 10, 1998
- **Baltimore Sun**, Associated Press, "Clinton signs \$203 billion bill for highways, other projects", June 10, 1998
- **Portland Press Herald**, Associated Press, "Clinton signs highway bill unleashing \$203 billion: Maine will get \$826 million, a 17 percent increase", June 10, 1998
- **Miami Herald**, Associated Press, "Clinton Oks \$203 billion bill for transportation projects", June 10, 1998
- **Boston Globe**, Associated Press, "Clinton signs transportation bill", June 10, 1998
- **Dayton Daily News**, Associated Press, "Clinton signs \$203 billion highway bill", June 10, 1998
- **Telegraph Herald**, Associated Press, "President signs transportation bill", June 10, 1998
- **Dakota News Network** (45 affiliates)
- **WGST-AM and WSB-AM**, Atlanta, GA
- **WAKR-AM**, Akron, OH
- **WMOX-AM**, Meridian, TX
- **WILM-AM and WDEL-AM**, Wilmington, DE
- **KARN, Arkansas Radio Network**, North Little Rock (95 Affiliates)
- **WCCO-AM**, Minneapolis, MN
- **WEBE-FM**, Bridgeport, CT
- **WDIY-AM**, Bethlehem, PA
- **FRU-AM**, Columbia, MO
- **White House Press Office Radio Actuality Line**

Law gives Atlanta funds for train and bus projects

HIGHWAY ALTERNATIVES

Here are highlights of area rail and other highway alternatives included in the six-year federal transportation bill President Clinton signed Tuesday:

Project	Funding
Multi-modal train-bus station in downtown Atlanta	\$20.1 million
Study an interstate multi-modal transportation corridor from Atlanta to Chattanooga	\$5 million
Study a multi-modal corridor from Lawrenceville to Marietta	\$2.4 million
Study a multi-modal corridor along Ga. 400	\$42 million
Construct Athens-Atlanta commuter rail	\$14 million
Construct passenger rail along Atlanta-Griffin-Macon corridor	\$29.25 million

By David Goldberg
STAFF WRITER

The jumbo-sized transportation act signed into law Tuesday by President Clinton is commonly called "the highway bill," but for metro Atlanta it is in many ways an alternative-to-highways bill.

The Transportation Efficiency Act, dubbed TEA-21, contains funds to jump-start proposals for commuter rail and an Atlanta train-bus station that have languished for years as nearly all available money went toward roads. The bill contains \$71 million for passenger rail and \$42 million to study and implement alternative means of moving people in the Ga. 400 corridor.

For that, the region can thank its problems with the Clean Air Act. As a persistent violator of health standards for ozone smog, metro Atlanta is barred from spending federal money on newly conceived road projects until it comes up with a plan to lower emissions.

Georgia's members of Congress were well aware of that as they put in bids for so-called high-priority — some labeled them pork — projects in the bill. Rather than be left out of the highway bill, they championed rail and other alternatives.

Rep. John Lewis, a Democrat from Atlanta and a longtime rail advocate, fought for downtown Atlanta's multi-modal station. Mac Collins, a Republican living in McDonough, pushed an Atlanta-Griffin-Macon route for passenger trains, while John Linder, a Tucker Republican, stumped for a commuter rail link from Atlanta to Athens via Gwinnett County. House Speaker Newt Gingrich of Marietta lent muscle to the Ga. 400 project, and Rep. Cynthia McKinney, Democrat

from Decatur, campaigned for bicycle and pedestrian upgrades to De Kalb County arterial roads and a study of mass transit along I-285.

The federal largess comes on the heels of a Georgia leg-

islative session that saw the state make its first financial commitment to rail, with appropriations of \$4 million for the Griffin-Macon rail line and \$8 million for the Athens line. But funds identified so far will only begin the work on the stations and rail lines.

Finishing the work will require finding other sources of money, Georgia Department of Transportation Commissioner Wayne Shackelford acknowledged.

Shackelford said Tuesday he was "absolutely committed" to using money from federal highway accounts for rail, as is permitted under TEA-21. But those funds will require a state or local match of 20 percent, which will depend on local public support for using general funds or state gas tax revenues, which now can be used only for roads.

"We're very excited about getting a surface transportation bill with as much transit money as there is in it," Shackelford said.

The \$20.1 million for the multi-modal station is enough to start work on relocating tracks in the downtown railroad gulch and preparing the site next to MARTA's Five Points station, said DOT chief planner George Boulineau. But before that can start, the DOT and two railroads must agree on sharing the railroad right of way. The overall project would take four years to finish, Boulineau said.

It's not clear how long it will take to establish train service on the Athens and Griffin-Macon lines, said David Chesnut, chairman of the Georgia Passenger Rail Authority.

"We're going to take a hard look in the next few months and come up with a date we're comfortable we can meet," Chesnut said.

JUNE 10, 1998

ATLANTA JOURNAL-CONSTITUTION

President enacts transportation bill, praises Congress

\$167 billion piped into roads:

'The public expects us to act like parents, not politicians,' Clinton proclaims at signing.

By Glen Johnson
ASSOCIATED PRESS

Washington — President Clinton unleashed a torrent of public works money Tuesday, signing a \$203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

Critics call the legislation pork, but travelers won't have to look far to see the results: Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system. It will spend an additional \$36 billion improving mass transit systems.

"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

The president was careful to praise the bipartisanship displayed by Congress, saying to the many congressmen attending the ceremony: "The public expects us to act like parents, not politicians."

People who drive on North Dakota Highway 13 should see the changes as soon as July 1. The state plans to spend \$2.3 million — part of its \$171 million annual allocation — repaving the stretch from Gwinner to Wyndmere.

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads," said a thankful Gov. Edward T. Schafer, one of those in attendance for the signing ceremony. "We have people driving 60 miles to get a prescription."

Critics are unmoved. They say the new law, which contains 40 percent more spending than the bill it replaces, is an

election-year plum for Congress. They also say it's a monument to successful lobbying, preserving such questionable tax breaks as ethanol subsidies.

"The one thing that the public needs to understand about this bill is that one of the reasons our infrastructure is crumbling is that money is being diverted away from repairing our roads and making them safe to pork-barrel projects," said Stephen Moore of the Washington-based Cato Institute, a libertarian research group.

Motorists unwittingly provide the money for the work every time they fill their gas tanks. The federal government adds a tax of 18.4 cents to every gallon, and the money that is collected is deposited in the Highway Trust Fund.

In 1990, the government started using some of that money to mask the size of the budget deficit; but under the terms of the bill passed last month by the House and Senate, future gas tax collections will have to be spent exclusively on highway and mass transit projects.

Backers say the legislation is a major advance for the nation's safety and well-being. They cite figures that 42,000 jobs are created for every \$1 billion spent on roads, and they project that the improvements that will occur under the new law could cause a 10 percent reduction in the 40,000 deaths that occur annually on the nation's roads.

While the new law also includes \$719 million to encourage states to crack down on drunken driving, supporters lost their fight to penalize states that failed to adopt a 0.08 percent blood alcohol standard for drunken driving.

Lawmakers did approve \$7 billion for 1,500 special projects designated by House members and \$2.35 billion for projects recommended by individual senators. Among them are \$38 million inserted at the eleventh hour by Senate Majority Leader Trent Lott. The money will be used to replace a 50-year-old drawbridge over the Pascagoula River in his Mississippi hometown.

Clinton signs \$203 billion transportation bill

That will pay for 6 years of highway and mass-transit improvements. Critics say it's pork.

By Glen Johnson
ASSOCIATED PRESS

WASHINGTON — President Clinton unleashed a torrent of public-works money yesterday, signing a massive transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

Critics call the legislation pork, but travelers won't have to look far to see the results: Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system. It will spend \$36 billion more improving mass transit.

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State share of transit aid a mixed blessing

Illinois getting more money, needs lot more

By Jon Hilkevitch
TRIBUNE TRANSPORTATION WRITER

As President Clinton signed a massive highway and transit funding bill Tuesday, Illinois transportation experts cautioned that, unlike in other parts of the country, the state's cup of tea is no barrel of pork.

The federal legislation, which will provide Illinois with \$885 million annually over the next five years slows—but does not reverse—the backlog of repair projects that has been deferred.

About 3,000 miles of deteriorating roads and more than 900 crumbling bridges in Illinois will still be waiting for rehabilitation when the federal funding package runs out after 2003.

While expressing relief that transportation funding is again flowing local officials said the new money will not be enough to push up the state's timetable for expanding major roads in congested areas, from Chicago and the collar counties to Peoria.

The legislation Clinton signed, the Transportation Equity Act for the 21st Century (TEA-21), provides the nation with \$203 billion over six years—\$167 billion for the federal highway system and \$36 billion for mass transit. Illinois is guaranteed to get back only 92 cents for each \$1 it contributes in federal gasoline taxes, down from \$1.03 in the past.

"There were about 15 states whose return (on the motor fuel tax) was greater than 120 percent and Illinois ended up at the bottom of the list," said Andrew Plummer, associate executive director of the Chicago Area Transportation Study. "While

we're not happy about that, Illinois is getting 30 percent more money than we received per year under the old legislation that TEA-21 is replacing."

MarySue Barrett, president of the Metropolitan Planning Council, said the Illinois General Assembly now must stop "ducking its responsibility . . . and provide a reliable source of state investment in transportation."

The federal money will allow the reconstruction of the Stevenson Expressway (I-55) to begin next year on an accelerated, two-year basis, but the state will have to front much of the money and wait four years for reimbursement. That means local funds, which are otherwise meant to fix roads that are not part of the federal system, will be tied up, said Richard Adorjan, spokesman for the Illinois Department of Transportation.

The City of Chicago faces a similar financing obstacle to renovate Wacker Drive, a \$350 million project that has received only \$25 million in federal commitments.

On the transit side, the Chicago Transit Authority, Metra and Pace are tentatively expected to receive approximately \$1.9 billion in capital-improvement funding over six years, representing a boost of up to 25 percent over the last long-term funding formula.

However, the congressional delegation from Chicago will have to keep up the pressure on its colleagues to ensure that the slated \$420 million rehabilitation of the CTA Blue Line's Douglas branch receives the necessary 80 percent federal matching funds. The lawmakers are scheduled to vote to appropriate dollars for a long list of such high-priority projects that have already been authorized.

"This is as much assurance as is possible to get out of Congress for transportation projects," CTA president Frank Kruesi said Tuesday before a Rose Garden signing ceremony at the White House.

A host of other much-needed transit programs—including longer platforms on the CTA's Brown Line serving Ravenswood, the extension of the O'Hare Blue Line to the northwest suburbs and the expansion of three Metra commuter lines—must compete for possible future funding in a large pool of projects nationwide.

Transportation bill increases spending for projects in Texas

New formula boosts state's share of pie

By DAN FELDSTEIN
Houston Chronicle

Projects

Continued from Page 17A.

President Clinton signed a national transportation bill Tuesday with plenty of "pork" on the Houston area's plate.

Actually, some experts say, the pork may be a bit of congressional ham.

Most road projects specially designated by Congress for funding in the bill were already being planned by the state and local governments anyway.

And when those projects are specially "earmarked" in the bill — which is the terminology used to describe the pork process — it doesn't bring Texas any extra dollars.

Instead, all state road projects, earmarked or not, come out of a percentage-funding allocation set out in the bill.

"Everyone loves to be able to point to something specific that they did for their district," said Laura Olsen, a spokeswoman for the Surface Transportation Policy Project, which monitored the mammoth bill.

It's not as easy to tell voters that you increased the state's percentage in the allocation formula, which is Texas' bigger victory, she said.

More than 1,800 projects nationwide are earmarked in the new law, which will set transportation funding priorities for the next six years. However, they represent only about 5 percent of the spending that the bill authorizes, Olsen said.

Of greater significance is the fact that the \$203 billion bill represents a 40 percent boost in national transportation spending. Though Clinton had initially criticized the bill as too expensive and a threat to balanced budgets, he signed it into law.

The Texas Department of Transportation will average \$1.9 billion per year in federal highway dollars over the next six years, compared to \$1.1 billion over the last six years.

Texas also can expect a higher percentage of overall funding, compared to other states, than in the last transportation bill.

While most of the earmarked projects were in the pipeline anyway, it is true that they might come quicker with a congressional stamp of authority, Olsen said.

"This will speed them up some, but not a lot," said Alan Clark, transportation director for the Houston-Galveston Area Council.

Still, a few of the roughly 15 Houston-area projects would never have happened without being earmarked, Clark acknowledged.

One example is a \$12 million bridge over railroad tracks to the mostly lower-income community of Manchester by the Houston Ship Channel. Residents of the small neigh-

borhood are virtually trapped when trains go by, but the traffic in the area is so light, the project has never made anyone's construction short list, Clark said.

Rep. Gene Green, D-Houston, can take credit for that one, Clark said.

"Gene just went the direct route," he said.

Another pure porker is FM 2234 in Pearland, an elbow-shaped connection of McHard Road from Texas 35 to Monroe Boulevard just south of Beltway 8. The federal share will be \$4.8 million.

"That's a Tom DeLay (R-Sugar Land) gift to Pearland," Clark said.

It serves two new office buildings within city limits, he noted.

Most of the earmarked projects put in the bill by House members are relatively small.

Many senators added specific projects as well, but not Sen. Phil Gramm, R-Texas, the lone Texan to serve on the House-Senate conference committee that sent the bill to Clinton.

Gramm secured \$134 million to be spent anywhere in the state at the discretion of the Texas Department of Transportation.

Again, that amount doesn't raise the overall share of money that Texas will get. But it does remove the money from funding categories that come with federal and state rules on how the money must be spent. Within a category, for instance, there might be a state "cost-benefit analysis" that measures proposed projects against each other.

"That subverts the process. It helps them bypass the balanced approach" to transportation spending, Olsen claimed.

Texas officials, however, had argued they needed greater flexibility to meet the state's needs. The new pot of discretionary money only adds to the discretionary funds already given out each year by the Texas Transportation Commission.

"It's a 'To be named later.' I've never seen that before," Clark said.

See PROJECTS on Page 18A.

Sun-Sentinel (Fort Lauderdale, FL)
June 10, 1998, Wednesday, Broward Metro EDITION

\$ 219 BILLION TO GET SHOW ON THE ROAD;
SOUTH FLORIDA WINS CHUNKIER PIECE OF TRANSPORT PIE

By WILLIAM E. GIBSON ; Washington Bureau Chief

WASHINGTON -- In a victorious moment for the Sun Belt, President Clinton signed a \$ 219 billion transportation bill on Tuesday that will speed up highway and transit projects in clogged and growing regions like South Florida. The new act gives Sun Belt states a much larger slice of the nation's total transportation pie and the pie itself has increased dramatically.

"There's a lot more money on the table. Florida gained in real dollars and it gained by getting a fairer share," said Doug Callaway, federal programs coordinator at Florida Department of Transportation. The result is a burst of new federal funds that will pay to build or widen roads, improve access to seaports and airports, buy new buses, develop rail links and pave bicycle paths around the nation.

Florida transportation officials, who have not yet decided exactly how to spend their share of the money, generally plan to accelerate high-priority projects already in the works or in the design stage. In South Florida, that means widening Southern Boulevard in Palm Beach County and State Road 7 in south Broward County, extending Andrews Avenue in Pompano Beach, expanding Tri-Rail and building a Miami Intermodal Center that will link highways, taxi service, buses, Amtrak trains and Metrorail.

"Just seeing that it brings more money to Florida, I'm optimistic we will get these projects done a little sooner than planned," said Joe Yesbeck, director of planning and programs for the Department of Transportation in District 4, based in Fort Lauderdale.

"We're just trying to keep up with the growth in traffic and the demand for mobility," Yesbeck said. "It would be good if we could reduce congestion, but mostly it's just a matter of keeping up with the needs and demands." Florida will get \$ 1.2 billion a year for six fiscal years for highways and transit programs. That is a 57 percent increase over the \$ 775 million a year the state received under the previous transportation spending act.

The money comes from gasoline taxes, which increased by 4.3 cents per gallon in 1993. For four years most of that money went to reduce the federal deficit, but a year ago it was directed to transportation spending. The federal government gathers the tax revenue, then distributes it to the states. For many years, leaders from Florida and other parts of the Sun Belt griped that their states were cheated out of a fair share of transportation dollars under the complicated federal formula. Northeast and Midwest members of Congress were able to maintain highways and transit systems in their deteriorating regions, while growing areas farther south became clogged with traffic.

Intent on changing this distribution system, Sun Belt leaders including Florida Sens. Bob Graham, a Democrat, and Connie Mack, a Republican formed an alliance with leaders from Rocky Mountain states. They were able to round up majority support in Congress behind a new formula that increased the Southern and Western slices of the total transportation pie.

Largely because of the higher gas tax, the transportation pie as a whole grew large enough to prevent Northern states from losing funds under the new formula. Whereas Florida got 83 cents of funding for every dollar of its gas tax contributions under the old formula, the state will get 90.5 cents under the new one.

The act also includes money earmarked for special projects backed by members of Congress. The bill contains many such earmarked goods for Florida, including \$ 11.25 million for a West Palm Beach "traffic calming" project on Federal Highway, \$ 1.2 million for a bike path in North Miami Beach, \$ 4.2 million to widen Eller Drive in Port Everglades and \$ 15.75 million to improve access to the Port of Palm Beach.

Critics attacked this part of the bill as "pork," designed more to satisfy voters than meet legitimate needs. But an old adage in Washington says "one man's pork is another man's bacon." Members vigorously defended their special projects even while decrying pork in general.

"We tried to vote out all these projects by having the gas tax money go straight to the states rather than be rerouted through the federal government," said Rep. Mark Foley, R-West Palm Beach, who questioned the value of some special projects.

After failing to alter the bill's course, Foley nevertheless joined with other Floridians to support final passage because he said it would correct past inequities by bringing more money to Florida. Clinton signed the bill into law while surrounded by congressional leaders and highway safety advocates. He said it serves many social purposes, emphasizing creation of construction jobs and new safety features.

"It supports hundreds of thousands of jobs and a lot of good training," Clinton said.

"The act will save lives by allowing us to develop advanced air-bag technologies, to offer incentives for increased seat belt use, to make our roads safer, to get bad drivers and vehicles off the road," he said. "The act will protect the environment. It expands recreational trails and bike paths, promotes mass transit and helps communities to meet national standards for healthy air."

Florida DOT puts total national spending under the Transportation Equity Act at \$ 219 billion. Other estimates, which don't include money not "guaranteed" to the states under the formula, put the total at \$ 203 billion.

MAP: By CHRIS JOHNSON, (color) Location of state projects for Broward County d/vega

The Stuart News/Port St. Lucie News (Stuart,FL)
June 10, 1998, Wednesday

CLINTON SIGNS \$203 BILLION HIGHWAY BILL

By News staff and wire reports

WASHINGTON - President Clinton unleashed a torrent of public works money Tuesday, signing a \$ 203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops. Critics call the legislation pork, but travelers won't have to look far to see the results: In the next six years, the federal government will spend \$ 167 billion improving, widening and extending its highway system. It will spend \$ 36 billion improving mass transit systems.

"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him. The president was careful to praise the bipartisanship of Congress, saying to the many congressmen attending the ceremony: "The public expects us to act like parents, not politicians."

Over the course of the six-year bill, Florida can expect to receive about \$ 1.2 billion a year in highway and transportation funding, an average increase of about \$ 440 million a year over what the state has gotten since 1992. State transportation officials had budgeted a \$ 200 million yearly increase, so the bill yielded an additional \$ 240 million. Officials with the Florida Transportation Commission have said the increase is not enough for Florida's transportation needs, and they probably will seek an increase in state gas taxes to compensate. Sen. Bob Graham, who helped write the transportation bill, was not surprised.

"The federal funds are not intended to be the totality of financing for the state's transportation system," the Miami Lakes Democrat said. "There will be a requirement for the state to also be an active, expanding participant if we are going to maintain our total highway transportation system." Overall, he said, the bill Clinton signed will allow Florida to reap more from the money it sends to Washington in federal gas taxes. In the previous bill, the state got back about 77 cents for each dollar it sent. Under the new bill, it will get back about 87 cents a dollar, or 90.5 percent of the federal money states are eligible for.

Included in the new bill is about \$ 190.8 million for 36 special highway projects in Florida, such as a beautification project along A1A in Daytona Beach, a "traffic calming" project along Flagler Drive in West Palm Beach, a bike path in Miami Beach and a pedestrian overpass from the Florida National Scenic Trail over Interstate 4.

Rep. Alcee Hastings, D-Miramar, voted against the bill. Rep. Mark Foley, R-West Palm Beach, did not vote on it because he was out of town at the time, but he has said he supports it because Florida will be getting back more money from Washington. But he said he was uncomfortable about the increased spending on demonstration projects, spokesman Keven Kennedy said. d/vega

Clinton signs \$203 billion transportation measure

Measure gives Wisconsin 48% more money than it had been getting

Associated Press,
Journal Sentinel staff

Washington — President Clinton unleashed a torrent of public works money Tuesday, signing a \$203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

Critics say the legislation passed last month is pork, but travelers won't have to look far to see the results. Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system; it will spend an additional \$36 billion

improving mass transit systems.

Wisconsin will get \$521 million a year over the next six years, about 48% more than the state has been getting since 1992.

One contentious provision removes restrictions on \$241 million that had been tied up for six years because of a dispute over whether to build a Milwaukee-area light rail system or bus and car-pool lanes on I-94. The money, which had been reserved for the two options, now may be spent on other transportation needs.

The provision, inserted by Rep. Tom Petri (R-Wis.) as the bill moved through a conference committee, has pitted Petri and

Gov. Tommy Thompson against Milwaukee Mayor John Norquist, Milwaukee County Executive F. Thomas Ament, Democratic Reps. Tom Barrett and Jerry Kleczka and Democratic Sens. Herb Kohl and Russ Feingold.

President Clinton:

"The public expects us to act like
parents, not politicians."

As a group of hard-hat-toting construction workers stood behind him, Clinton said the bill, which contains 40% more spending than the law it replaces, "meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years." The president was careful to praise the bipartisanship displayed by Congress, saying

to the many lawmakers attending the ceremony, "The public expects us to act like parents, not politicians."

Critics are unmoved. They say the new law, which contains \$7 billion for 1,500 special projects designated by House members and \$2.35 billion for projects recommended by individual senators, is a pork-filled, election-year plum for Congress.

"The one thing that the public needs to understand about this bill is that one of the reasons our infrastructure is crumbling is that money is being diverted away from repairing our roads and making them safe to pork-barrel projects," said Stephen Moore of the Washington-based Cato Institute, a libertarian research group.

Clinton, who received a sermon-like introduction from Transportation Secretary Rodney Slater, joked to the lawmakers that he thought the secretary was going to conclude by passing a collection plate. "Then I realized that you had already given him all the money," the president said, prompting an eruption of laughter.

WEDNESDAY, JUNE 10, 1992

Clinton approves \$203 billion highway bill

Among Minnesota projects are light rail, Hwy. 169 walkway

Associated Press

WASHINGTON, D.C. — President Clinton unleashed a torrent of public works money Tuesday, signing a \$203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

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"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

Minneapolis Mayor Sharon Sayles Belton was among dozens of public officials on hand for the signing of the bill, which contains \$392 million annually for light-rail transit and other public works programs in Minnesota.

Mike Twaddle, father of a 13-year-old Elk River boy killed in a

traffic accident in 1996, also was in attendance. Twaddle has campaigned for safer highways since his son, John, was killed while crossing Hwy. 169 near Elk River.

The bill contains funding to build a pedestrian overpass over Hwy. 169. The funds were inserted by Rep. Jim Oberstar, D-Minn., a member of the Transportation conference committee. Oberstar met with Twaddle during the day and accompanied him to the White House.

People who drive on North Dakota Hwy. 13 should see changes as soon as July 1. The state plans to spend \$2.3 million — part of its \$171 million annual allocation — repaving the stretch from Gwinner to Wyndmere.

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads," said a thankful Gov. Edward Schafer, one of those in attendance for the signing ceremony.

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posited in the Highway Trust Fund.

In 1990, the government started using some of that money to mask the size of the budget deficit. But under the terms of the bill passed last month by the House and Senate, future gas tax collections will have to be spent exclusively on highway and mass transit projects.

While the new law also includes \$719 million to encourage states to crack down on drunken driving, supporters lost their fight to include a provision penalizing states that failed to adopt a 0.08 percent blood alcohol standard for drunken driving.

Under the bill, 33 roads in 19 states that were designated All-American Roads or National Scenic Byways on Tuesday will be eligible to apply for \$148 million in federal money to pay for scenic pullovers, special signs and added lanes to handle travelers.

The Grand Rounds Scenic Byway around Minneapolis' Chain of Lakes was among 30 that were designated National Scenic Byways.

— *Washington bureau chief Tom Hamburger contributed to this report.*

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads. We have people driving 60 miles to get a prescription."

— N.D. Gov. Edward Schafer

The News and Observer (Raleigh, NC)
June 10, 1998 Wednesday, FINAL EDITION

Ward watches Clinton sign bill she backed

FROM STAFF REPORTS

Wake County -- Commissioner Betty Lou Ward watched President Bill Clinton sign a transportation bill into law at a White House ceremony Tuesday.

Ward is the incoming president of the National Association of Counties, a group that helped lobby for the Transportation Equity Act for the 21st Century. The legislation authorizes about \$ 200 billion for highway construction and mass-transit projects over the next six years. North Carolina is set to receive \$ 740.7 million.

"The transportation bill was a top legislative priority for the National Association of Counties, counties nationwide and North Carolina counties," Ward said in a prepared statement. "I am obviously thrilled that we have achieved our goal." d/vega

The San Diego Union-Tribune
June 10, 1998, Wednesday

Transportation planning in San Diego

By D. Elliot Parks

Yesterday, President Clinton signed into law the \$203 billion omnibus transportation bill, known as "TEA 21" -- the Transportation Equity Act for the 21st Century -- to help keep the nation on the move for the next seven years. Residents and business people in this region will be among the big winners in this federal process.

Every weekday in the San Diego region, commuters, business people and visitors make 16 million trips on our highways, rails, trolley and buses. It takes a comprehensive and integrated regional approach and a great deal of money to handle all these transportation needs, especially in an area that adds about 1 million more people every 20 years. Most importantly, it takes concerned citizens making their views known.

There are numerous highway, rail, bus and bicycle projects throughout our region that will get millions of dollars in federal support from the new TEA 21 law. The reason the San Diego region will do so well in comparison to other parts of the nation is simply that we have our act together and are all singing from the same sheet of music. However, to stay competitive with other parts of the country, public participation remains essential. Under the new law, \$325 million in new federal funds are earmarked for the eastward extension of the trolley in Mission Valley. This planned extension will run east from the stadium, provide service to San Diego State University and link with the existing east trolley line in La Mesa by 2004. This new trolley extension will cost \$361 million. State funds and local transportation sales tax dollars will be added to help pay for the trolley's completion through Mission Valley.

State Route 905, paralleling the international border, will get \$54.5 million in federal funds. SANDAG, the San Diego Association of Governments, already has programmed \$24 million for SR 905. The city of San Diego has committed \$4 million and the state will add \$57 million. With the addition of federal border infrastructure and trade monies, a 905 freeway could be built by 2005. The new freeway would replace a local street, Otay Mesa Road, that now has a difficult time handling the soaring number of trucks crossing the border on Otay Mesa to support U.S. businesses.

It takes a region -- united -- like ours to make a compelling case to both the federal and state governments to get transportation projects funded. SANDAG's work is based on the premise that goals for planning and the decisions made to achieve the goals originate from people in this region. The process starts when all 18 cities and the county government come together every month as SANDAG to set the transportation priorities for our region. With the strong support of our U.S. Senators and our congressional delegation, combined with the leaders of our local businesses and economic development organizations, transit operators and local Caltrans office, this region has garnered the money to keep on the move.

Another not-so-obvious advantage this region has over many other areas is that we have shown a willingness to tax ourselves for needed local and regional transportation projects. In 1987, voters agreed to add a half percent to our local sales tax for a 20-year period. This translates into the \$3 billion program known as TransNet, which is evenly divided to help pay for highways, transit and local roads. TransNet dollars help attract more federal and state transportation funds because SANDAG, in close partnership with Caltrans, has projects approved and ready to go.

1998 is becoming a litmus test for transportation in the San Diego region. Yes, we still have challenges to meet such as the traffic congestion on some of our major freeways. However, with your help, we can continue to arrive at the regional consensus needed to make the difficult transportation decisions. Three decisions being made this year by your local elected officials will set the stage for transportation in this region well into the next decade. This past February, we set the funding priorities for \$230 million in state transportation improvement funds.

In the next two months, we will decide what transportation projects get the remaining funds coming to this region under the new TEA 21. And by the fall of this year, we will update the financial plan for the \$3 billion TransNet program. Taken together, these policy decisions will determine how our residents travel and commerce moves in this region during the next 10 years.

Our growing population requires us to continue to build consensus, make strategic transportation plans and obtain and allocate the resources to support our regional economy while preserving our abundant natural resources. With the help of an informed and proactive citizenry, all of us can continue to get the job done.

You can get directly involved. You can offer public testimony at your city council, county supervisors, and SANDAG meetings. You can participate in public workshops and respond to public surveys about transportation, and you can contact your elected representatives. You can make a difference because it takes a region. d/vega

Most motorists will feel effects of road bill

\$203 billion measure will
fund projects across
country over next 6 years

Critics call the legislation pork

THE ASSOCIATED PRESS

WASHINGTON — President Bill Clinton unleashed a torrent of public works money Tuesday, signing a \$203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

Critics call the legislation pork, but travelers won't have to look far to see the results: Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system. It will spend an additional \$36 billion improving mass transit systems.

"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

The president was careful to praise the bipartisanship displayed by Congress, telling the congressmen at the ceremony: "The public expects us to act like parents, not politicians."

Drivers in Jefferson County in Missouri will gain from the measure, which includes \$30 million for a project to rebuild Highway 21.

The money could allow construction to begin as early as this fall on a \$110 million project to build a four-lane divided highway from Schenk Road to De Soto, officials say.

Since 1990, 21 people have died on what is known as "Blood Alley," as the two-lane, north-south thoroughfare for Jefferson County is called. A four-lane expressway was completed in 1991 from the Meramec River to Schenk Road, seven miles north of Hillsboro. Residents have been waiting for the new highway to come to De Soto ever since.

The bill also increases Missouri's share of the Highway Trust

Fund to \$618 million a year from \$450 million a year. House Minority Leader Richard A. Gephardt, D-St. Louis County, said he hopes the new funding will allow the construction to be finished in the next five or six years.

In North Dakota, Highway 13 could start getting some changes as soon as July 1. The state plans to spend \$2.3 million — part of its \$171 million annual allocation — repaving the stretch from Gwinner to Wyndmere.

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads," said a thankful Gov. Edward T. Schafer, one of those attending the signing ceremony. "We have people driving 60 miles to get a prescription."

Critics are unmoved. They say the new law, which contains 40 percent more spending than the bill it replaces, is a pork-filled, election-year plum for Congress. They also say it's a monument to successful lobbying, preserving such questionable tax breaks as ethanol subsidies.

"The one thing that the public needs to understand about this bill is that one of the reasons our infrastructure is crumbling is that money is being diverted away from repairing our roads and making them safe to pork-barrel projects," said Stephen Moore of the Washington-based Cato Institute, a libertarian research group.

Motorists provide the money for the work every time they fill their gas tanks. The federal government adds a tax of 18.4 cents to every gallon, and the money that is collected is deposited in the Highway Trust Fund.

In 1990, the government started using some of that money to mask the size of the budget deficit; but under the terms of the bill passed last month by the House and Senate, future gas tax collections will have to be spent exclusively on highway and mass transit projects.

Backers say the legislation is a major advance for the nation's safety and well-being. They cite figures that 42,000 jobs are created for every \$1 billion spent on roads, and they project that the improvements that will occur under the new law could cause a 10 percent reduction in the 40,000 deaths that occur annually on the nation's roads.

Highway spending

The nation's new \$203 billion highway bill will fund scores of projects. Below are the amounts states will get annually, as well as the percentage change from their allocation under the preceding six-year law.

1998-2003 In thousands		% of change	1998-2003 In thousands		% of change
Ala.	\$530,516	60.6%	Mo.	618,094	52.9
Alaska	311,860	47.3	Mont.	259,879	61.1
Ariz.	407,814	59.5	Neb.	203,318	42.9
Ark.	345,860	31.6	Nev.	189,707	61.8
Calif.	2,406,992	45.6	N.H.	135,135	53.1
Colo.	305,526	52.3	N.J.	675,702	30.3
Conn.	397,475	12.8	N.M.	258,702	45.3
Del.	115,793	60.5	N.Y.	1,351,299	35.4
D.C.*	103,543	12.4	N.C.	740,665	54.7
Fla.	1,208,600	57.3	N.D.	171,517	47.8
Ga.	918,804	69.7	Ohio	896,635	36.9
Hawaii	135,502	7.3	Okla.	403,573	55.6
Idaho	202,009	61.9	Ore.	318,875	49.9
Ill.	885,171	29.8	Pa.	1,305,731	46.8
Ind.	617,387	52.2	R.I.	155,943	47.2
Iowa	314,609	42.8	S.C.	416,425	79.3
Kan.	306,678	47.1	S.D.	187,116	57.0
Ky.	454,508	60.3	Tenn.	592,731	62.1
La.	416,163	57.6	Texas	1,887,940	60.7
Maine	137,753	17.2	Utah	204,967	57.8
Md.	394,884	28.7	Vt.	119,693	50.8
Mass.	487,827	41.2	Va.	670,755	61.8
Mich.	825,390	61.2	Wash.	467,856	37.2
Minn.	392,423	40.1	W. Va.	296,261	41.3
Miss.	318,954	57.6	Wis.	521,277	48.1
			Wyo.	181,934	58.3

*not a state but a federal district

Source: Transportation Department

AP



MOVING AMERICA

THE ASSOCIATED PRESS

Members of Congress congratulate President Bill Clinton Tuesday after he signed a \$203 billion transportation bill. Clinton is flanked by Sen. John Chafee, R-R.I. (left, in glasses) and Sen. Robert Byrd, D-W.Va. (right).

Transit bill opens \$203 billion tap

Money will build roads, upgrade mass transportation

THE ASSOCIATED PRESS

WASHINGTON — President Clinton unleashed a torrent of public works money by signing a \$203 billion transportation bill to pay for everything from widening highways to flush toilets at rest stops.

Critics call the legislation pork, but travelers won't have to look far to see the results. Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system. It will spend \$36 billion more improving mass transit systems.

Arkansas will receive an average of \$350 million a year under the law. That's 32 percent more than the average of \$265 million a year the state received under the last transportation funding plan.

The state will also maintain a 93-cent return on every gasoline-tax dollar the state sends to the Federal Highway Trust Fund, a better return than many other states.

The total includes more than \$136 million for more than 30 highway and transit projects throughout the state, including:

- \$16 million for a connector access road to the Northwest Arkansas Regional Airport.
- \$9 million to upgrade U.S. 63 from Marked Tree to Interstate 55.
- \$8 million to redesign the Mississippi-Arkansas Great River Bridge near Dumas to withstand earthquakes.
- \$2 million to develop a light-rail line between Little Rock's River Market District and the planned Alltel Arena in North Little Rock.

Arkansas will eventually see part of the planned Interstate 69 pass through the southern end of the state after entering near Rosedale, Miss.

A 52-mile interstate spur from Pine Bluff to I-69 near Monticello is also included in the law, as well as a \$500,000 study to examine the feasibility of another interstate along the U.S. 79 corridor from Pine Bluff to Memphis.

I-69 and the planned Interstate 49 in western Arkansas can also qualify for part of another \$700 million earmarked for the "national corridor system."

People who drive on North Dakota 13 should see the changes as soon as July 1. The state plans to spend \$2.3 million — part of its \$171 million annual allocation — repaving the stretch from Gwinner to Wyndmere.

CROWLEY'S RIDGE Parkway named to National Scenic Byways. Page 8A.

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads," said a thankful Gov. Edward T. Schafer in Washington to witness the signing ceremony Tuesday. "We have people driving 60 miles to get a prescription."

Critics are unmoved. They say the law, which contains 40 percent more spending than the bill it replaces, is a pork-filled, election-year plum for Congress. They also say it's a monument to successful lobbying and preserves such questionable tax breaks as ethanol subsidies.

"The one thing that the public needs to understand about this bill is that one of the reasons our infrastructure is crumbling is that money is being diverted away from repairing our roads and making them safe to pork-barrel projects," said Stephen Moore of the Washington-based Cato Institute, a libertarian research group.

Motorists unwittingly provide the money for the work every time they fill their gas tanks. The federal government adds a tax of 18.4

Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system.

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In 1990, the government started using some of that money to mask the size of the budget deficit, but under the terms of the bill passed last month by the House and Senate, future gas tax collections will have to be spent exclusively on highways and mass transit.

Backers say the legislation is a major advance for the nation's safety and well-being. They cite figures that 42,000 jobs are created for every \$1 billion spent on roads, and the backers project that the improvements that will occur under the new law could cause a 10 percent reduction in the 40,000 deaths that occur annually on the nation's roads.

While the new law also includes \$719 million to encourage states to crack down on drunken driving, supporters lost their fight to include a provision penalizing states that failed to adopt a 0.08 percent blood alcohol standard for drunken driving.

Lawmakers did approve \$7 billion for 1,500 special projects designated by House members and \$2.35 billion for projects recommended by individual senators. Among them are \$38 million inserted at the 11th hour by Senate Majority Leader Trent Lott, R-Miss. The money will be used to replace a 50-year-old drawbridge over the Pascagoula River in his hometown.

Clinton, who received a sermon-like introduction from Transportation Secretary Rodney Slater, joked to Lott and the other congressmen in attendance that the secretary was going to conclude by passing a collection plate. "Then I realized that you had already given him all the money," said the president, prompting laughter.

Information for this article was contributed by Democrat-Gazette staff writer Susan Roth.

Arkansas Democrat  Gazette

JUNE 10, 1998

Clinton signs \$203 billion bill for highways, other projects

Md.'s share over 6 years will be \$394,884,000, an increase of 28.7%

ASSOCIATED PRESS

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far to see the results. Over the next six years, the federal government will spend \$167 billion improving, widening and extending its highway system. It will spend an additional \$36 billion improving mass transit systems.

"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of construction workers stood behind him.

The president was careful to praise the bipartisanship displayed by Congress, saying to the many congressmen attending the ceremony: "The public expects us to act like parents, not politicians."

Maryland will receive \$394,884,000 of the allocation, a 28.7 percent increase over its share from the preceding six-year transportation bill. Repairs on roads and bridges and expansion of mass transit were targeted by Maryland officials as the spending bill moved through Congress in the spring.

People who drive on North Dakota Highway 13 should see the changes as soon as July 1. The state plans to spend \$2.3 million — part of its \$171 million annual allocation — repaving the stretch from Gwinner to Wyndmere.

"You have tremendous costs trying to link rural communities and keep up farm-to-market roads," said a thankful Gov. Edward T. Schafer, one of those in attendance for the signing ceremony. "We have people driving 60 miles to get a prescription."

Critics are unmoved. They say the new law, which contains 40 percent more spending than the bill it replaces, is a pork-filled, election-year plum for Congress. They also say it's a monument to successful lobbying, preserving such questionable tax breaks as

ethanol subsidies

"The one thing that the public needs to understand about this bill is that one of the reasons our infrastructure is crumbling is that money is being diverted away from repairing our roads and making them safe to pork-barrel projects," said Stephen Moore of the Washington-based Cato Institute, a libertarian research group.

Motorists provide the money for the work every time they fill their gas tanks. The federal government gets 18.4 cents in taxes from every gallon, and the money that is collected is deposited in the Highway Trust Fund.

In 1990, the government started using some of that money to mask the size of the budget deficit; but under the terms of the bill passed last month by the House and Senate, future gas tax collections will have to be spent exclusively on highway and mass transit projects.

Backers say the legislation is a major advance for the nation's safety and well-being. They cite figures that 42,000 jobs are created for every \$1 billion spent on roads, and they project that the improvements that will occur under the new law could cause a 10 percent reduction in the 40,000 deaths that occur annually on the nation's roads.

The new law includes \$719 million to encourage states to crack down on drunken driving. But supporters lost the fight to penalize states that failed to adopt a 0.08 percent blood alcohol standard for drunken driving.

Lawmakers did approve \$7 billion for 1,500 projects designated by House members and \$2.35 billion for projects sought by senators. Included in \$38 million inserted at the 11th hour by Senate Majority Leader Trent Lott was money to replace a 50-year-old drawbridge in Lott's hometown in Mississippi.

Portland Press Herald
June 10, 1998, Wednesday, CITY EDITION

**CLINTON SIGNS HIGHWAY BILL UNLEASHING \$ 203 BILLION;
MAINE WILL GET \$ 826 MILLION, A 17 PERCENT INCREASE OVER
THE PREVIOUS TRANSPORTATION BILL.**

By Associated Press

WASHINGTON -- President Clinton unleashed a torrent of public works money Tuesday, signing a \$ 203 billion transportation bill that will pay for everything from widening highways to installing flush toilets at rest stops.

Critics call the legislation pork, but travelers won't have to look far to see the results: Over the next six years, the federal government will spend \$ 167 billion improving, widening and extending its highway system. It will spend an additional \$ 36 billion improving mass transit systems. "It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

The president was careful to praise the bipartisanship displayed by Congress, saying to the many congressmen attending the ceremony: "The public expects us to act like parents, not politicians." The bill provides \$ 826 million for transportation projects in Maine over the next six years, a 17 percent increase over the previous transportation bill.

State transportation officials say the bill will allow the state to triple the amount of road it rebuilds each year, from 50 to 150 miles. Other Maine projects funded under the law include reconstruction of the Carlton Bridge in Bath; planning for a new east-west highway from New Brunswick to New Hampshire; and refurbishing an aging cargo port at Mack Point in Searsport.

Critics are unmoved. They say the new law, which contains 40 percent more spending than the bill it replaces, is a pork-filled, election-year plum for Congress. They also say it's a monument to successful lobbying, preserving such questionable tax breaks as ethanol subsidies.

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While the new law also includes \$ 719 million to encourage states to crack down on drunken driving, supporters lost their fight to include a provision penalizing states that failed to adopt a 0.08 percent blood alcohol standard for drunken driving.

PHOTO: By Associated Press: Republicans and Democrats gather Tuesday to congratulate President Clinton after he signed a bipartisan public works bill. From left are Sen. Alfonse D'Amato, R-N.Y., Clinton, Rep. Bud Shuster, R-Pa., and Sen. Robert Byrd, D-W.Va. The bipartisan show of force, however, failed to silence critics who say the measure is a pork-filled, election-year plum for Congress. d/vega

Clinton OKs \$203 billion bill for transportation projects

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"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

Florida stands to receive \$1.2 billion a year for highway and transit projects, nearly \$450 million more than authorized under previous transportation legislation.

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The President was careful to praise the bipartisanship displayed by Congress.

National Briefs

Clinton signs transportation bill

WASHINGTON — President Clinton authorized a torrent of public works money yesterday, signing a \$203 billion transportation bill that will pay for projects ranging from widening highways to installing toilets at rest stops. For Massachusetts, the measure will provide an average of \$488 million a year over six years for roads and bridges, a more than 41 percent decline in funding from the old law. However, special deals are expected to bring the state's road and bridge money up to nearly \$550 million a year. (AP)

BOSTON GLOBE
JUNE 10, 1998

Dayton Daily News
June 10, 1998, Wednesday, CITY EDITION

CLINTON SIGNS \$ 203 BILLION HIGHWAY BILL

By Associated Press

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Telegraph Herald
June 10, 1998, Wednesday

President signs transportation bill

By Associated Press

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"It meets the challenge of building the pathways for the future, while maintaining the fiscal discipline that allowed us to achieve the first balanced budget in 29 years," Clinton said as a group of hard hat-toting construction workers stood behind him.

The president was careful to praise the bipartisanship displayed by Congress, saying to the many congressmen attending the ceremony: "The public expects us to act like parents, not politicians." Included in the bill was \$6 million to expand U.S. 151 between Platteville, Wis., and Dubuque. According to Rep. Ron Kind, D-Wis., the funding will be used to accelerate the highway's expansion to four lanes. The bill also designated \$28 million for the Julien Dubuque Bridge. People who drive on North Dakota Highway 13 should see the changes as soon as July 1. The state plans to spend \$2.3 million - part of its \$171 million annual allocation - repaving the stretch from Gwinner to Wyndmere.

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