U.S. Department
of Transportation

NEXTEA

National Economic Crossroads Transportation Efficiency Act

Key Information

March 1997

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

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA

MARCH 12, 1997

THE NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT

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

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

- **PUTTING A STRONGER EMPHASIS ON SAFETY**
  - Increases funding for the National Highway Transportation Safety Administration by about 25 percent to $392 million.
  - Increases highway and truck safety funding by $2 billion over six years.
  - Increases funding for drunk driving prevention by 73 percent compared to ISTEA.
  - Expands and creates programs to increase the proper use of safety belts and child restraints, reduce drunk and drugged driving, and continue research into building safer roads and vehicles.

- **PROTECTING THE ENVIRONMENT**
  - Increases funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) by 30 percent, to $1.3 billion annually.
  - Increases Transportation Enhancements funding by more than 35 percent to support bike paths, pedestrian walkways, and other community-oriented projects.
  - Expands CMAQ eligibility to include regions that fail to meet any new air quality standard.
  - Provides greater flexibility for state and local investment in non-polluting modes of transportation.

- **INVESTING $600 MILLION TO MOVE PEOPLE FROM WELFARE TO WORK**
  - Supports flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are.
  - Increases incentives for states and localities to provide job training for federally-funded technology and construction projects.

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REBUILDING AMERICA

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

ISTEA SUCCESSES

- ✔ Under President Clinton, federal transportation infrastructure investment increased by about 20 percent, to an average of $25.5 billion annually.

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

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

KEY NEXTEA PROVISIONS

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

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

COMMITTING TO SAFETY

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

ISTEA SUCCESSES

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

KEY NEXTEA PROVISIONS

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

Safer Drivers

- NEXTEA would increase NHTSA safety funding by 25 percent to $392 million, and fund incentive programs to reduce drugged and drunken driving, to increase safety belt use, and to collect improved data on highway safety to better identify and solve safety problems.

- $20 million annually in financial incentives would be provided for states to increase proper use of safety belts and child restraints.

- NEXTEA would increase funding for drunk driving prevention by 73 percent compared to ISTEA, to $44 million in 1998, and reward states for aggressively reducing drunk driving through administrative driver's license suspensions and revocations, programs to prevent minors from drinking, and effective sanctions for repeat offenders.

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

Safer Roads

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

Safer Vehicles

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

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

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

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

INCREASING INVESTMENT THROUGH INNOVATIVE FINANCING

In spite of ISTEA's record investment, the federal government alone cannot meet all of our infrastructure needs. President Clinton recognized this in his January 1994 Executive Order on infrastructure, in which he directed us to cut red tape to speed construction and supplement federal funds by leveraging private and nonfederal public investment.

ISTEA SUCCESSES

- ✔ President Clinton's Partnership for Transportation Investment accelerated 74 projects worth $4.5 billion, including $1.2 billion in investment beyond that available through conventional financing. Projects are advancing an average of two years ahead of schedule, saving interest and inflation costs.

- ✔ Some innovative finance initiatives also advance other national priorities, such as in Missouri and Arizona, where entrepreneurs were given permission to install fiber optic cable within highway rights-of-way in return for reserving part of the cable as the backbone of statewide intelligent transportation systems.

- ✔ The new State Infrastructure Bank program uses federal seed money to leverage private and nonfederal public funds in 10 pilot states. Among the proposed uses of these funds are: a loan to start construction on a highway interchange without waiting for the full federal funding to be accumulated; a loan to finance a toll road's interest costs while it is being built, before revenues can begin to pay off the construction debt; and a loan to buy new light rail vehicles.

- ✔ We provided 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. Under separate authority, we also provided a direct loan to California's Alameda Corridor, which will speed shipping from Los Angeles' port by creating a dedicated freight rail corridor.

KEY NEXTEA PROVISIONS

- ■ NEXTEA would open the State Infrastructure Bank program to all states, increase the federal seed money dedicated to these banks, and allow states to use up to 10 percent of their regular federal-aid highway funds to capitalize their banks.

- ■ $100 million annually would be dedicated to help leverage nonfederal public resources for projects of national significance, such as interstate trade corridors.

ENSURING GLOBAL COMPETITIVENESS

Under President Clinton, America is once again the most economically-competitive nation in the world and its leading exporter, and this is due in great measure to the reliability and low costs of our transportation system. In an increasingly-global economy, keeping transportation efficient is crucial to our continued competitiveness and to taking advantage of the markets opened by NAFTA and GATT.

ISTEA SUCCESSES

- ✔ Seamless connections among different forms of transportation, such as between trucks, railroads, and seaports, are important for efficiency, and ISTEA-funded projects are making possible these connections. These projects include truck-rail freight transfer facilities in Stark County, Ohio, and Auburn, Maine, and projects in Portland, Oregon and Seattle designed to improve rail and truck access to seaports.

- ✔ Projects such as the Red Hook barge transfer, which daily takes hundreds of trucks off New York's crowded streets, often have important social and environmental benefits, and ISTEA made them eligible for funding through such flexible initiatives as the Congestion Mitigation and Air Quality Improvement Program and our innovative finance programs.

KEY NEXTEA PROVISIONS

- NEXTEA would facilitate trade by creating new programs to improve border crossings and develop major trade corridors within the U.S., cutting congestion and eliminating bottlenecks.

- NEXTEA would support projects of national significance, such as those focused on trade corridors, through dedicated funds and by expanding the State Infrastructure Bank program.

- The proposal would expand funding eligibility to include access to intermodal terminals and water ports. This is a vital change since much international trade -- 95 percent by weight, 75 percent by value -- is shipped through ports. These programs also would make eligible for funding Amtrak and intercity rail passenger and public freight facilities and intelligent transportation systems projects, which can improve the logistics crucial to "just-in-time" deliveries.

IMPROVING ACCESS TO JOBS AND TRAINING

One of the biggest barriers faced by those moving from welfare rolls to payrolls is finding transportation to jobs, training, and support services such as day care. Poverty and welfare eligibility rules mean that few welfare recipients own cars, and public transit often provides inadequate connections to job and training centers. This problem is becoming more serious, since two-thirds of new jobs are in suburbs. To support his comprehensive welfare reform initiative, President Clinton proposes to build on existing transit programs that work with innovative approaches to helping people make the transition to the working world.

ISTEA SUCCESSES

✔ Our Livable Communities program integrates transit with jobs, schools, and housing. In Corpus Christi, local residents worked with local officials on developing three bus transfer centers and improving pedestrian access to local amenities, and a Los Angeles neighborhood initiative generated a hundred new jobs and helped to cut crime by 19 percent.

✔ The Joblinks program provides transportation and training in both urban and rural areas. Oregon's Glendale-Azalea School District used Joblinks funds to transport 400 unemployed and undereducated residents to training and to jobs in the first year alone. The success of initiatives such as Joblinks and Livable Communities provides a model for new efforts to improve community access to jobs and other necessities.

KEY NEXTEA PROVISIONS

■ NEXTEA includes a six-year, $600 million grant program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are. Funding would also provide access to training centers and to support services such as day care at transit links. This program would be closely coordinated with other human services assistance that would be provided to states and localities working to meet the special needs of the welfare population.

■ Since transportation and construction jobs are among America's best-paying, we want to open opportunities in these fields for welfare recipients and other disadvantaged people. NEXTEA would increase incentives for states and localities to provide job training in conjunction with federally-funded technology and construction projects, and to enable them to offer hiring preferences to welfare recipients and residents of Empowerment Zones and Enterprise Communities.

PROTECTING THE ENVIRONMENT

Scientific research demonstrates the effects of pollution on our health and on the ecological systems which sustain human life. President Clinton has taken advantage of ISTEA's landmark environmental provisions to reduce air and water pollution, to preserve wetlands and open space, and to make transportation facilities more compatible with the environment.

ISTEA SUCCESSES

- ✔ The largest ISTEA environmental initiative is the Congestion Mitigation and Air Quality Improvement Program (CMAQ), which authorized an average of $1 billion annually under ISTEA to help communities meet national standards for healthy air. CMAQ has funded such innovative projects as cleaner natural gas buses in Cleveland and Boise, a child care center to promote ridership at a San Jose transit facility, and an inspection and maintenance program in Indiana, which ensures that auto emissions systems continue to cut pollution.

- ✔ ISTEA supported important travel alternatives, such as bikeways and pedestrian paths, and preserved scenic and historic roadside vistas, supporting tourism and strengthening local economies.

KEY NEXTEA PROVISIONS

- NEXTEA would increase CMAQ funding by 30 percent, to $1.3 billion annually, and expand funding eligibility to include scrappage of higher-polluting pre-1980 vehicles. It also would act on new research on the dangers of particulate matter by allowing areas that do not meet health standards for this pollutant to receive CMAQ funds. NEXTEA also would ensure that no state loses CMAQ funds as a result of the Environmental Protection Agency's proposed changes in air quality standards.

- NEXTEA would increase Transportation Enhancements funding by more than 35 percent, supporting projects designed to strengthen the cultural, aesthetic, and environmental aspects of our transportation system.

- The National Scenic Byways program, which designates roads of aesthetic or historic value and funds related enhancements along them, would be continued, and the list of eligible activities would be expanded to include scenic byway marketing programs. Funding for recreational trails, bicycle transportation and pedestrian walkways, landscaping, and wildflower plantings also would be continued, as would ISTEA's commitment to inclusive transportation planning which reflects such community values as environmental preservation.

IMPROVING TRANSPORTATION THROUGH TECHNOLOGY

Technology can improve the performance of roads and transit systems and effectively increase their capacity, especially in urban areas where new construction is too expensive or environmentally unsound. Technology also can make travel safe: most automobile crashes involve human error, and advanced collision avoidance systems and highway-rail grade crossing warnings can save hundreds of lives annually. Finally, technology can provide the logistical support needed for such innovations as "just-in-time" deliveries, which are cutting costs and improving productivity at nearly a third of U.S. companies.

ISTEA SUCCESSES

✔ ISTEA established a major federal commitment to intelligent transportation systems (ITS), the application of advanced information and communications technologies to travel. The federal role includes providing seed money for development and deployment, assistance in the creation of technology standards to promote system integration, and the coordination of public and private research efforts.

✔ The first generation of ITS is already being deployed: in Los Angeles, traffic signal control systems reduced travel times by 18 percent, and in Seattle, ramp metering has cut accident rates by more than 60 percent. *Operation TimeSaver*, an initiative to reduce travel times in 75 cities by 15 percent over the next decade, was launched last year. Under this initiative, states may use their federal transportation funds to deploy ITS systems.

✔ Overall federal transportation research and technology investment increased to record levels, $933 million in 1997 alone. Initiatives resulting from this investment include high-performance materials, such as Superpave asphalt, which cost less and last longer, and the application of global positioning satellite systems to aviation and maritime navigation.

KEY NEXTEA PROVISIONS

■ NEXTEA would provide states and localities with ITS training and technical assistance, and fund a $600 million incentive program to help cities integrate their ITS programs and to help rural areas deploy ITS to improve safety, mobility, and commercial vehicle operations. It also would expand the eligibility of all major program categories to include ITS, so technology will always be considered as a strategy for meeting travel demand.

■ NEXTEA would increase overall federal investment in technology research for initiatives including advanced composites for stronger, safer roads and bridges and second-generation ITS technologies such as collision avoidance systems.

STRENGTHENING URBAN COMMUNITIES

Sound transportation is crucial for sustaining economic prosperity and a high quality of life in our cities. Targeted infrastructure investment can reduce congestion and improve connections so businesses can take advantage of the city's proximity to suppliers, support services, markets, and amenities. Such investment also can generate jobs for city residents, directly through construction, and indirectly by attracting new businesses.

ISTEA SUCCESSES

✔ ISTEA strengthened the role of cities in the transportation planning process, giving cities greater control over a substantial portion of federal funds and enabling them to choose projects which best met urban needs.

✔ Together with the increased flexibility of many programs, this enabled funding to be transferred to such urban needs as transit. Over $3 billion traditionally earmarked for highways was used for high-priority transit projects, mostly in cities, and overall transit funding increased under ISTEA, reaching over $5 billion in 1995 alone.

KEY NEXTEA PROVISIONS

- NEXTEA invests in mass transportation by providing direct federal transit funding of $5 billion a year, by increasing the flexible Surface Transportation Program, and by making Amtrak and intercity public rail terminals eligible for funding. Transit programs would be streamlined to make it easier for local officials to select the options that make the most sense for their communities

- NEXTEA includes a six-year, $600 million program to support flexible, innovative transportation alternatives, such as vanpools, to get people to where the jobs are and to provide access to training and such support services as child care.

- Technology can provide needed additional urban travel capacity with less disruption to established communities and at less cost than new construction. NEXTEA proposes to make intelligent transportation systems eligible under all major programs, and to create an incentive program to ensure that these technologies are fully integrated.

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

SERVING RURAL AMERICA

Transportation is as vital to rural areas as it is to cities. Sound transport is vital for shipping raw materials and agricultural products. Tourism, generated by the four in five Americans who drive for pleasure in rural areas, sustains many local economies. And many rural residents rely on transit to reach schools, health care, and other necessary services.

ISTEA SUCCESSES

- ✔ ISTEA provided about $1 billion for special projects in rural America, such as protecting scenic roadside vistas, preserving historic transportation facilities, and beautifying communities with bicycle and pedestrian facilities.

- ✔ ISTEA benefitted rural areas with provisions such as special transit programs for small communities, transportation enhancements, scenic byways, and set-asides for off-system bridges.

KEY NEXTEA PROVISIONS

- NEXTEA would strengthen rural communities' involvement in transportation planning by requiring coordination with local rural officials when statewide transportation plans are developed.

- NEXTEA would increase investment in core programs affecting rural areas, such as the National Highway System, the Surface Transportation Program, Transportation Enhancements, and rural transit assistance, and expand funding eligibility to include Amtrak and intercity public rail service, a key lifeline for rural America.

- NEXTEA would raise authorizations for the Federal Lands Highways Program to $525 million, 17 percent more than under ISTEA, funding improvements on roads in national parks and forests, Indian reservations, and other public lands.

Fact Sheets for NEXTEA

3/21/97

FACT SHEETS FOR NEXTEA

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Planning, Research & Technology, ITS, Program Administration, and DBE

INTERSTATE MAINTENANCE PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$2,914M	$4,480M	$4,405M	$4,392M	$4,419M	$4,419M	$4,419M

Program Purpose

Although the Interstate System is part of the National Highway System, it retains its separate identity because of the significance of this highway network to the nationwide movement of people and goods, and the resulting impact on the economy. The Interstate Maintenance (IM) Program provides criteria and funding for preserving this important element of the infrastructure.

Funding/Formula

Continues the apportionment formula in current law -- 55% on Interstate System lane miles, 45% on vehicle miles traveled on the Interstate System. Every State guaranteed a minimum of 1/2% of total IM funds apportioned annually.

Continues 90% Federal share.

Eligibility

Continues to include the reconstruction of bridges, interchanges, and overcrossings along existing Interstate routes, including the acquisition of right-of-way where necessary. Construction of new travel lanes other than High Occupancy Vehicle or auxiliary lanes (such as truck climbing lanes) is not eligible.

Expands to include (1) the reconstruction of Interstate highways and (2) infrastructure-based ITS capital improvements to the extent that they improve the performance of the Interstate.

Transferability

Continues flexibility of States to transfer IM funds (up to 100% of their apportionment) that are in excess of needs for Interstate pavement and bridges to the NHS or STP apportionments.

Provides that all such transfers be conditional upon acceptance by the Secretary of the State's certification of adequate maintenance of its Interstate pavement and bridges in accordance with condition criteria developed by the Secretary. (ISTEA allows unconditional transfers up to 20% of the IM apportionment.) This requirement is separate from the broader annual maintenance certification discussed below.

Key Issues

Strengthens requirement that States maintain highway infrastructure by requiring States to annually certify that they are maintaining all (including Interstate) Federal-aid projects in accordance with the purposes for which each project was constructed. Focusing on the infrastructure as a whole, NEXTEA eliminates special requirements just for Interstate (i.e., guidelines, annual Interstate maintenance certification, separate Interstate preventive maintenance eligibility standard).

See separate fact sheet on Toll Roads, Bridges, and Tunnels for changes in toll provisions affecting Interstate highways.

NATIONAL HIGHWAY SYSTEM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$3,600M	$4,466M	$4,391M	$4,378M	$4,405M	$4,405M	$4,405M

Program Purpose

To provide funds for improvement of routes on the National Highway System (NHS). Under current law, funds may be used for certain transit capital improvements and improvements to non-NHS highways. NEXTEA would expand eligibility to other modes (see below).

Funding/Formula

Establishes a new apportionment formula: 75% based on contributions to the Highway Account of the Highway Trust Fund (HA/HTF) as a percent of total HA/HTF contributions by all States; 15% based on contributions to HA/HTF attributable to commercial vehicles as a percent of total contributions by all States; and 10% based on State's public road mileage as a percent of total public road mileage in all States; each State receives ½% minimum apportionment.

Retains the basic Federal share at 80% with allowable increase to 90 percent for projects on the Interstate System, including HOV or auxiliary lanes, but excluding any other added lanes.

Retains takedown for I-4R Discretionary Program, at a funding level of $45 million/year for 1998-2003 (reduced from the current level of $65M); also retains takedown for Territories (see below).

Eligibility

Designates the connections to major intermodal terminals submitted by the Secretary on May 24, 1996, as part of the NHS.

Expands the list of eligible activities to include:

1) Publicly owned intercity passenger rail capital projects (including Amtrak) under the same criteria that currently apply to transit and non-NHS highway projects.

2) Natural habitat mitigation.

3) Publicly owned intracity or intercity passenger rail or bus terminals (including Amtrak) and publicly owned intermodal surface freight transfer facilities *(see definition below),* other than airports and seaports, where the terminals and facilities are located at or adjacent to the NHS or connections to the NHS.

Intermodal surface freight transfer facilities include any access road, parking or staging area, ramp, loading or unloading area, rail yard, track, interest in land, publicly owned rail access line to a seaport, and publicly owned access road to a seaport, if they are used to effect the transfer of freight.

Clarifies eligibility of Intelligent Transportation System (ITS) capital operations and maintenance, and defines operational improvements (already an eligible activity) to expressly include the installation, operation, or maintenance of public infrastructure to support ITS, as well as improvements designated by the Secretary that enhance roadway safety and mobility during adverse weather.

Retains 1% takedown for Territories. Expands eligibility, only in the Territories, to encompass STP-eligible projects and capital improvements to airports and water ports.

Transferability

Continues existing transferability -- up to 50% of NHS funds may be transferred to STP at State discretion; transfers to STP in excess of 50% must be approved by the Secretary.

SURFACE TRANSPORTATION PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$4,097M	$5,874M	$5,785M	$5,723M	$5,728M	$5,684M	$6,192M

Program Purpose

The Surface Transportation Program (STP) provides a flexible source of funds to be used on any surface transportation infrastructure project (except local streets and roads not now eligible), regardless of mode.

Funding/Formula

Establishes a new apportionment formula: 70% based on contributions to the Highway Account of the Highway Trust Fund (HA/HTF) as a percent of total HA/HTF contributions by all States, and 30% based on the State's population as a percent of total population in all States (latest available annual data).

Eliminates 10% set-aside from STP funds for safety construction, which will become a stand-alone program.

Retains 10% transportation enhancements set-aside; codifies requirement that enhancement projects must have a direct link to surface transportation.

Retains State sub-allocations.

- Extends the provision requiring States to make available obligation authority to urbanized areas over 200,000 population, but in two 3-year increments rather than one 6-year period as in ISTEA. Adds the requirement that the State, affected MPO, and Secretary ensure compliance with this provision.
- Specifies that the State and affected MPOs ensure fair and equitable treatment of central cities over 200,000 population in the allocation of these attributable funds.
- Retains the special rule for areas of less than 5,000 population.

Eligibility

Expands the list of eligible activities to include:

1) Publicly owned rail safety infrastructure improvements and non-infrastructure highway safety improvements.
2) Natural habitat mitigation.
3) Publicly or privately owned vehicles and facilities that are used to provide intercity passenger service by bus or rail (including Amtrak).
4) Publicly owned intercity passenger and freight rail infrastructure (including Amtrak).

Clarifies the eligibility of Intelligent Transportation System (ITS) capital operations and maintenance, and defines operational improvements (already an eligible activity) to expressly include the installation, operation, or maintenance of public infrastructure to support ITS, as well as improvements designated by the Secretary that enhance roadway safety and mobility during adverse weather.

Clarifies current law to assure that modifications of existing public sidewalks (regardless of whether the sidewalk is on a Federal-aid highway right-of-way), to comply with the requirements of the Americans with Disabilities Act, are eligible under STP.

Key Issue: Streamlining

See fact sheet on Program Streamlining for important changes in program delivery and project oversight that affect the STP.

HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$2,763M	$2,694M	$2,653M	$2,646M	$2,661M	$2,661M	$2,661M

Program Purpose

The Highway Bridge Replacement and Rehabilitation Program (HBRRP) provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to undertake certain preventive measures which are designed to prolong the lives of existing highway bridges.

Funding/Formula

Provides that $17M/year will be set aside from the HBRRP authorizations to fund Truman-Hobbs Bridges. This amount will be transferred to the Coast Guard.

Continues the apportionment formula in current law -- funds are apportioned based on the square footage of deficient highway bridges in each State. Each State is guaranteed a minimum of 0.25% of HBRRP funds with no State receiving more than 10%.

Continues the requirement that a minimum of 15% of a State's apportioned funds must be expended on off-system bridge projects (projects on public roads classified as local roads or rural minor collectors), with a maximum amount of 35%.

Continues the Discretionary Bridge Program (DBP) at a set-aside funding level of $55.0 million per fiscal year (reduced from the current funding level of $60.5 million).

Retains 80% Federal share, but revises to allow use of the sliding scale for States with large Federal lands.

Eligibility

Continues funding of deficient highway bridge replacement and rehabilitation projects on all public roads.

Expands eligibility to include installation of scour countermeasures.

Eliminates the 1% set-aside for deficient Indian reservation road (IRR) bridges. These projects are still eligible for regular HBRRP funding or funding under other Federal-aid categorical programs; however, there is no specific HBRRP set-aside. Instead, the Secretary of Interior is required to reserve $5 million of Indian Reservation Roads funds to be used for a national bridge program to replace or rehabilitate deficient Indian reservation road bridges.

Eliminates the Timber Bridge Program set-aside. Timber bridge projects continue to be eligible for funding under the regular HBRRP or other Federal-aid categorical programs; however, there is no specific HBRRP set-aside.

Transferability

Continues the flexibility for the States to transfer 50% of HBRRP funds to the NHS or STP. However, funds transferred out of the Bridge Program in FY 1998 through FY 2002 must be restored by the State to their HBRRP apportionment by the end of FY 2002. Any amounts not restored will be deducted from the total cost of deficient bridges for that State in FY 2003, and thus will reduce that State's FY 2003 apportionment of HBRRP funds.

In addition, a State will be permitted to use the transferability provision only if none of the NHS bridges in the State require posting under National Bridge Inventory Item 70, bridge posting, which evaluates the load-carrying capacity of a bridge.

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$1,029M	$1,300M	$1,300M	$1,300M	$1,300M	$1,300M	$1,300M

Program Purpose

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation programs and improvement projects that will assist air quality nonattainment and maintenance areas to reduce transportation emissions.

Funding/Formula

Retains basic structure of the apportionment formula, distributing funds on the basis of population and the severity of pollution, but makes certain changes in formula details.

Modifies the current apportionment formula to include maintenance areas, i.e., areas redesignated to attainment, and particulate matter nonattainment areas.

Eliminates:

- The freeze on the apportionment factors imposed under the NHS Designation Act.
- The provision for California, New York, and Texas which apportions funds to these States based on total population rather than nonattainment area populations.

Retains ½% minimum apportionment to each State.

Retains Federal share of project cost at 80%.

Eligibility

Expands to include scrappage of pre-1980 vehicles and extreme cold start programs.

Expands the use of funds to designated nonattainment areas under the newly proposed air quality standards, provided the State has submitted to the Environmental Protection Agency a State Implementation Plan including the new nonattainment areas. Currently, funds may be used only in nonattainment and maintenance areas that meet the classifications under the 1990 Clean Air Act Amendments.

Reinstates a three-year limit on the use of funds for operating assistance on traffic management and control projects.

Limits Federal share for signalization and carpooling to standard 80%.

Transferability

Targets funding at maintenance areas if there are no nonattainment areas within a State, but relieves this requirement if the State can demonstrate adequate funding for transportation-related maintenance plan activities.

Key Issues

Levels the playing field by allowing CMAQ proposals to compete for funding equally. Operating assistance is limited to three years for all projects, and all projects are funded at the same 80% Federal share.

Modifies resource allocation by more fairly apportioning funds on the basis of need and expanding the formula to include other transportation-related pollutants such as carbon monoxide and particulate matter.

Addresses continuing needs by providing greater focus and funding to maintenance areas.

Ensures that no State will lose CMAQ funding as a result of the inclusion of any area in the CMAQ apportionment formula designated under the newly proposed air quality standards.

FEDERAL LANDS HIGHWAYS PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$447M	$525M	$525M	$525M	$525M	$525M	$525M

Program Purpose
The Federal Lands Highways Program (FLHP) provides funding for a coordinated program of public roads serving Federal lands.

Funding
1) Park Roads and Parkways ($161M/year)
2) Indian Reservation Roads ($200M/year); $5M/year must be reserved for the replacement or rehabilitation of deficient Indian reservation road bridges.
3) Forest Highways ($114M/year)
4) Public Lands Highways -- Discretionary ($50M/year)

Program Delivery
Federal Share --Allows FLHP and/or appropriated Federal agency funds to be used for the non-Federal share for apportioned IM, NHS, STP, CMAQ, Bridge, and Scenic Byway funds.

Statewide Transportation Improvement Program (STIP) -- Amends FLHP transportation planning to permit the Federal Lands Highway office to approve all FLHP Transportation Improvement Plans (TIPs) and forward the TIPs to States and MPOs for their information and for inclusion in their TIPs without further action. Regionally significant FLHP projects would continue to be subject to TIP and STIP process requirements.

Public Lands Highway Discretionary -- Amends to allow Tribal governments, Federal agencies, or States to submit applications to FHWA.

Forest Highway -- Amends to have forest highway funds allocated based on relative need for access as determined by forest land use and resource management plans.

Indian Reservation Bridges -- Requires that $5 million of Indian reservation roads funds are to be reserved and used for replacement and rehabilitation of deficient Indian reservation road bridges. This replaces the program previously funded under Highway Bridge Replacement and Rehabilitation.

Program Issues Addressed
Forest highways and Indian reservation roads will continue to receive funding at or near the ISTEA authorization levels. The park roads and parkways funding was increased from $84 million to $161 million to reverse current deterioration of road infrastructure, begin completing projects and gaps previously authorized by Congress, and initiate alternative transportation infrastructure improvements in National parks. The public lands highways improves Tribal government to government relations by allowing Indian tribes to submit project funding applications directly to FHWA, instead of having to go through States.

MAJOR CAPITAL INVESTMENTS PROGRAM (5309)

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$760M	$800M	$950M	$1,000M	$1,000M	$1,000M	$1,027M

Program Purpose

The Major Capital Investments Program would provide transit capital assistance for new fixed guideway systems and extensions to existing fixed guideway systems.

Funding/Formula

Continues funding from the Mass Transit Account of the Highway Trust Fund.

Continues the discretionary nature of the program in current law, limited to new starts under a newly titled Major Capital Investments Program. Projects must still compete for funding using specific criteria to justify the major investment involved.

Ends discretionary grants for bus and bus related capital projects; resources moved to Urbanized Area Formula Program.

Moves fixed guideway modernization formula program into Urbanized Area Formula Program.

Continues 80% Federal share and the 90% Federal share for the incremental costs of vehicle related equipment needed to comply with Clean Air and Americans with Disabilities Act requirements.

Removes 40%, 40%, 20% allocation formula among rail fixed guideway modernization, new fixed guideway systems and extensions, and bus and bus-related facilities since this section now covers only major capital investments.

Key Modifications

Restricts eligibility to capital projects for new fixed guideway systems and extensions to existing fixed guideway systems.

Streamlines and consolidates program requirements and procedures such as certification of legal, financial, technical capacity, continuing control over the use of equipment and facilities, maintenance of equipment and facilities, government's share of costs, and advance construction.

URBANIZED AREA FORMULA PROGRAM (5307)

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$3,118M	$3,657M	$3,657M	$3,657M	$3,657M	$3,657M	$3,759M

Program Purpose

The urbanized area formula program provides transit capital and operating assistance to urbanized areas. Under ISTEA, approximately $11.8 billion was provided to transit agencies for bus and rail vehicle replacements and facility recapitalization.

Funding/Formula

Continues the apportionment formula in the current law - which is based on population and population density for areas under 200,000; and on population, population density, and transit data for areas over 200,000 in population.

Proposes funding completely from the Mass Transit Account of the Highway Trust Fund. Now funded from both the Mass Transit Account and the General Fund.

Continues 80% Federal share and 90% Federal share for the incremental costs of vehicle related equipment needed to comply with Clean Air and Americans with Disabilities Act requirements.

Eligibility

Expands funding in areas under 200,000 in population to operating and capital without limit. Use for operating expenses now subject to statutory cap.

Expands definition of capital to include preventive maintenance while eliminating operating assistance for areas over 200,000.

Expands eligibility to include planning, the transportation cooperative research program, university transportation centers, training, research, technology transfer.

Streamlines and consolidates program requirements and procedures such as certification of legal, financial, technical capacity, continuing control over the use of equipment and facilities, maintenance of equipment and facilities, government's share of costs, and advance construction.

Transferability

Continues existing flexibility by permitting funds to be used for a highway project only if local funds are eligible to finance either highway or transit projects, i.e., are flexible.

FORMULA PROGRAM FOR OTHER THAN URBANIZED AREAS (5311)

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$120M	$145M	$145M	$145M	$145M	$145M	$149M

Program Purpose

The Nonurbanized Formula Program would provide transit capital and operating assistance, through the States, to nonurbanized areas (less than 50,000 in population).

Funding/Formula

Proposes funding completely from the Mass Transit Account of the Highway Trust Fund. Now split funded between Mass Transit Account and General Funds.

Sets aside 4% of the rural formula program funds to be available for the Rural Transportation Assistance Program (RTAP).

Continues statutory allocation formula based on non-urbanized population.

Extends the number of years funds are available for obligation (after the fiscal year in which the amount is apportioned) from 2 to 3 years to conform the program with the urbanized formula program.

Continues 80% Federal share and the 90% Federal share for the incremental costs of vehicle related equipment needed to comply with Clean Air and Americans with Disabilities Act requirements.

Eligibility

Adds RTAP to the rural program. Currently, RTAP is part of the Transit Planning and Research Program.

Broadens availability and use of funds by allowing States to use rural formula funds now available to them for program administration to be used, as well, to support the Transit Cooperative Research Program and for training.

Expands eligibility to include intercity rail transportation.

Drops requirement for intercity bus set asides and State certifications that intercity bus needs are met.

Transferability

Expands flexibility by allowing the transfer of funds from this program for use in the elderly and disabled program.

RAIL PASSENGER PROGRAMS

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Amtrak/NE Corridor	. . .	$767M	$845M	$805M	$792M	$827M	$730M
Next Generation	. . .	$19.6M	$19.6M	$19.6M	$19.6M	$19.6M	$19.6M

The Amtrak authorization bill will be available shortly.

Program Purpose

To provide capital and operating assistance to Amtrak using funds from the Highway Trust Fund, and to provide funding for the Next Generation High-Speed Rail Research Development and Demonstration Program from the General Fund.

Funding

Funding is provided directly to Amtrak, or, in the case of the Next Generation program, directly to FRA -- there is no formula distribution to States.

If Amtrak maintains progress in reducing its dependence on Federal operating subsidies, it becomes eligible for supplemental capital grants. Those supplemental grants range from $130 million to $262 million, depending upon the year in which they are earned.

Rail passenger capital investments are also eligible for funding by States under the STP program and, as parallel facilities under the NHS program (with the latter subject to the same limitations as transit and non-NHS highways). They are also eligible for financing from State Infrastructure Banks and the new credit enhancement program for projects of national significance.

HIGHWAY SAFETY PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$302.7M*	$392.5M	$392.5M	$392.5M	$392.5M	$392.5M	$402.4M

* 1997 includes NHTSA/FHWA authorizations for Section 402 (including rescissions), NHTSA Section 410 and 403, the National Driver Register, and the portion of the NHTSA program not funded by ISTEA ($88M), for comparability with later years; 1998-2003 consolidates NHTSA and FHWA Section 402 authorizations and includes the total NHTSA program.

Program Purpose

The Highway Safety Program provides funding for grants to States for non-infrastructure, safety behavior programs. The new authorization also will provide funding for the entire National Highway Traffic Safety (NHTSA) program, including motor vehicle and cost savings programs. Emphasis will be on performance based management and quantifiable results.

Funding/Formula

Establishes a consolidated Section 402 State formula grant program and incentive grants in the following 4 program areas:

(1) Alcohol-Impaired Driving Countermeasures: provides increased authorization level for a revised and updated alcohol incentive grant program; States can qualify for basic and supplemental grants by meeting programmatic and legal criteria or new results criteria (based on the percent of fatally injured drivers with a blood alcohol count of 10 or more); funding for each basic grant: up to 15% of the State's FY 1997 apportionment; funding for supplemental: for each criterion met (for no more than 2 years), up to 5% of the State's Section 402 FY 1997 apportionment.

(2) Occupant Protection Program: a new incentive grant program to encourage States to increase level of effort for safety belt and child safety seat use; States can qualify for basic and supplemental grants by meeting programmatic and legal criteria or results criteria (based on safety belt use rates); funding for each basic grant: up to 20% of the State's FY 1997 apportionment; funding for supplemental: for each criterion met, up to 5% of the State's Section 402 FY 1997 apportionment.

(3) State Highway Safety Data and Traffic Records Improvements: a new incentive grant program to improve data to identify priorities, evaluate effectiveness, and link data; authorized for 1998-2001; first year and succeeding year grants; set dollar amounts, based on available appropriations.

(4) Drugged Driving Countermeasures: a new grant program; authorization beginning in 1999; States must meet 5 out of 9 programmatic and legal criteria; funding for grants: up to 20% of the State's Section 402 FY 1997 apportionment.

Increases the 402 apportionment amount to Native American populations by one-quarter percent and broadens the coverage of Indian tribes by a new definition, "Indian Country," which counts Indians living in areas off reservations. Otherwise, Section 402 State formula remains the same (75% based on population) and 25% based on public roadway mileage).

FLEXIBLE HIGHWAY INFRASTRUCTURE SAFETY PROGRAM AND INTEGRATED SAFETY FUND

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Infrastructure Sfty.	*	$500M	$525M	$550M	$550M	$550M	$575M
Integ. Safety Fund	. . .	$50M	$50M	$50M	$50M	$50M	$50M

* Over the life of ISTEA, an average of $445 million was set aside from STP for safety construction.

Infrastructure Safety Program

Program Purpose

The Infrastructure Safety Program provides funds to eliminate hazards on public roadways other than the Interstate, and to improve the safety of rail/highway grade crossings. It replaces the STP safety set-aside.

Funding/ Formula

Rail/highway grade crossing -- Funded at $165M/year: 25% on number of crashes at public grade crossings, 25% on number of fatalities at public grade crossings, 25% on number of public grade crossings, and 25% on number of public crossings with passive warning devices.

Hazard elimination -- Balance of the Highway Infrastructure Safety authorization: 75% on population, 25% on public road mileage; 1/2% minimum. These funds can be used for grade crossing improvements if the State decides the crossing constitutes a hazard; no transfer is necessary.

Continues 90% Federal share.

Eligibility

Continues Hazard Elimination eligibility, which includes all public roads except Interstate.

Expands grade crossing eligibility to include all public grade crossings and certain private crossings where sufficient public benefit has been identified. Adds trespassing and enforcement.

Transferability

Allows flexing from grade crossing to hazard elimination to the extent that a State reduces the number of grade crossing crashes.

Broadens flexing from hazard elimination: If State has integrated safety planning process, may flex into non-infrastructure highway safety investments (402 and motor carrier safety).

Key Issues

Revamps grade crossing funding formula to target safety problems and risks.

Ties ability to flex (from grade crossing to hazard elimination) to safety improvements.

Opens door for funding of non-infrastructure highway safety programs.

Integrated Safety Fund

Integrated Safety Fund is a new incentive grant designed to foster integrated safety planning. For States that have integrated safety planning (specific criteria to be developed in rulemaking), provides additional funds that can be used for any highway or traffic safety purpose within the Section 402 behavioral program, the Highway Infrastructure Safety Program, and the motor carrier safety program.

For qualifying States, the formula for distribution will be 75% on population, 25% on public road mileage; award not to exceed 50% of the State's FY 1997 Section 402 apportionment.

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$90M	$100M	$100M	$100M	$100M	$100M	$100M

Program Purpose

The National Motor Carrier Safety Program (NMCSP) is restructured to focus on strategic safety investments, increased flexibility for grantees, and strengthened enforcement activities. States will be given the opportunity to invest in areas of the greatest crash reduction based on their own circumstances. Additional emphasis will be given to targeting unsafe carriers and improving the information systems and analysis that underlies all national motor carrier safety activities.

Program Structure/Funding

Restructures the NMCSP into two funding categories:

1) The Motor Carrier Safety Assistance Program ($83 million), composed of the following three parts:

(a) Grants to emphasize uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews, and current complementary activities.

(b) Performance incentives to encourage States to plan, identify problems, and implement accident countermeasures that address problems in their own States.

(c) Special set-aside of up to 12% for national priorities and border enforcement.

2) Information System and Strategic Safety Initiative Program ($17 million), which establishes a permanent funding source for information and analysis, eliminating the need for funding from multiple sources; funds may be used for grants, cooperative agreements, or in-house contracts. This program will fund:

(a) Improvements to electronic vehicle-based information systems containing carrier, vehicle, and driver safety records.

(b) Development of data bases for driver traffic citations, crash factors, and high-frequency crash locations.

(c) Enhancements to on-line capabilities for roadside enforcement.

(d) Implementation of the Commercial Vehicle Information Systems and Networks.

(e) Improvements to driver programs.

Key issues

Eliminates current earmarks, thus increasing State flexibility in use of grant funds.

Encourages all participating States to implement performance-based safety programs by the end of the authorization period.

Expands planning requirements to include coordination with all safety programs as well as coordination of information systems and data.

ACCESS TO JOBS PROGRAM (5320)

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	. . .	$100M	$100M	$100M	$100M	$100M	$100M

Program Purpose

The Access to Jobs program is a new program to provide discretionary grants for development and implementation of strategies to ensure that welfare recipients have access to employment and employment training. Criteria for grant awards includes severity of the welfare transportation problem, existence of or willingness to create a mechanism to coordinate transportation and human resource services planning, the applicant's qualifications and performance under other welfare reform activities, and the extent to which a partnership with human resource agencies exists.

Funding/Formula

Funded from Mass Transit Account of the Highway Trust Fund.
Provides 50% Federal share.

Eligibility

Makes States, local governments, and private non-profit organizations eligible for discretionary grants for planning, service coordination, operating and capital expenses for service start-up, promotion of employer-provided transportation, developing financing strategies, and administrative expenses.

TRANSPORTATION ENHANCEMENTS

Program Purpose

Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The TE funds are intended for nontraditional community-oriented projects and features that go beyond standard transportation mitigation. A TE project may stand alone as a separate project or may be a distinct part of a larger transportation project, whether existing or proposed. Examples of allowable projects include the renovation and reopening of a historic railroad station as an intermodal facility and development of a pedestrian and bicycle trail along an abandoned railway.

Funding/Formula

Continues to be funded as a 10% set-aside from each State's Surface Transportation Program funds.
Increases funding for Transportation Enhancements by more than 30% over ISTEA levels.

Eligibility

Maintains the existing list of eligible transportation enhancement activities, i.e., the ten specific project activities listed in ISTEA.

Codifies the requirement that transportation enhancement activities must have a direct link to surface transportation.

EMERGENCY RELIEF PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$100M*	$100M	$100M	$100M	$100M	$100M	$100M

*During FY 1997, an additional $82 million in supplemental funds has been appropriated for Emergency Relief.

Program Purpose

The Emergency Relief (ER) Program provides assistance for the repair of Federal-aid highways and Federal roads that have been damaged by natural disasters or catastrophic failures. If these repairs exceed the resources available under this authorization in a given year, supplemental appropriations are enacted as needed.

Availability

Modifies period of availability of funds so that funds remain available until expended.

Federal Share

Modifies the Federal share for highway Emergency Relief projects in order to be consistent with the Federal share for emergency repairs of other public facilities. The changes are as follows:

1) Shortens the time period in which a State receives a 100 % Federal share for certain emergency repairs to 30 days. Previously, a 100% Federal share was provided for certain emergency repairs done during the first 180 days after a disaster occurrence.

2) Reduces Federal share to 75% for all permanent repairs and any repairs after the 100 % time period has passed; under current law, the Federal share is 90% for Interstate and 80% for non-Interstate (both subject to the sliding scale).

Continues 100 % Federal share for ER projects to repair Federal roads and eligible roads in the U.S. territories.

Eligibility

Continues existing eligibility criteria concerning use of ER funds to repair damaged Federal-aid highways and Federal roads.

TRADE CORRIDOR AND BORDER GATEWAY PILOT PROGRAM

	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Corridor Plng	...	$3.0M	$3.0M	$3.0M	$3.0M	$3.0M	$3.0M
Border Plng	...	$1.4M	$1.4M	$1.4M	$1.4M	$1.4M	$1.4M
Border Pilot	...	$40.6M	$40.6M	$40.6M	$40.6M	$40.6M	$40.6M

Program Purpose

This is a new discretionary program that provides planning funds for multistate corridor and binational transportation and program funds for improvements to border crossings and approaches. This program facilitates corridor development and border planning, and addresses the transportation impacts of the North American Free Trade Agreement and international trade growth. It provides supplementary planning and program support to coalitions of States and transportation and economic development partners to encourage innovation and cooperation in dealing with these issues.

Program Elements

Corridor planning --

Provides $3M/year supplemental planning funds to States engaged in multistate transportation planning. Grantees must submit plans and implementation schedules for corridor improvements. Federal share is the same as for Metropolitan Planning (PL) and State Planning and Research (SPR) funds for the State in which the grant is made.

Border planning --

Provides $1.4M/year for border planning grants. Grants may not exceed $100,000 for any State/MPO in any one year, but grants can be made annually through the reauthorization period. Grantees may be States or MPO's. Grantees must commit to joint planning with counterparts in Mexico or Canada. Federal share is the same as for PL and SPR funds for the State in which the grant is made.

Border Gateway Pilot Program --

Provides discretionary funding to States or other implementing authorities to improve the safety and efficiency of international border gateways, through a combination of infrastructure, operational, institutional, and/or regulatory improvements.

Establishes criteria for grants as follows: (1) reduction in travel time through the gateway; (2) leveraging of Federal funds; (3) improvements in vehicle and cargo safety; (4) degree of binational involvement and cooperation, including cooperation with the Federal Inspection Services (Customs, Immigration and Naturalization Service, U.S. Department of Agriculture, etc); (5) innovation and transferability to other gateways; (6) local commitment to sustain the effort; and (7) full use of existing facilities prior to any new construction.

Authorizes up to eight projects, including at least two each on the Canadian and Mexican borders. No project shall receive more than $40M from this program through the reauthorization period.

The Federal share for these projects corresponds to the regular Federal share. Border gateway funds may be used as the non-Federal match for any border gateway project funded with other Federal-aid highway funds; however, the amount of Border Gateway Pilot funds cannot exceed 50% of the total project cost.

NATIONAL SCENIC BYWAYS PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$14M	$15M	$15M	$15M	$15M	$15M	$15M

Program Purpose

The National Scenic Byways Program provides for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational, and archeological qualities as All-American Roads (AAR) or National Scenic Byways (NSB). The program also provides discretionary grants for scenic byway projects on an AAR, an NSB, or a State-designated scenic byway and for planning, designing, and developing State scenic byway programs.

National Designations

Continues the designations of AARs and NSBs in accordance with criteria developed by the Secretary.

Continues the requirement that a road be designated as a State scenic byway or a Federal land management agency byway before being considered for national designation.

Funding

Establishes the following priorities for making grant decisions:

1) Projects on routes designated as either an AAR or an NSB.
2) Projects that would make routes eligible for designation as either an AAR or an NSB.
3) Projects associated with developing State scenic byway programs.

Eliminates the inclusion of scenic byways grants in the 90% minimum allocation calculation.

Conforms the Federal share payable for projects to the other Federal programs under Title 23.

Modifies the non-Federal share provisions to allow Federal land management agencies to provide this share for projects on Federal or Indian lands.

Eligibility

Continues the requirement that a project must protect the scenic, historic, recreational, cultural, natural, and archeological integrity of a highway and adjacent areas.

Expands the list of eligible activities to include the development and implementation of scenic byway marketing programs.

RECREATIONAL TRAILS PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	($15M)*	$7M	$7M	$7M	$7M	$7M	$7M

*Funded from administrative takedown.

Program Purpose

The Recreational Trails Program provides funds to develop and maintain recreational trails for motorized and nonmotorized recreational trail uses.

Funding/Formula

Provides stable funding for the life of the Recreational Trails Program by establishing it as a Federal-aid program category with contract authority. Recreational Trails Program funds will not be a factor in the calculation of equity amounts.

Continues the current formula to distribute funds to the States—50% equally divided among all eligible States and 50% in proportion to the amount of off-road recreational fuel use.

Modifies the Federal share to provide greater program flexibility:

1) Changes the Federal share for projects sponsored by Federal agencies to allow up to an 80% Federal share (including the Federal agency's contribution).
2) Permits certain Federal programs to be counted toward the non-Federal share.
3) Permits States the option of a programmatic match instead of a project-level match.

Eligibility and State Program Administration

Continues the designation of the State agency to administer the Recreational Trails Program, which may be an agency other than the State DOT.

Continues the State trail advisory committees.

Continues the same project eligibility categories in a consolidated format.

Provides greater flexibility to the States by deleting the Assured Access to Funds provision (which required not less than 30% of the funds for motorized use and not less than 30% for non-motorized use). The diversified trail use requirement is expanded from 40% to 50%, but most States already greatly exceed this percentage.

APPALACHIAN DEVELOPMENT HIGHWAY PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	($30M)*	$200M	$290M	$350M	$400M	$450M	$500M

* Additional funds were available from other sources.

Program Purpose

The Appalachian Development Highway Program (ADHS) consists of Appalachian corridor highways in 13 States for the purpose of promoting economic development and establishing a State-Federal framework to meet the needs of the region. Over 92% of the ADHS is located on the National Highway System. The ADHS is 76% complete.

Funding

Provides funding for this program from the Highway Account of the Highway Trust Fund for fiscal years 1998 through 2003. No funding was previously available under Title 23 but came from the general fund through various sources: Appalachian Regional Commission (ARC) appropriations, supplemental funds made available through the U.S. DOT Appropriation Acts, Energy and Water Development Appropriation bills, and the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Provides for 3.75% takedown for administrative expenses of the ARC.

Increases the Federal share for pre-financed (advance construction) projects from 70% to 80%; the Federal share for normally financed projects remains at 80 percent.

Includes an exemption from Title 23 lapsing provisions to allow all funds not expended by the State within four years to be released to the ARC for reallocation to the other ADHS States.

Eligibility

Limits these funds to the development highway system authorized as of September 30, 1996. However, the States, the Secretary, and the ARC may agree to make alterations which are eligible for funding.

BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS

Program Purpose

The Bicycle Transportation and Pedestrian Walkways provision describes how Federal-aid funds may be used for bicycle and pedestrian projects. These projects are broadly eligible for all of the major funding programs, but must compete with other types of transportation projects for available funding at State and MPO levels. Under ISTEA, funding for bicycle and pedestrian facilities has increased from an average of $4 million/year to at least $160 million annually.

Funding/Formula

Continues the application of the regular Federal-aid matching ratios to bicycle and pedestrian projects, including the sliding scale.

Continues broad eligibility of bicycle and pedestrian projects with no minimum or maximum set-aside provisions.

Eligibility and Program Administration

Continues requirements for planning for bicyclists and pedestrians as part of the regular State and MPO planning processes.

Encourages the consideration, where appropriate, of bicycle transportation facilities and pedestrian walkways in conjunction with all newly constructed and reconstructed transportation facilities except where bicyclist and pedestrian use is not permitted.

Clarifies the permissibility of motorized wheelchair use on trails and pedestrian walkways that otherwise prohibit motorized use.

Deletes the requirement that bicycle projects must be principally for transportation rather than recreational uses.

Continues the role of the State Department of Transportation Bicycle and Pedestrian Coordinators.

WOODROW WILSON BRIDGE

Year	1997	1998	1999	2000	2001	2002	2003
Authorization	($30M)*	$40M	$180M	$180M	. . .	. . .	. . .

* Funded from FHWA's administrative takedown.

Program Purpose

This program provides funding for the interim repairs and rehabilitation of the existing Woodrow Wilson Bridge, and for environmental studies and documentation, planning, preliminary engineering and design, right-of-way purchase, mitigation, final engineering and construction of a new bridge crossing the Potomac River. However, NEXTEA provides that no contract shall be let for actual construction of a new bridge prior to transfer of ownership of the bridge to the Woodrow Wilson Memorial Bridge Authority.

Funding

Funds are authorized from the Highway Trust Fund and remain available until expended.

Background

On September 26, 1996, the Woodrow Wilson Bridge Coordinating Committee identified its preferred alternative for improvement to the Woodrow Wilson Bridge. This alternative consists of two side-by-side, 70 foot navigation clearance drawbridges on the current alignment, along with associated interchange improvements. The facility would provide for eight general-purpose lanes to match the beltway, plus two merge/auxiliary lanes and an express/local configuration with shoulders. The new facility will also accommodate pedestrian and bicycle traffic. The new facility would be designed to enable reconfiguration within the initially constructed footprint to accommodate an additional two lanes exclusively for HOV/express bus/rail transit in the event such service is established on connecting systems in Maryland and Virginia.

The preferred alternative has been found to conform with air quality requirements by the National Capital Region Transportation Planning Board and has been added to the regional long-range plan and transportation improvement program. It has also been endorsed by the Commonwealth Transportation Board in Virginia.

It is expected that the Final Environmental Impact Statement for the project will be issued in April 1997. The current estimated cost for the project is $1.575 billion in 1997 dollars and $1.761 billion in year-of-expenditure dollars.

INTERNATIONAL HIGHWAY TRANSPORTATION OUTREACH PROGRAM

Program Purpose

The International Highway Transportation Outreach Program provides authority to the Department of Transportation (1) to inform the domestic highway community about innovations abroad that could improve U.S. highway transportation and (2) to promote and transfer U.S. highway transportation expertise and technology internationally. The Department has broad authority to carry out the program in cooperation with public and private, domestic and foreign partners.

Funding

Enables States to use Research and Planning Funds for any activity authorized under the international program.

Continues current funding sources, which may include contributions from any cooperating partner, reimbursement of FHWA costs incurred on behalf of a partner, and congressionally appropriated funds.

Continues to require reimbursement of FHWA costs for FHWA technical services rendered when these services are part of U.S. firms' foreign proposals.

Changes existing law by crediting all reimbursements of FHWA costs under the program to the program's account. (ISTEA credits reimbursed costs to the appropriation from which they were paid.)

Clarifies existing law to enable the reimbursement of FHWA staff salaries and benefits incurred on behalf of a partner.

Clarifies the purposes for which all funds made available to the program may be used.

Eligibility

Expands FHWA's authority to promote U.S. firms' products internationally.

Continues activities previously authorized. These include the International Technology Scanning Program to improve U.S. practices; FHWA-sponsored international technology transfer centers and networks to spread U.S. expertise worldwide; technical assistance programs and projects in selected countries of high interest to U.S. foreign policies; and initiatives to market abroad U.S. highway expertise and technology in support of the private sector.

Key Issue: State and Local Participation

Expands the resources available to States and localities to participate internationally. States will be able to use funds apportioned for Research and Planning for International Outreach Program purposes. States' use of these funds for international purposes must be coordinated with the Department to ensure consistency with Federal policies.

VALUE PRICING PILOT PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	*	$14M	$14M	$14M	$14M	$14M	$14M

* ISTEA authorized $25 million in FY 1997 for the Congestion Pricing Pilot Program, but the NHS Act redirected these funds to other uses.

Program Purpose

The objective of the Value Pricing Pilot Program (formerly the Congestion Pricing Pilot Program) is to encourage implementation and evaluation of value pricing demonstration projects in order to provide congestion relief and related air quality and energy conservation benefits.

Funding

Increases the Federal share on projects under this program to 100% (from 80%).

Removes funding caps for individual pilot programs.

Continues to allow authorized funds to be available for three years after the year in which they are authorized.

Reverts any unobligated allocations to the States and unallocated balances remaining with the Secretary at the end of the four-year period to the Surface Transportation Program.

Continues three-year project funding limitation which begins once the project has actually been implemented, not in the pre-project stage.

Eligibility

Continues to include singular or collective pricing of roads, highways, freeways, arterials, and streets for the purpose of reducing traffic congestion. Singular facility pricing may involve a bridge, tunnel, highway arterial, freeway, or intersection. Collective pricing may take place in a corridor or involve a core area or region-wide application. Pricing may be proposed on new facilities, currently untolled facilities, or on existing toll facilities. Charges may involve both peak-period surcharges and off-peak discounts.

Continues to include pre-project activities, such as the development of public involvement programs, activities designed to overcome institutional barriers to implementing congestion pricing, and funding for automated vehicle identification or tolling equipment and other capital and operational costs for pricing applications.

Increases the number of pilot programs eligible for funding to 15, where each program may cover one or more specific value pricing projects within the area.

Removes the three-program cap on the number of pilot projects which may allow tolls on the Interstate.

Permits value pricing projects to include single-occupant vehicle use on HOV lanes, if drivers pay a fee.

Key Issues

Expands to allow toll revenues collected through pilot projects to be used for any surface transportation purpose.

Expands to require, at the project level, the consideration of the impact on low income drivers and the development of possible mitigation measures.

FORMULA GRANTS FOR SPECIAL NEEDS OF ELDERLY INDIVIDUALS AND INDIVIDUALS WITH DISABILITIES (5310)

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$56M	$67M	$67M	$67M	$67M	$67M	$70M

Program Purpose

The Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities provides transit capital assistance, through the States, to organizations that provide specialized transportation services to elderly persons and to persons with disabilities.

Funding/Formula

Proposes funding completely from the Mass Transit Account of the Highway Trust Fund. Now split funded between Mass Transit Account and General Funds.

Continues 80% Federal share and the 90% Federal share for the incremental costs of vehicle related equipment needed to comply with Clean Air and Americans with Disabilities Act requirements, respectively.

Continues statutory allocation formula based on the elderly and disabled populations.

Eligibility

Simplifies the conditions of assistance made to private nonprofit corporations and associations.

Removes the requirement that grants follow the requirements of Section 5309 and allows the Secretary to determine appropriate conditions.

Transferability

Facilitates transfer of funds from Section 5310 to either 5311 or 5307 by removing the 90 day limitation on such transfers. This change permits such transfers at anytime during the fiscal year, providing enhanced flexibility and improved program management.

BUREAU OF TRANSPORTATION STATISTICS

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$25M	$31M	$31M	$31M	$31M	$31M	$31M

Mission

Created under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Bureau of Transportation Statistics (BTS) is an operating administration of the U.S. Department of Transportation. BTS responsibilities include: (1) compiling, analyzing, and making accessible information on the nation's transportation systems; (2) coordinating data collection across the Federal government and identifying both short-term and long-term data collection needs; (3) collecting information on intermodal transportation and other areas as needed; and (4) enhancing the quality and effectiveness of the Department of Transportation's statistical programs through research, the development of guidelines, and the promotion of improvements in data acquisition and use.

Funding

Retains authorization from the Highway Trust Fund (other than the Mass Transit Account), as contract authority, at a funding level of $31M per year for 1998-2003. This is an increased from the current funding level of $25M. Funding includes the Bureau's Office of Airline Statistics and the Research and Development Grants program.

Initiates a Research and Development Grants program to support the Bureau's major activities, including the Transportation Statistics Annual Report, data collection, the National Transportation Library, and the National Transportation Atlas Data Base ($.5 million/year for FY 1998-2003, included as part of the overall funding).

New Initiatives

Codifies and expands the National Transportation Library, a collection of statistical and other information needed for transportation decision making at the Federal, State, and local levels.

Codifies and expands the National Transportation Atlas Data Base.

Expands the topics to be covered by statistics compiled by the Bureau to include transportation-related variables influencing global competitiveness.

FORMULAS

Purpose
Apportionment formulas are the basis for distributing most program funds to the States. NEXTEA proposes a transition to formula factors that relate well to the objectives of the basic program elements. Equity adjustments are provided to ensure an orderly transition to this sounder, more logical basis for apportionment of Federal funds.

Formulas
National Highway System (NHS): **75%** according to a State's contributions to the Highway Account of the Highway Trust Fund (HA/HTF)as a percent of total HA/HTF contributions by all States; **15%** according to a State's Commercial Vehicle Contributions (CVC) to the HA/HTF as a % of total CVC by all States; **10%** according to a State's public road mileage as a percent of total public road mileage within all States; ½% minimum; use the latest available data.

Surface Transportation Program (STP): **70%** according to a State's contributions to the HA/HTF as a percent of total HA/HTF contributions by all States; **30%** according to a State's total population as a percent of total population within all States; ½ % minimum; use latest available data.

Retain Current Formula for Interstate Maintenance (IM) (i.e., **55%** Interstate lane miles; **45%** Interstate vehicle miles traveled; ½% minimum).

Retain Current Formula for Highway Bridge Replacement and Rehabilitation Program (HBRRP) (i.e., **100%** of the relative share of costs to repair deficient bridges; 1/4% minimum; 10% maximum).

Special Note on Interstate Reimbursement Program: The Administration is proposing reauthorization of the Interstate Reimbursement Program at $1 billion annually, or a total $6 billion over the reauthorization period. State shares for this program are based on each State's original cost of constructing routes which later became part of the Interstate System.

Other Revised Formulas: Apportionment formulas for Congestion Mitigation and Air Quality Improvement (CMAQ) and Highway Infrastructure Safety are revised (see individual fact sheets).

Equity Adjustments
NEXTEA equity adjustments provide for an orderly transition from current law formula factors to alternative formula factors that relate well to program purpose and goals, but in a fashion which will not abruptly alter any State's apportionment dollars from one year to the next. NEXTEA discretionary allocations (Public Lands Discretionary, Bridge Discretionary, Scenic Byways, etc.) are not calculated in the base for these equity adjustments. Following are the formulas for the three proposed equity adjustments:

Minimum Allocation (MA): Each State receives apportionments of at least 90% of its percent contributions to the HA/HTF.**

90 Percent of Apportionments: Each State receives apportionments of at least 90% of its prior year's dollar apportionments throughout NEXTEA years. Special Provision for Alaska: Alaska will receive 90% of its FY 1997 apportionments in FY 1998 (like all other States), and 100% of its prior year's dollar apportionments thereafter (unlike all other States), throughout all years of NEXTEA.**

**Combined funding for the MA and 90 Percent of Apportionments equity adjustments is capped at

$790M for FY 1998, $674M for FY 1999, $583M for FY 2000, $528M for FY 2001, and $508M for FY 2002-2003.

State Percentage Guarantee: Each State's share of NEXTEA annual apportionment dollars received must equal at least 95% of its average ISTEA (FY 1992-97) percent apportionments throughout all NEXTEA years. In order to accomplish this, adjustments are made within the STP apportionments. Special Provision for Massachusetts: In calculating each State's average ISTEA % apportionments, Massachusetts' annual Interstate Completion funds, which were significantly higher than all other States under ISTEA, shall be capped at the level of the next highest State.

STATE INFRASTRUCTURE BANK PROGRAM

Year	1997	1998	1999	2000	2001	2002	2003
Authorization	$150M*	$150M	$150M	$150M	$150M	$150M	$150M

* FY 1997 DOT Appropriations Act provided $150 million from the General Fund.

Program Purpose

The State Infrastructure Bank (SIB) program provides States with a new capability for financing infrastructure investment to complement the Federal-aid program. Originally limited to ten States, a new SIB program will offer all States ready to implement a SIB the opportunity to provide financial assistance to Title 23-eligible highway, transit, and railway projects.

The SIB program is designed to give States the potential to increase the efficiency of their transportation investments and significantly leverage Federal resources by allowing them greater flexibility in the use of their Federal funds to attract non-Federal public and private investment.

Funding

Continues requirement that States must keep separate accounts for highway and transit.

$150 million/year in Federal seed money for capitalization grants will be awarded on a discretionary basis among States with SIBs, to be deposited into either the highway or transit account of the SIB.

States can further capitalize their SIB with up to 10% of funds from the following categories:

1) For the highway SIB account -- National Highway System, Surface Transportation Program, Interstate Maintenance, Highway Bridge Replacement and Rehabilitation Program, Interstate Reimbursement, and equity adjustment programs.

2) For the transit SIB account -- urbanized and non-urbanized area formula programs and the major capital investment program.

These funds will be disbursed at a flat 20%/year outlay rate over five years.

SIBs offer a menu of loan and credit enhancement assistance (e.g., direct loans, interest rate subsidies, lines of credit, and loan guarantees). As loans are repaid, the SIB funds are replenished and thus become available to provide financial assistance to additional transportation projects.

Eligibility

SIB-assisted projects eligible for highway account assistance have been expanded to include all projects eligible under Title 23.

SIB-assisted projects eligible for transit account assistance must be Title 49 capital transit investment projects.

THE TRANSPORTATION INFRASTRUCTURE CREDIT ENHANCEMENT PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	. . .	$100M	$100M	$100M	$100M	$100M	$100M

Program Purpose

The new Transportation Infrastructure Credit Enhancement Program will provide $100 million/year in grants to assist in the funding of nationally-significant transportation projects that otherwise might be delayed or not constructed at all because of their size and uncertainty over timing of revenues. The goal is to encourage the development of large, capital-intensive infrastructure facilities through public-private partnerships consisting of a State or local government and one or more private sector firms involved in the design, construction or operation of the facility. It will encourage more private sector and non-Federal participation, and build on the public's willingness to pay user fees to receive the benefits and services of transportation infrastructure sooner than would be possible under traditional funding techniques.

Revenue Stabilization Funds

Grants under this program (limited to 20% of project costs), together with any supplemental contributions by States and other entities, will comprise a Revenue Stabilization Fund for each project, to be used to secure external debt financing, or to be drawn upon if needed to pay debt service costs in the event project revenues are insufficient. These debts will not be considered "Federally guaranteed" under the Internal Revenue Code, thus allowing the program to be used in connection with either taxable or tax-exempt bond issues.

Eligibility

Any publicly-owned project that is eligible for Federal assistance through regular surface transportation programs under title 23 or title 49 would be eligible for the Federal Credit Enhancement Program. This includes new facilities as well as renovation or expansion of existing highway facilities, mass transit facilities and vehicles, intercity passenger rail facilities and vehicles (including Amtrak), publicly owned freight rail facilities, and various publicly owned intermodal facilities.

Project Selection

The Secretary, in consultation with the Secretary of the Treasury, will determine a project's eligibility, then select among potential candidates based on both quantitative and qualitative factors. In order to be considered, a project must first meet the following criteria:

(1) Cost at least $100 million or 50% of a State's annual Federal-aid apportionments, whichever is less.

(2) Be supported, at least in part, by user charges or other dedicated revenue sources.

(3) Be included in a State's transportation plan and program.

(4) Be "nationally significant" -- resulting in major economic benefits through more efficient and cost-effective movement of people and goods.

(5) Be unable to obtain financing on reasonable terms from other sources.

Qualified projects meeting the initial threshold eligibility criteria would then be evaluated and selected based on the extent to which they leverage private capital, their overall credit worthiness, and other program goals.

TOLL ROADS, BRIDGES, AND TUNNELS

Program Purpose

To provide States with greater flexibility and financing options, a change is proposed in Federal toll law to permit States to levy tolls on Interstate highways under the same conditions as tolls are now permitted on all other Federal-aid highways, bridges, and tunnels.

Eligibility

Continues the current eligibility of Federal-aid highway funding for five broad categories of toll activities:

1) Initial construction of toll highways, bridges, or tunnels
2) 4R work on existing toll facilities
3) Reconstruction or replacement of free bridges or tunnels and conversion to toll
4) Reconstruction of free highways and conversion to toll
5) Preliminary feasibility studies for toll construction activities

Expands the eligibility of Federal-aid highway funding for toll activities by eliminating the current exclusion of Interstate routes, which occurred under numbers 1 and 4 above. The initial construction of Interstate toll roads and the reconstruction of existing toll-free Interstate routes and conversion to toll would now be eligible for Federal-aid highway funding.

Federal Share

Continues the current Federal share for eligible toll activities at 80%.

Toll Agreement

Continues to require a toll agreement for Federal-aid funded toll projects documenting acceptable uses of toll revenues. Toll revenues in excess of those needed to adequately maintain the tolled facility can be used for any surface transportation project.

State and Local Funding for Toll Highways (New Flexibility for Interstates)

Title 23, Section 301, requires that all highways constructed with Federal-aid highway funding under Title 23 remain free from tolls, except as provided in Section 129. Therefore, public highways that had not utilized Federal funding under Title 23 could be converted to toll by the responsible highway authority with no Federal involvement. Under ISTEA, Federal-aid funds could not be used for construction and conversion of existing toll-free Interstate routes to toll nor for construction of new toll Interstate highways. Also, existing-toll free Interstate routes constructed under Title 23 could not be reconstructed and converted to toll using State or local funds. With the proposed modification as noted above under **Eligibility**, Interstate routes could be reconstructed and converted to toll, or new toll Interstate highways could be constructed with either Federal-aid highway or other funding sources, as long as the appropriate toll agreement is executed.

Pilot Program

Eliminates the pilot program for toll facilities, currently under Section 129(d), which has accomplished its intended purpose.

HIGHWAY USE TAX EVASION PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$5M	$5M	$5M	$5M	$5M	$5M	$5M

Program Purpose
The Highway Use Tax Evasion Program provides funds to enhance the enforcement and collection of State and Federal motor fuel and other highway user taxes and to reduce the evasion of motor fuel and other highway user taxes. Enforcement efforts have yielded over $1 billion of additional highway user revenue annually.

Funding
Continues funding for the States and the Internal Revenue Service with funds allocated at the discretion of the Secretary so that funding can be directed to highest priority needs. Currently, funds are allocated by administrative formula.
Continues 100% Federal share.
Funds must be used to supplement existing State and Federal efforts.

METROPOLITAN PLANNING

Program Purpose

The metropolitan planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas and is administered jointly by FHWA and FTA.

Continuing Provisions

Responsibility of local officials, in cooperation with the State and transit operators, for determining the best mix of transportation investments to meet metropolitan transportation needs.

Federal reliance on the metropolitan planning process, established in the early 1960s and strengthened under ISTEA, as the primary mechanism for making State and local transportation decisions on the use of Federal funds in metropolitan areas.

Emphasis on tailoring the planning process to fit the complexity of problems.

Responsibility of Metropolitan Planning Organizations for adopting the plan.

A 20-year planning perspective, air quality consistency, fiscal constraint, and public involvement established under ISTEA.

Emphasis on fiscal constraint and public involvement in the development of three-year Transportation Improvement Programs (TIP).

Emphasis on alternatives to capacity additions through the Single Occupant Vehicle project limit in larger metropolitan areas which are nonattainment areas for air quality.

Relationship of transportation planning and air quality boundaries in effect on September 30, 1996.

Requires a Congestion Management System in larger metropolitan areas.

Requires major transportation mode operators be included in the membership of large MPOs if redesignated.

DOT certification of the planning process in larger metropolitan areas.

Funding currently in place for metropolitan transportation planning.

Key Modifications

Simplifies planning factors by focusing on seven broad issues to be considered in the planning process (same as for statewide planning).

Modifies the general objectives of the planning process to include operations and management of the transportation system.

Encourages comprehensive planning through coordination with other planning activities such as housing, land use, etc.

Adds freight shippers to list of stakeholders to be given opportunity to comment on plans and TIPs.

Reduces population threshold for designating and redesignating an MPO from 75% of affected population, including the central city, to 51% of the affected population, including the central city.

Modifies provision for designating multiple MPOs in urbanized areas, adding a requirement for MPO and DOT Secretary concurrence.

Adds a requirement for MPO, State, and transit agencies to cooperate in the development of financial estimates that support plan and TIP development.

Enhances coordination requirement for air quality and transportation plans by extending it from Transportation Control Measures to the entire air quality and transportation plan process.

Includes particulate matter nonattainment boundary as a consideration in establishing metropolitan planning area boundaries.

Clarifies the distinction between project selection and TIP development (project selection means implementation from a cooperatively developed TIP).

Modifies sanctions for not being certified. Current penalty is withholding 20% of STP funds; this is revised to allow the Secretary to withhold all or part of Title 23 or Title 49 funds.

STATEWIDE PLANNING

Program Purpose

The statewide planning process establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State and is administered jointly by FHWA and FTA.

Continuing Provisions

Federal reliance on the statewide transportation planning process, established under ISTEA, as the primary mechanism for cooperative decision making throughout the State (the planning process is conducted cooperatively with local officials).

Need to coordinate statewide planning with metropolitan planning and to provide opportunity for public involvement throughout the planning process.

Emphasis on fiscal constraint and public involvement in the development of a three-year Statewide Transportation Improvement Program (STIP).

Emphasis on tailoring the planning process to fit the complexity of problems.

Emphasis on involving and considering the concerns of Tribal governments in planning.

Funding currently in place for statewide transportation planning.

Key Modifications

Simplifies planning factors by focusing on seven broad issues to be considered in the planning process (same as for metropolitan planning).

Adds provision that the concerns of rural officials with jurisdiction over transportation are to be considered in making transportation decisions in both the plan and the STIP.

Adds a provision that the Secretary, prior to approving the STIP (at least every two years), must determine if the planning process producing the STIP is consistent with the statewide and metropolitan planning requirements.

Clarifies the distinction between project selection and TIP development (project selection means implementation from a cooperatively developed TIP).

Clarifies language that metropolitan area projects in the STIP are to be the same as in the approved TIP.

Encourages comprehensive planning through coordination with other planning activities in areas such as housing and land use.

Modifies the general objectives of the planning process to include operations and management of the transportation system.

Clarifies the focus on a 20-year planning horizon for the transportation plan.

Strengthens language concerning the intermodal nature of the State transportation system as an integral part of the Nation's intermodal system.

Adds particulate matter to the list of pollutants for nonattainment consideration.

Adds freight shippers to list of stakeholders that must be afforded an opportunity to comment on the plan and STIP.

Adds a provision that only regionally significant Federal lands projects need to be individually identified in the STIP.

INTERMODAL TRANSPORTATION R&D PROGRAM

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	...	$10 M	$15M	$20M	$25M	$30M	$35M

Program Purpose

To conduct long-term, higher-risk, inter/multi-modal research that will continue the steady advances in transportation technology necessary to meet the demands of the 21st century.

Focused by strategic planning and assessment studies, these technologies later become the basis for partnership initiatives to bring about implementation.

Program Structure and Funding

RSPA will manage a program of "enabling research" that focuses on five long-term research areas:

1) Human performance and behavior
2) Advanced materials
3) Computer, information, and communications systems
4) Energy and environment
5) Sensing and measurement
6) Tools for transportation modeling and design

Key Provisions

Recognizes that innovations in transportation generally result from application of disciplines not specific to transportation. Continual research in these areas is necessary, but the long-term nature and diffuse benefits of such research may be insufficient to motivate private investment.

Augments R&D conducted to address specific concerns of modal administrations with research focused on broader national needs.

Provides for conduct of research that:

1) Supports long-term national transportation goals.
2) Offers benefits too widely spread for any potential sponsor to capture returns on its investment.
3) Presents a risk too great relative to needed investment for any potential sponsor to bear alone.
4) Offers benefits too far in future to meet private investment criteria.

Facilitates departmental leverage of transportation-related research conducted by other Federal agencies and academia.

STRATEGIC PLANNING FOR RESEARCH & TECHNOLOGY

Program Purpose

The strategic planning process provides the Secretary with a corporate mechanism for determining national transportation R&T priorities, coordinating Federal transportation R&T activities and measuring the impact of such R&T investments on the performance of the national transportation system.

Program Structure and Funding

RSPA's FY 98 request for program funding includes resources to support the Secretary in implementing the strategic planning process.

Key Provisions

Provides the Secretary with greater flexibility in structuring a research and development oversight process which should prove useful to States and local governments in developing and carrying out their own R&T initiatives.

Directs the Secretary to establish a strategic planning process for research and technology which considers the need to:

1) Coordinate transportation planning at all government levels
2) Ensure compatibility of standards-setting with concept of seamless transportation
3) Encourage innovation
4) Facilitate partnerships
5) Identify core research to meet long-term needs
6) Ensure the nation's global competitiveness
7) Measure impact of investments on system performance

Authorizes the Secretary to consult with other Federal entities involved in transportation research and to make appropriate use of the capabilities resident in Federal laboratories.

Authorizes the Secretary to adopt procedures to validate the scientific and technical assumptions underlying DOT's R&T plans.

Gives Secretary broad discretion in implementation, including use of an interagency executive council or a board of science advisors.

Recognizes the need to foster cooperation in research and technology planning among government, academia and industry in addressing the nation's transportation goals.

FHWA RESEARCH AND TECHNOLOGY

Program Purpose

The Research and Technology Program researches, develops, and deploys transportation innovations and technologies through laboratories, test and evaluation, training, technology demonstrations, and public and private partnerships.

Program Structure and Funding

Restructures Research and Technology Program to focus on four key areas, listed below. Part of the program receives separate authorizations (all with contract authority) in NEXTEA, while other elements of the program are funded from the FHWA's general operating expenses. (*See the FHWA Research and Technology Funding fact sheet for details on the 1998 funding levels.*)

1) Initiates a National Technology Deployment Initiatives Program to expand the adoption of innovative technologies by the surface transportation community in seven goal areas. This replaces the current Applied Research and Technology Program. Funding levels are $56 million per year for fiscal years 1998-2000, then $84 million for years 2001-2003. A significant portion of these funds is planned to be allocated to States to fund deployment of innovative technology.
2) Initiates a Professional Capacity Building and Technology Partnerships Program that brings together technology transfer programs and activities, including education and training efforts, that focus on equipping people to use new technology. Existing programs that are encompassed under this program are the Local Transportation Assistance Program ($12 million/yr), the National Highway Institute ($8 million/yr for 1998-2000 and $14 million/yr for 2001-2003), Eisenhower Transportation Fellowship Program ($2 million/yr), and Technology Partnership Support (formerly SHRP Implementation) ($11 million/yr).
3) Continues the Long-Term Pavement Performance Program to test, evaluate and collect data on various types of pavements ($15 million/yr for 1998-2003) and initiates an Advanced Research Program to address longer-term, higher-risk research ($10 million/yr for 1998-2000 and $20 million/yr for 2001-2003).
4) Continues the State Planning and Research Program. Funding continues to come from a 2% set-aside of a State's apportionments of most Federal-aid program funds.

Eligibility

Continues authority of the Secretary to engage in research, development, and technology transfer activities with respect to motor carrier transportation and all phases of highway planning and development.

Continues authority of the Secretary to carry out the research and technology program independently or through cooperative agreements, grants, and contracts.

Initiates the inclusion of the private sector and the international community as sources of products for technical innovation and as recipients of training and technology transfer activities.

Continues authority of the Secretary to undertake and continue, on a cost-shared basis, collaborative research and development with non-Federal entities for the purposes of encouraging innovative solutions to highway problems and stimulating the marketing of new technology by private industry.

FHWA RESEARCH AND TECHNOLOGY FUNDING

(Dollars in Millions)

	FY 1997	FY 1998
Federal-aid Program (Contract Authority):		
ITS/ITI Incentive Deployment	$0.000	$100.000
FHWA Research and Technology Programs:		
Intelligent Transportation Systems	$113.000	$96.000
[1] University Transportation Centers	6.000	6.000
[1] University Research Institutes	6.250	6.000
Local Transportation Assistance Program	[6.000] [2]	12.000
Tech. Partnership Support (formerly SHRP Implementation)	[14.000] [2]	11.000
Long-Term Pavement Performance	[6.000] [2]	15.000
Eisenhower Transportation Fellowship Program	[2.000] [2]	2.000
National Tech. Deployment Initiatives (formerly Applied Res. & Tech.)	[41.000] [2]	56.000
Seismic Research and Development Program	[2.000] [2]	0.000
National Highway Institute	0.000	8.000
Advanced Research	0.000	10.000
Subtotal	$125.250	$222.000
Limitation on General Operating Expenses (LGOE):		
Research Programs:		
Highway Research and Development	$67.124	$69.653
Sustainable Transportation Initiative -- Research & Pilot Program	0.000	4.250
Intelligent Transportation Systems	120.358	54.000
Technology Assessment and Deployment	13.811	14.800
Local Technical Assistance Program	2.827	0.000
National Highway Institute	4.269	0.000
Rehabilitation of Turner Fairbank Highway Research Center	0.500	2.000
Research and Development Technical Support	0.000	10.000
Global Position Systems Oversight	0.000	2.100
National Advanced Driver Simulator	0.000	12.250
	$208.889	$169.053
[3] **Total, Research and Technology Programs**	$405.139	$491.053

[1] Administered by the U.S. DOT's Research and Special Programs Administration.

[2] In FY 1997, these programs, totaling $71 million, were funded from the administrative takedown.

[3] The R&T total listed for FY 1997 includes $125.250 million for R&T contract authority programs, $71 million for R&T programs funded from the administrative takedown, and $208.889 million from LGOE funds.

INTELLIGENT TRANSPORTATION SYSTEMS

Program Purpose

ISTEA launched a program of research, testing, and technology transfer of intelligent transportation systems (ITS) aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. NEXTEA continues this research, testing, and technology transfer program, and also launches the integrated, intermodal deployment of proven technologies that are technically feasible and highly cost-effective. The result will be a 21st Century national system, using common standards and common architecture.

ITS Research, Testing, and Technology Transfer *(See FHWA Research and Technology Funding fact sheet)*

Continues 80% Federal share; funding match requirement can be waived for innovative research activities.

Will focus on the demonstration and evaluation of fully integrated intelligent vehicle systems.

Intelligent Transportation Infrastructure Deployment Incentives Program

Funded at $100M/year for 1998-2003.

Provides funding to State and local applicants to support integration (not components) of metropolitan area travel management intelligent infrastructure, intelligent infrastructure elements in rural areas, and Commercial Vehicle Information Systems and Networks (CVISN) deployment within States and at border crossings. These funds are a sweetener to encourage integrated deployment, as well as innovative financing and public/private partnerships.

Limits Federal share to 80%; not to exceed 50% from Deployment Incentive funds; remaining 30% of Federal share may be funded from other FAH and transit apportionments.

Establishes annual award funding limitations as follows:

1) $15 million per metropolitan area
2) $2 million per rural project
3) $5 million per CVISN project
4) $35 million within any State

Establishes funding priorities as follows:

1) At least 25% for implementation of CVISN and international border crossing improvements.
2) At least 10% for other deployment outside metropolitan areas.

Replaces the IVHS Corridors Program; currently designated Priority Corridors are eligible for funding.

Other Key Provisions

Requires the Secretary to develop a National Architecture and supporting standards and protocols to promote interoperability among ITS technologies implemented throughout the States. Use of approved standards and protocols is required as a prerequisite for use of Federal-aid funds to implement ITS technology and services.

Requires the Secretary to take necessary actions to secure a permanent spectrum allocation for Dedicated Short Range Communications.

Makes explicit the authority of States and local entities to use specified core infrastructure programs, highway and transit, for ITS implementation, modernization, and operations and maintenance activities.

Requires life-cycle cost analyses when Federal funds are to be used to reimburse operations and maintenance costs and the estimated initial cost of the project to public authorities exceeds $3,000,000.

Mandates updating the ITS National Program Plan.

Expands technical assistance to include training and building of professional capabilities.

Directs the Secretary to develop guidance and technical assistance on appropriate procurement methods for ITS technology and services.

NATIONAL UNIVERSITY TRANSPORTATION CENTERS

Year	1997(ISTEA)	1998	1999	2000	2001	2002	2003
Authorization	$18.25M	$18M	$18M	$18M	$18M	$18M	$18M

Program Purpose

To ensure the future availability of a diverse cadre of transportation professionals who are prepared to design, deploy, operate and maintain the transportation systems of the 21st century.

Program Structure and Funding

RSPA awards multi-year grants competitively to institutions of higher learning to establish centers of excellence in transportation research, education and technology transfer. The recipients must provide an equal amount of matching funds. Originally authorized by ISTEA at $18.25M, the planned funding level is stable at $18M through FY 2003.

Eligibility

Institutions of higher learning with established transportation programs may compete for designation as either national University Transportation Centers (UTC) within the respective Federal regions or National Centers for one of the purposes designated by the Secretary.

Continuing Provisions

Maintains mandate for a Center in each of the ten Federal Regions, a 100% matching funds requirement, a commitment to supporting education as well as research, and a technology transfer component of 5% of total Center funding.

Key Modifications

Merges University Research Institutes Program into the UTC Program.

Eliminates the earmarked National UTCs and University Research Institutes, but authorizes the Secretary to competitively select National Centers with themes identical to the earmarked centers/institutes or addressing such other topics as the Secretary may select.

Institutionalizes the strategic planning requirement by which each UTC must produce an annual plan outlining how it proposes to meet the common mission and goals of the program.

Redirects authorized funding from FHWA and FTA to RSPA directly, so as to eliminate conflict between modal mission of those two agencies and the intermodal purpose of the UTC program.

Expands available pool of non-federal matching funds by authorizing grantees to use operating funds from mass transit agencies.

Key Provisions

Authorizes the Secretary to award sole-source contracts to universities that were competitively selected as UTCs to conduct work consistent with their respective strategic plans, thereby increasing the incentive for universities to compete for the grants and facilitating the Department's ability to expand on promising work which was initiated under the grants.

PROGRAM STREAMLINING

Purpose
A variety of statutory changes are proposed to eliminate or simplify Federal requirements and to allow greater flexibility to States, MPOs, and local governments.

Program Delivery
Establishes annual program-wide approval for STP projects, rather than the current quarterly project-by-project certification and notification.
Removes a restriction that applies Federal share to each progress payment to the State and allows a variable Federal share on progress payments.
Removes a restriction that prohibited reimbursement of certain indirect costs to the States, thereby making Federal-aid highway funding more compatible with grants from FTA and other Federal agencies.
Removes 15% limitation on project Construction Engineering charges, thereby allowing reimbursement of actual costs for CE.
Permits merger of PS&E approval and Project Agreement execution and provides for obligation of Federal share on a project when the Project Agreement is executed.
Restores provision to allow reobligation in the current fiscal year of Federal funds released from prior year obligations.

Project Oversight
Expands flexibility to States and FHWA to mutually determine the appropriate level and extent of State and FHWA oversight on NHS projects.
Provides that FHWA's oversight responsibilities shall not be greater than they are under Certification Acceptance and ISTEA, unless the State and FHWA mutually decide otherwise.
Provides that State must assume Title 23 oversight responsibilities on non-NHS projects. (FHWA would retain oversight responsibility for non-Title 23 requirements, e.g., NEPA, on all projects.)
Provides for development of a financial plan for any project with an estimated cost of $1 billion or more.

Proceeds from Sale or Lease of Real Property
Retains provisions allowing States to use net proceeds generated by sale or use of property for purposes eligible under Title 23. (I.e., States don't have to turn these revenues in to the Federal government).
Expands application to cover all proceeds generated from sale or lease of property acquired with Federal funds, instead of just airspace income.

Real Property Acquisition and Corridor Preservation
Affirms that early acquisition of property in support of preservation considerations is appropriate public policy.
Rescinds the Federal Right-of-Way Revolving Fund by ending new obligations and setting time limits for repayment of old obligations.
Retains potential for retroactive Federal funding of early right-of-way acquisition as an option.
Allows a State to receive credit to State matching share for value of State and locally owned property incorporated in a federally funded project.

DISADVANTAGED BUSINESS ENTERPRISE

Program Purpose

The Disadvantaged Business Enterprise (DBE) program, established by Congress in 1982, ensures that at least 10% of the amounts authorized to be appropriated for Title 23 highway projects, transit projects, intermodal transportation, and transportation research will be expended with small business concerns owned and controlled by socially and economically disadvantaged individuals.

Key Provisions

Continues the current DBE statutory provisions.

The DOT will issue a Supplemental Notice of Proposed Rule Making as soon as possible after the submission of NEXTEA. The regulations will be aimed at accomplishing the following:

1) Setting forth a new method by which recipients will establish DBE goals.

2) Requiring that race-neutral measures, such as outreach programs, be used first by recipients to reach their overall DBE goals.

3) Establishing alternatives to limit the duration of firms' participation in the program and to reduce the concentration of DBE firms in certain types of work.

Background

The Supreme Court's June 20, 1995 decision (*Adarand Constructors, Inc. v. Peña*) and the President's July 15 directive have resulted in a review of the DBE program to identify possible program modifications. DOT has determined that the current legislative language provides the necessary flexibility for the Secretary to administratively make the kinds of adjustments to the program required to meet the Supreme Court's standards and President's directives.

NEXTEA Funding Table

NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT OF 1997 (NEXTEA)

(Dollars in Millions)

	1998	1999	2000	2001	2002	2003	Total
Title I - Surface Transportation							
National Highway System	4,466.000	4,391.000	4,378.000	4,405.000	4,405.000	4,405.000	26,450.000
Interstate Maintenance Program	4,480.000	4,405.000	4,392.000	4,419.000	4,419.000	4,419.000	26,534.000
Surface Transportation Program	5,874.000	5,785.000	5,723.000	5,728.000	5,684.000	6,192.000	34,986.000
Cong. Mitigation and Air Quality Improvement Program	1,300.000	1,300.000	1,300.000	1,300.000	1,300.000	1,300.000	7,800.000
Bridge Program	2,694.000	2,653.000	2,646.000	2,661.000	2,661.000	2,661.000	15,976.000
Federal Lands	525.000	525.000	525.000	525.000	525.000	525.000	3,150.000
Indian Reservation Roads	*200.000*	*200.000*	*200.000*	*200.000*	*200.000*	*200.000*	*1,200.000*
Park Roads and Parkways	*161.000*	*161.000*	*161.000*	*161.000*	*161.000*	*161.000*	*966.000*
Public Lands Highways	*50.000*	*50.000*	*50.000*	*50.000*	*50.000*	*50.000*	*300.000*
Forest Highways	*114.000*	*114.000*	*114.000*	*114.000*	*114.000*	*114.000*	*684.000*
Flexible Highway Intrastructure Safety	500.000	525.000	550.000	550.000	550.000	575.000	3,250.000
Rail-Highway Crossings	*165.000*	*165.000*	*165.000*	*165.000*	*165.000*	*165.000*	*990.000*
Hazard Elimination	*335.000*	*360.000*	*385.000*	*385.000*	*385.000*	*410.000*	*2,260.000*
Integrated Safety Fund	50.000	50.000	50.000	50.000	50.000	50.000	300.000
Recreational Trails Program	7.000	7.000	7.000	7.000	7.000	7.000	42.000
University Transportation Centers	12.000	12.000	12.000	12.000	12.000	12.000	72.000
Woodrow Wilson Memorial Bridge	40.000	180.000	180.000	0.000	0.000	0.000	400.000
Minimum Allocation and 90 Percent of Apportionments	790.000	674.000	583.000	528.000	508.000	508.000	3,591.000
Emergency Relief Program	100.000	100.000	100.000	100.000	100.000	100.000	600.000
Interstate Reimbursement	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	6,000.000
State Infrastructure Banks	150.000	150.000	150.000	150.000	150.000	150.000	900.000
Scenic Byways Program	15.000	15.000	15.000	15.000	15.000	15.000	90.000
Border Gateway Pilot Program	45.000	45.000	45.000	45.000	45.000	45.000	270.000
Appalachian Highways	200.000	290.000	350.000	400.000	450.000	500.000	2,190.000
Value Pricing	14.000	14.000	14.000	14.000	14.000	14.000	84.000
Highway Use Tax Evasion Projects	5.000	5.000	5.000	5.000	5.000	5.000	30.000
Total Title I	**22,267.000**	**22,126.000**	**22,025.000**	**21,914.000**	**21,900.000**	**22,483.000**	**132,715.000**
Title II - Highway Safety							
State & Community Highway Safety Program	166.700	166.700	166.700	166.700	166.700	171.034	1,004.534
Alcohol-Impaired Driving Countermeasures Incentive Grants	44.000	39.000	39.000	39.000	49.000	50.170	260.170
Occupant Protection Incentive Grants	20.000	20.000	20.000	20.000	22.000	22.312	124.312
Highway Safety Data Improvement Incentive Grants	12.000	12.000	12.000	12.000	0.000	0.000	48.000
Drugged Driving Countermeasures Incentive Grants	0.000	5.000	5.000	5.000	5.000	5.130	25.130
Operations and Research (NHTSA)	147.500	147.500	147.500	147.500	147.500	151.335	888.835
National Driver Register	2.300	2.300	2.300	2.300	2.300	2.360	13.860
Total Title II	**392.500**	**392.500**	**392.500**	**392.500**	**392.500**	**402.341**	**2,364.841**

NATIONAL ECONOMIC CROSSROADS TRANSPORTATION EFFICIENCY ACT OF 1997 (NEXTEA)

(Dollars in Millions)

	1998	1999	2000	2001	2002	2003	Total
Title III - Federal Mass Transportation Amendments of 1997							
Formula Capital/New Starts	3,970.500	3,970.500	3,970.500	3,970.500	3,970.500	4,077.704	23,930.204
Access to Jobs and Training	*100.000*	*100.000*	*100.000*	*100.000*	*100.000*	*100.000*	*600.000*
Major Capital Investment	800.000	950.000	1,000.000	1,000.000	1,000.000	1,026.000	5,776.000
Metropolitan Planning	39.500	39.500	39.500	39.500	39.500	40.527	238.027
Statewide Planning	8.250	8.250	8.250	8.250	8.250	8.465	49.715
National Transit Research	38.050	38.050	38.050	38.050	38.050	39.039	229.289
University Transportation Centers	6.000	6.000	6.000	6.000	6.000	6.156	36.156
Administrative Expenses - estimate	47.450	47.450	47.450	47.450	47.450	48.684	285.934
Washington Metropolitan Area Transit Authority	200.000	50.300	0.000	0.000	0.000	0.000	250.300
Total Title III	**5,109.750**	**5,110.050**	**5,109.750**	**5,109.750**	**5,109.750**	**5,246.575**	**30,795.625**
Title IV - Motor Carrier Safety							
State MV Performance Based Grants	83.000	83.000	83.000	83.000	83.000	83.000	498.000
Information Systems and Strategic Safety Initiatives	17.000	17.000	17.000	17.000	17.000	17.000	102.000
Total Title IV	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**600.000**
Title V - Infrastructure Credit Enhancement							
Transportation Infrastructure Credit Program	100.000	100.000	100.000	100.000	100.000	100.000	600.000
Total Title V	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**100.000**	**600.000**
Title VI - Research							
RSPA Strategic Planning & Intermodal Transportation R&D	10.000	15.000	20.000	25.000	30.000	35.000	135.000
Bureau of Transportation Statistics	31.000	31.000	31.000	31.000	31.000	31.000	186.000
National Technology Deployment Initiatives	56.000	56.000	56.000	84.000	84.000	84.000	420.000
Local Transportation Assistance Program	12.000	12.000	12.000	12.000	12.000	12.000	72.000
National Highway Institute	8.000	8.000	8.000	14.000	14.000	14.000	66.000
Eisenhower Transportation Fellowship Program	2.000	2.000	2.000	2.000	2.000	2.000	12.000
Technology Implementation Partnerships	11.000	11.000	11.000	11.000	11.000	11.000	66.000
Long Term Pavement Performance	15.000	15.000	15.000	15.000	15.000	15.000	90.000
Advanced Research	10.000	10.000	10.000	20.000	20.000	20.000	90.000
ITI Deployment Incentives	100.000	100.000	100.000	100.000	100.000	100.000	600.000
Intelligent Transportation Systems Research & Support	96.000	96.000	96.000	130.000	130.000	130.000	678.000
Total Title VI	**351.000**	**356.000**	**361.000**	**444.000**	**449.000**	**454.000**	**2,415.000**
Title VIII - Rail Passenger Programs							
AMTRAK Operating Expenses	344.000	292.000	242.000	192.000	142.000	142.000	1,354.000
AMTRAK Capital, including Northeast Corridor	423.450	423.450	423.450	423.450	423.450	423.450	2,540.700
Supplemental Capital Investments, Amtrak and Northeast Corridor	0.000	130.000	140.000	177.000	262.000	165.000	874.000
Total Title VIII	**767.450**	**845.450**	**805.450**	**792.450**	**827.450**	**730.450**	**4,768.700**
Grand Total - NEXTEA	**29,087.700**	**29,030.000**	**28,893.700**	**28,852.700**	**28,878.700**	**29,516.366**	**174,259.166**

Table Comparing Total ISTEA Funding to Total NEXTEA Funding

NEXTEA Proposal

(Dollars in Millions)

	Total ISTEA	Total NEXTEA
Surface Transportation/ Highway		
National Highway System	21,000	26,450
Interstate Maintenance Program	17,000	26,534
Surface Transportation Program/TE	23,900	34,986
Flexible Highway Infrastructure Safety		3,250
Interstate Transfer	960	
Interstate Construction	7,200	
Minimum Allocation	6,003	3,591
Donor State Bonus	2,832	
Hold Harmless	6,495	
90% of Payments	1,600	
Wisconsin	279	
Ferry Boats	100	
Demos	7,261	
NHS Corridors	248	
Bridge Program	16,100	15,976
Cong. Mitigation/Air Quality Impr. Program	6,000	7,800
Interstate Reimbursement	4,000	6,000
Recreational Trails Program	180	42
Scenic Byways Program	80	90
ITS/ITI Integration Deployment	659	600
FHWA Research & Tech. Programs	87	1,566
Federal Lands	2,600	3,150
Tax Evasion	45	30
Congestion Pricing		84
Bureau of Transportation Statistics	90	186
Emergency Relief Program	600	600
High Speed Rail	775	
Woodrow Wilson Memorial Bridge		400
Appalachian Highways		2,190
State Infrastructure Banks		900
Integrated Safety Fund		300
Border Gateway Crossing Pilot Program		270
RSPA Strat. Planning R&D & Intermod. Res.		135
Credit Reform Program		600
Other	45	
ISTEA Budget Compliance	*(2,557)*	
Transit		
Formula Capital	19,077	23,930
Discretionary Grants	12,422	5,776
FTA/Other		839
Safety		
Operations and Research	465	889
Highway Traffic Safety Grants	1,151	1,476
Motor Carrier Safety Assist. Pgm Grants	537	600
Subtotal ISTEA Programs	**157,234**	**169,240**
ADDITIONAL PROGRAMS		
TRANSIT		
WMATA		250
RAIL		
AMTRAK Capital (HA)		3,415
AMTRAK Operating (HA)		1,354
Subtotal Additional Programs		**5,019**
TOTAL	**157,234**	**174,259**

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