

SERVING RURAL AMERICA

RURAL PROGRAM GUIDE

***U.S. DEPARTMENT OF
TRANSPORTATION***

February 1999

**MESSAGE by
U.S. Department of Transportation
Secretary Rodney E. Slater**

President Clinton is committed to rebuilding America by providing a record, balanced investment in transportation that meets our vital national interests and enhances the quality of life of all Americans. The Department of Transportation is committed to ensuring that Americans in the rural areas and smaller communities of the Nation share those benefits. My recently announced *Rural Initiative* is directed toward providing people in rural areas the opportunity to lead safer, healthier and more fulfilling lives.

This brochure on transportation programs that serve rural America is one element of my *Rural Initiative*. It provides information on Federal transportation programs designed to improve safety, provide mobility through improvements to our transportation infrastructure, and strengthen proven strategies to safeguard public health and the environment in our rural communities and towns.

I look forward to working with our partners in state and local government and the private sector to make our joint vision for people in rural communities a reality.

Rodney E. Slater

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INTRODUCTION

The primary objective of Secretary of Transportation Rodney Slater's *Rural Transportation Initiative* is to help ensure that rural areas and small communities share in the mobility as well as the economic and social benefits that the U.S. Department of Transportation programs provide. These transportation programs also offer safety improvements and environmental protections important to the health and well being of their residents.

Effective communication with the residents, businesses, and governments of rural areas and small communities is essential to the success of the *Rural Transportation Initiative*. This publication provides information to the citizens and officials of rural areas and small communities about Department of Transportation programs that are targeted to or have special interest for rural America.

As a starting point in this undertaking, the Department developed the following Statement of Policy on Rural Transportation:

The U.S. Department of Transportation Strategic Plan sets out the Department of Transportation as the visionary and vigilant leader of transportation excellence for the 21st Century, committed to serving the United States by fostering a fast, safe, efficient, accessible and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future. To fulfill this commitment for the rural areas and small communities of the Nation, the Department will work to ensure that all Americans in these areas share in the planning and decision making for and in the benefits flowing from a transportation system that:

- o improves safety to reduce the human and material costs that are unintended consequences of the operation of the transportation system in rural areas;
- o allows residents of rural areas and small communities access to the destinations and goods to attain their desired quality of life;
- o provides the transportation service that will afford small communities and rural areas the opportunity to reach their economic growth and trade potential;
- o enhances the social strength and cohesiveness of small communities and protects the natural environment of rural areas; and
- o maintains the national security and border integrity necessary for the well-being of all Americans.

The *Rural Transportation Initiative* is intended to be a first step -- a beginning from which a transportation system better positioned to serve small communities and rural areas can evolve. It also is critically important that rural areas be involved in the transportation planning process by which transportation investment decisions of public funds are made.

Among the key challenges in rural areas are: improving safety even as travel continues to increase, preserving and enhancing the environment, supporting economic growth and responding to social and demographic changes.

Safety: Although we have made great progress in highway safety, even as travel has increased dramatically, highway deaths and injuries continue to overwhelm all other transportation-related deaths and injuries. These place a huge burden on our economy -- an estimated \$150 billion annually -- and have high personal and social costs, as well. The greater isolation and distances in rural areas present special problems from a safety perspective. Certain types of crashes -- rail-

highway grade crossing, run-off-the-road, and others -- are more prevalent in rural areas. Often crashes go unreported and the distance to medical services can be longer than in metropolitan areas, thereby lengthening the response time that can be so critical in treating crash victims.

Travel: Not only does travel in rural areas continue to increase at an unprecedented rate, but meeting the demand in rural areas creates some difficult challenges. The distances involved and the lower population density create difficult conditions, particularly in providing non-auto alternatives for the growing numbers in rural areas who cannot or choose not to use private autos. The growing importance of tourism in rural areas demands transportation solutions that preserve and protect the scenic, cultural, historic and natural environment.

Environment: Major national legislation has been enacted to protect our air and water as well as the cultural, historic, scenic and natural resources so important to our quality of life. Transportation activity has important impacts on the environment - from air and water quality to land use. Rural areas are particularly concerned with protecting the natural environment from which its residents draw a large share of their desired quality of life. Another environmental consideration of particular importance to rural areas and small communities is controlling the land uses on which transportation can have such a major influence. It is essential that we continue to account for the costs of transportation decisions that affect these non-renewable resources and provide assistance, where possible, to mitigate adverse effects on our rural communities and their environment.

Economic Activity: The economic vitality of our Nation -- to continue our high standard of living and compete effectively in international markets -- requires efficient transport of passengers and freight throughout the Nation. Many rural areas are engaged in a long-term process of undergoing a change from an agricultural-based economy to one rooted in manufacturing, service, or tourism. Responding to this fundamental economic change and allowing these communities to compete on an equal footing for this business creates a need for new and different transportation services.

Demographic changes: Recent data indicate that the population growth of many rural areas is more vibrant than had been thought. Moreover, older Americans reside in and are relocating to rural areas and small communities in larger proportion than in urban areas. These trends underscore the need for a spectrum of transportation choices to meet daily and local travel needs and to provide access to and egress from these areas for longer journeys.

This brochure, *Serving Rural America*, provides information about the U.S. Department of Transportation's grant programs that are of the most direct interest to rural areas and small communities. It also includes a brief discussion of programs that serve transportation concerns that span both rural and urban areas. The Appendix includes additional references and specific program contacts.

ENHANCING TRANSPORTATION DECISION MAKING

The Transportation Equity Act for the 21st Century (TEA-21) provides more money for transportation in rural areas than ever before. But the only sure way to influence how this money is spent is by involvement in the transportation planning process. To date, transportation planning for rural areas has been uneven at best -- effective in some areas, but relatively neglected in others. The Department of Transportation is committed to improving transportation planning for all areas because the benefits of comprehensive planning are clear. Officials must have sound information on which to base investment decisions, especially given the complexity of transportation issues, including the associated environmental and community concerns.

Transportation problems in rural areas vary greatly from state to state and within states. Rural areas that are in decline economically, but are interested in economic development, are seeking ways to preserve and improve their transportation system -- air service, rail service, transit service and their highway system. Areas that are experiencing growth are concerned about meeting the growing demand for transportation while alleviating congestion and addressing growth management and environmental issues. In all cases, there is widespread recognition among rural residents, businesses, and community leaders that effective transportation is vital to attaining social, economic, and environmental objectives.

The range of transportation responsibilities also differs from state to state. Typically states have direct responsibility for 10 to 20 percent of the roads in their state and for rural transit systems. However, this varies widely. State responsibility for other transportation services varies considerably as well. States might own and operate airports or be involved in planning them. Railroads and pipelines are generally private although a few state programs aid branch/short line railroads. Some states support commuter rail programs; others are responsible only for highways, transit and aviation.

The Federally-mandated Transportation Planning Process

The transportation planning process can best be described as the "gateway" for accessing Federal-aid highway and transit funding. It enhances the quality and scope of the information on which elected officials and policy makers can base their decisions regarding transportation investments and helps ensure better, more informed decision making.

Current law recognizes that rural officials are the decision makers closest to rural transportation problems. Their involvement in the transportation planning process is paramount for a collaborative and coordinated resolution of rural transportation issues and problems. *The Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA) required, for the first time, the establishment of a statewide transportation planning process. It also required that Federally-funded transportation projects be planned and approved through that process. The recently enacted *Transportation Equity Act for the 21st Century* (TEA-21) continues the requirement for a statewide transportation planning process. It also places even greater emphasis on the involvement of rural local officials in the statewide planning process, including involvement in the selection of projects. States now are required to document their process for involving local officials.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) rely on the statewide transportation planning process as the primary mechanism for cooperative decision making. This means that local officials and those who anticipate using Federal transportation funds must be involved in the planning process.

The State has the major role in statewide transportation planning

Within these broad requirements, each state has developed its own process for transportation planning and for making transportation decisions. In some states, the legislature is involved in approving capital investment programs; others have independent entities (commissions, boards, authorities, etc.) that are responsible for transportation decisions. In all cases, elected officials at the local, regional, or state level need good information on which to base their decisions, and the planning process should provide this while recognizing the differing requirements of each state.

Those directly engaged in the transportation planning process at the state level are required to produce two major products -- the transportation plan and the statewide transportation improvement program (STIP):

- 1 The transportation plan is a long range (at least 20 years), multi-modal future vision for the mobility of goods and people. The plan considers factors that may affect or be affected by local and regional transportation investments.

2. The transportation improvement program is a short term (usually 3 years) list of projects to be financed in part with Federal funds. The program is financially constrained, which means that it cannot include projects that exceed the anticipated funding available to a state.

TEA-21 consolidated the sixteen planning factors enumerated under ISTEA into the following seven broad areas:

- Support the economic vitality of the United States, the states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Since the passage of ISTEA in 1991, states have become more involved in comprehensive transportation planning, including the development of multi-modal transportation plans. As a result, many states are now engaged in activities, such as rural freight issues, for which they previously had little or no responsibility. Because the statewide planning process is continuing to evolve, many states are looking at ways to "re-engineer" their transportation planning and programming processes. They are determining what decisions should be made at the state level and what should be decided at the regional level - for rural as well as metropolitan areas.

Rural transportation planning differs by area and circumstance

A variety of existing planning techniques have the potential for being useful in rural transportation planning. However, their effectiveness will depend to a great degree on the local circumstances within which they are applied. Rural transportation planning is relatively new, not only to those traditionally involved in transportation planning -- State DOTs, MPOs, transit operators, etc., but also to those not traditionally involved in transportation planning -- rural local governments and planning organizations, Indian tribal governments, the Bureau of Indian Affairs, and others.

Some areas have formal rural regional planning organizations, while in others, transportation planning is done by the state or by individual local governments, often in coordination with the state. Engagement of a variety of rural interests is essential to addressing all rural transportation issues. For example, resolving agricultural related transportation issues requires input from the agricultural transportation community. Involving economic development agencies and other established planning entities in planning and investment decisions also can enhance rural transportation planning.

Transportation planning can be the means for resolving rural transportation and economic planning and development related issues and improving our Nation's position in the global economy. It is the "gateway" to shaping the investment decisions for most of the program funds described in this brochure. Local officials need to be involved in the transportation planning process if they are to have any influence

over the use of Federal transportation funding. To initiate that involvement, local officials should contact their State Department of Transportation, Transportation Agency, the Federal Highway Administration Division Office or the Federal Transit Administration Regional Office.

PROMOTING AND IMPROVING SAFETY

The importance of transportation safety in rural areas: Promoting and improving safety is our highest priority. We will continue to have a strong focus on highway safety, in particular, because about 94 percent of all transportation-related fatalities and injuries involve highway motor vehicle crashes. Rural America has a significant highway safety problem. Close to 80 percent of the Nation's roadway miles are in rural areas; over 58 percent of the total fatalities occur in rural areas and the fatality rate for rural areas (per 100 million vehicles miles of travel) is more than twice that of urban areas. Crashes in rural areas are more likely to result in fatalities due to a combination of factors including extreme terrain, faster speeds, more alcohol involvement, and the longer time intervals from the advent of a crash to medical treatment due to delays in locating crash victims and the distance to medical treatment centers.

Among the priority safety areas for the Department of Transportation are reducing single-vehicle run-off-road fatal crashes -- two-thirds of which occur in rural areas. Many of these fatal crashes take place on two-lane rural roads and involve vehicles striking fixed objects, or going down an embankment or into a ditch. Speeding is another factor in many run-off-the road rural crashes.

Additionally, priority programs to increase seat belt use and reduce alcohol-impaired driving nationwide will have a major influence on reducing highway fatalities and injuries in rural areas. For example, the Presidential Initiative to Increase Seat Belt Use nationwide has set a goal of 85 percent usage by the year 2000 and 90 percent by the year 2005. A national usage rate of 90 percent, among front seat occupants of all passenger vehicles, would result in the prevention of an estimated additional 5,500 deaths and 130,000 serious injuries annually.

The Department also will focus on safety of bicycling and walking because these are prevalent methods of transportation in some rural areas. They constitute a safety problem -- 35 percent of the bicyclists' fatalities were in rural areas and although fewer pedestrians are injured in rural areas than in urban areas, they are more likely to result in fatalities largely because of the time it takes to get to a hospital.

Continued reductions in the aviation accident rate, during a period of rapid growth in air travel, remain a primary task of the Department. Efforts to reduce highway-railway grade crossing crashes also are continuing.

SAFE COMMUNITIES

Safe Communities Program

The U.S. Department of Transportation has made a clear commitment to the philosophy that communities are in the best position to affect transportation-related safety problems. The Safe Communities program approach represents a new way for communities to establish and manage safety programs. Four characteristics define the Safe Communities approach: data analysis and linkage (where possible), citizen input and involvement in setting priorities, integrated and comprehensive injury control system and expanded partnerships. Since its inception in 1996 to the present, more than 450 Safe Communities have been established -- virtually every state in the union is participating in the program. The Department's goal is to have 600 Safe Communities by 1999 and 1,000 by the year 2000.

The Safe Communities Memorandum of Understanding

Nine agencies within the U.S. Department of Transportation -- the National Highway Traffic Safety Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Federal Aviation Administration, United States Coast Guard, Research and Special Projects Administration, Maritime Administration and Bureau of Transportation Statistics -- have banded together to promote the development of Regional Intermodal Safe Communities programs and implement a safer national transportation system by combining the best injury prevention practices into Safe Communities to serve as model programs throughout the Nation.

The Safe Communities Services

(Web site: <http://www.nhtsa.dot.gov/safecommunities>)
(e-mail: Safe.Communities@nhtsa.dot.gov)
(phone: (817) 978-3653)

The U.S. Department of Transportation Service Center was opened in August 1997, and has responded to thousands of requests for information, special assistance and materials related to Safe Communities. The bi-monthly Building Safe Communities Newsletter and the Service Center bulletin and the Center's Web site keep transportation safety and injury control advocates across the country updated on all the latest developments needed to build Safe Communities.

SURFACE TRANSPORTATION SAFETY GRANT PROGRAMS

Our highway safety programs focus on three key areas: driver behavior, road design, and vehicle standards. There are no safety programs devoted specifically to rural areas; instead, all the Department's safety grant programs are available for safety problems nationwide. The following is a discussion of the major surface transportation safety grant programs.

State and Community Highway Safety Grants

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_402.htm)

Purpose: The purpose is to support a broad range of state highway safety programs designed to reduce traffic crashes, fatalities, and injuries.

Eligible projects: Eligible projects include behavioral and highway safety projects to reduce deaths and injuries caused by exceeding posted speed limits; encourage proper use of occupant protection devices; reduce alcohol and drug-impaired driving; reduce crashes between motorcycles and other vehicles; reduce school bus crashes; improve police traffic services; improve emergency medical services and trauma care systems; increase pedestrian and bicyclist safety; improve traffic record systems; and improve roadway safety. Grant allocations are determined on the basis of a statutory formula; at least 40 percent must be used to address local traffic safety problems. Beginning in FY 1998, the apportionment to the Bureau of Indian Affairs increased from one-half of one percent to no less than three-quarters of one percent. The Federal share is 80 percent. To be eligible, a state must submit a Performance Plan establishing goals and performance measures to improve highway safety, and a Highway Safety Plan describing activities to achieve those goals.

Contacts: State Governors' Highway Safety Representatives.

Funding: Funding is \$932.5 million for FYs 1998 - 2003. This program merges *The Intermodal Surface Transportation Efficiency Act's* separate Federal Highway Administration 402 and National Highway Traffic Safety Administration 402 authorizations into one authorization for roadway and behavioral safety projects.

Intoxicated Driver Prevention Program

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_163.htm)

Purpose: The purpose of this incentive program is to prevent operation of motor vehicles by those who are intoxicated by rewarding states that enact and enforce a law providing that any person with a blood alcohol concentration of 0.08 percent or greater, while operating a motor vehicle in the state, shall be deemed to have committed a *per se* offense of driving while intoxicated.

Eligible projects: Eligible projects include any project eligible for assistance under Title 23. The Federal share is 100 percent.

Contacts: State Governors' Highway Safety Representatives.

Funding: A total of \$500 million for incentive grants is available for FYs 1998 - 2003. Grants are based on the amount a state receives under the Section 402 Highway Safety Program.

Alcohol-impaired Driving Countermeasures Incentive Grants

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_410.htm)

Purpose: The purpose is to encourage states to adopt and implement programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol.

Eligible projects: Eligible projects are those that implement and enforce impaired driving countermeasure programs. The Federal share is up to 75 percent in the first and second years in which a state receives a grant, 50 percent in the third and fourth years, and 25 percent in the fifth and sixth years. Applicants are those states that adopt and implement specific laws and programs to reduce impaired driving as specified by law.

Contacts: State Governors' Highway Safety Representatives.

Funding: Funding is \$219.5 million for FYs 1998 - 2003.

Safety Incentive Grants for Use of Seat Belts

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_157.htm)

Purpose: The purpose is to reduce motor vehicle deaths and injuries and their related medical costs through incentives to states to increase seat belt use.

Eligible projects: Eligible projects include any project eligible for assistance under Title 23. The Federal share is determined by the requirements of the program for which the funds are used.

Contacts: State Governors' Highway Safety Representatives.

Funding: Funding of \$500 million is authorized for FYs 1999 - 2003 and is available for use by states that meet certain rates of seat belt use.

Occupant Protection Incentive Grants

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_405.htm)

Purpose: The purpose is to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

Eligible projects: Eligible projects are those that implement and enforce occupant protection programs. The Federal share is up to 75 percent in the first and second years in which a state receives a grant, 50 percent in the third and fourth years and 25 percent in the fifth and sixth years.

Contacts: State Governors' Highway Safety Representatives.

Funding: Funding of \$68 million is authorized for FYs 1999-2003 for states that adopt and implement specific occupant protection laws and programs as specified by law.

State Highway Safety Data Improvement Incentive Grants

(Web site: http://www.fhwa.dot.gov/tea21/factsheets/n_411.htm)

Purpose: The purpose is to improve state highway safety data that is needed to identify safety priorities and evaluate the effectiveness of improvements, to link state data systems, and to improve compatibility of data systems.

Eligible projects: Eligible projects include those that implement data improvement programs. The Federal share is up to 75 percent in the first and second years in which a state receives a grant, 50 percent in the third and fourth years and 25 percent in the fifth and sixth years. States must meet specified criteria.

Contacts: State Governors' Highway Safety Representatives.

Funding: Funding is \$32 million for FYs 1999 - 2002.

Highway Infrastructure Safety

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/isfty.htm>)

Purpose: The purpose is to fund activities for safety improvement projects to correct hazardous locations and to eliminate hazards at rail-highway grade crossings.

Eligible projects: Program elements include the following:

The Surface Transportation Program Set Aside:

It includes the Hazard Elimination Program that provides funds to resolve safety problems at hazardous locations and sections, and for roadway elements that may constitute a danger to motorists, pedestrians, and bicyclists, and the Railway/Highways Crossing Program which is designed to fund safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Under TEA-21, project eligibility was broadened to include off-roadway and bicycle safety improvements and the Hazard Elimination Program was opened to Interstates, any public transportation facility, and any public bicycle or pedestrian pathway or trail.

Operation Lifesaver:

Operation Lifesaver is a public information and education program designed to eliminate collisions, deaths and injuries at public and private grade crossings and on railroad rights-of-way.

Railway-Highway Crossing Hazard Elimination in High-Speed Rail Corridors:

This is a grade crossing safety program for certain elements of specified high-speed rail corridors. Funds will be spent on improvements in five existing corridors and six new corridors (three specified in TEA-21 and three to be selected by the Secretary in accordance with criteria).

Funding: Funding for the *STP Safety Set Aside* is a 10 percent set aside for safety from the Surface Transportation Program which totals approximately \$3.7 billion for FYs 1998 - 2003. Funding for *Operation Lifesaver* is \$500,000 per year from the STP set aside. Funding for the *Railway-Highway Crossing Hazard Elimination in Highway-Speed Rail Corridors* is \$5.25 million per year from the STP set aside and an additional \$15 million per year is authorized to be appropriated from General Funds.

Contacts: State Transportation Agencies.

Intelligent Transportation Systems

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/its.htm>)

Purpose: The purpose of the Intelligent Transportation Systems (ITS) is to encourage the application of advanced sensor, computer, electronics, and communications technologies and management strategies in an integrated manner to increase the safety and efficiency of the surface transportation system. The ITS Integration Program funds grants to states and local jurisdictions for the deployment of integrated ITS systems.

Eligible Activities: A broad range of ITS activities may be funded through the regular surface transportation programs. The focus of ITS for rural areas is primarily on reducing the number of single vehicle crashes on rural roads, improved emergency response to crashes, traveler information for tourists and other rural travelers, and improved access to transit services for rural residents. Activities in the rural ITS program include a significant research program, a series of field operational tests, various outreach activities, and a deployment incentive grant program.

Contacts: State Transportation Agencies.

Funding: Funding for ITS research and development is \$603 million for FYs 1998 - 2003 and for ITS deployment incentives, the total is \$679 million. In addition to funds authorized specifically for ITS, both NHS and STP funds may be used for infrastructure-based ITS capital improvements and Congestion Mitigation and Air Quality Improvement funds may be used to improve traffic flow that contributes to air quality improvements. Transit funds may also be used for ITS.

Motor Carrier Safety Assistance Program (MCSAP)

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/mcs.htm>)

Purpose: The purpose is to improve motor carrier safety.

Eligible projects: Eligible projects include strategic safety investments to improve motor carrier safety, with an emphasis on program flexibility and innovative approaches to tailor solutions to particular motor carrier safety problems.

Contacts: State Transportation Agencies.

Funding: Funding is \$579 million for FYs 1999 - 2003.

PIPELINES

One-call Notification

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/onecall.htm>)

Purpose: The purpose is to reduce unintentional damage to underground facilities, along with the attendant risks to the public and to the environment, during excavation. It encourages states to establish or improve one-call notification systems. Such notification systems receive notification from excavators of their intent to excavate in a certain area and notify underground facility operators so that they may mark their lines to prevent damage.

Eligible projects: Eligible projects include establishment or improvement of one-call notification systems. Eligibility depends upon appropriate participation by all underground facility operators and excavators, and flexible and effective enforcement under state law.

Contacts: State Transportation Agencies.

Funding: Authorizations are provided, subject to appropriation, for grants totaling \$1 million in FY 2000 and \$5 million in FY 2001.

BOATING

Recreational Boating Safety

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/rbs.htm>)

Purpose: The purpose is to assist the states and U.S. Territories with programs to protect recreational boaters.

Eligible projects: Eligible projects include facilities, equipment, and supplies for boating safety education and law enforcement, training personnel in skills related to boating safety and enforcement, providing public boating safety education, acquiring, constructing or repairing public access sites used primarily by recreational boaters, conducting boating safety inspections, establishing and maintaining emergency or search and rescue facilities, and establishing and maintaining waterway markers. There are a number of state eligibility requirements, such as the requirement to have a vessel numbering system.

Contacts: State Transportation Agencies.

Funding: The Recreational Boating Safety program is an appropriated budget authority program subject to annual appropriations.

PROVIDING MOBILITY AND REBUILDING AMERICA'S INFRASTRUCTURE

The Status of our Rural Transportation Infrastructure: The ability to make clear distinctions between rural infrastructure and that which serves the Nation generally is limited by an absence of data unique to rural settings and rural transportation services. Nonetheless, based on the data that are available and partial evidence, some observations can be made. Compared to like urban roadways, rural roads and highways are in relatively good condition overall. This should not obscure, however, that about one-third of rural interstates and other rural arterials are in poor or mediocre condition. Similarly, fewer rural bridges overall are deficient than is the case for the Nation as a whole, but upwards of one-fifth of all rural bridges are deficient. Progress has been made in improving highway and bridge conditions under ISTEA and should continue under TEA-21, and rural areas will continue to benefit. However, critical problems can arise in specific circumstances and locations, and the ability to deal with them needs to be in place.

There is no unequivocal data to identify rural transit or railroad infrastructure. With respect to transit, slightly fewer small buses and vans – which more often typify rural transit vehicles – are average on average than is true for larger transit vehicles. However, the problem with respect to rural transit is more often level of service than vehicle condition. There is little comprehensive condition data for railroads serving rural areas; however, there is information suggesting growing track maintenance and condition problems with the short-line and low density railroads, which are usually associated with rural areas and small communities.

Like transit, rural aviation is largely a service, rather than infrastructure, concern since airport capacity is not often a limitation in smaller communities. As important freight movers, both pipelines and inland waterways provide essential service in rural areas, particularly in the case of waterways which are frequently used to transport agricultural exports. In both instances, the maintenance of the infrastructure is most often the key issue.

AVIATION PROGRAMS

Aviation Planning

Airport planning may be done on an areawide or individual airport basis, with input from local officials. Areawide planning includes preparation of airport system plans for states, regions and metropolitan areas. These plans identify the aviation facilities needed to meet current and future air transportation needs. Grants for airport system planning are made to planning agencies having areawide jurisdiction over the area being studied. The Federal Aviation Administration (FAA) uses this information in preparing the National Plan of Integrated Airport Systems.

Airport Improvement Program

Purpose: The purpose is to promote the development of a system of airports to meet the Nation's air needs.

Eligible projects: Eligible projects include airport system and master plans; construction, expansion or rehabilitation of runways, taxiways, and aprons; items necessary for safety or security; navigational aids; on-airport roadways; limited terminal development; land acquisition, and noise control. These funds may be used for noise compatibility planning and other projects to mitigate adverse noise and environmental impacts, including projects for small commercial and General Aviation airports.

Applicants include owners/operators of public-use airports included in the National Plan of Integrated Airports Systems (3,344 airports of which 2,472 are general aviation airports). A public-use airport is an airport open to the public and publicly owned, or privately owned but

designated by FAA as a reliever, or privately owned but having scheduled service and at least 2,500 annual enplanements.

Contacts: State Transportation Agencies.

Funding: Funding totals \$1.7 billion for FY 1998. For rural areas, in addition to providing funds for commercial service airports, a portion of the discretionary program is set aside for general aviation. For FY 1998, that amounts to approximately \$200 million.

Essential Air Service

(Web site: <http://ostpxweb.dot.gov/aviation/>)

Purpose: The Department guarantees scheduled passenger air service at many small communities throughout the United States.

Eligible projects: Eligible projects include subsidies to air carriers where necessary to ensure that such service is provided. Eligible communities are specified by law. Currently, the Department subsidizes scheduled air service in approximately 100 communities, including 26 in Alaska, that would otherwise receive no scheduled air service.

Contacts: U.S. DOT, Office of Aviation Analysis, (202) 366-1053.

Funding: Congress provided \$50 million for the essential air service (EAS) program in fiscal year 1999 and each succeeding year and removed the program's previous sunset date of September 30, 1998.

SURFACE TRANSPORTATION PLANNING, TRAINING, AND TECHNICAL ASSISTANCE

Statewide Planning

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/statepln.htm>)

Purpose: The statewide planning process establishes a *cooperative, continuous, and comprehensive* framework for making surface transportation investment decisions throughout the state and is administered jointly by the Federal Highway Administration and the Federal Transit Administration.

Eligible Activities: Eligible projects include statewide surface transportation planning projects.

Contacts: State Transportation Agencies

Funding: A two percent takedown of state apportionments for the Interstate Maintenance, National Highway System (NHS), Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement, and Bridge Rehabilitation and Replacement Programs provides funding for statewide planning. This takedown averages \$481.5 million per year for FYs 1998 - 2003, for a total of \$2,888.8 million. Of the amounts set aside by the takedown, 25 percent must be used for research, development, and technology transfer activities. Statewide planning also is an eligible activity for additional funding under the NHS and STP programs.

Additional funding for statewide planning is authorized from the Mass Transit Account of the Highway Trust Fund. The amount from the Mass Transit Account is guaranteed. FTA state transportation planning funding authorizations, however, may vary annually depending upon the

amount of the non-guaranteed funds, authorized to be appropriated from the General Fund, that Congress actually appropriates.

Guaranteed transit funding for statewide planning averages \$10.5 million per year, for a total of \$62.9 million from FYs 1998 - 2003. If Congress appropriates all the transit authorizations for statewide surface transportation planning, the average would rise to \$15.4 million per year for the 6-year period.

Local Technical Assistance Program (LTAP) and Tribal Technical Assistance Program (TTAP)

Purpose: As the primary transportation information resource for local and tribal governments, the Local Technical Assistance Program (LTAP) provides access to technical assistance, training, and information on new transportation technologies. Technology transfer activities are made available through a variety of projects including services provided by its network of 57 LTAP centers. Centers are located in each state and Puerto Rico; and six Tribal Technical Assistance Program centers (TTAP) serve the needs of tribal governments. The LTAP assists local and tribal governments in developing well-trained and motivated staffs, resulting in an improved transportation network that helps sustain rural economies.

Eligible projects: Each LTAP or TTAP Center director has the flexibility to tailor the program for local needs. Responsibilities include conducting training, delivering technical assistance, and publishing newsletters. The centers publish quarterly newsletters and maintain comprehensive mailing lists of rural, local, and tribal officials with transportation responsibilities. Centers adapt a mix of technology transfer and marketing tools to meet their localities' unique circumstances.

Contacts: LTAP centers located in each state and Puerto Rico and the TTAPs.

Funding: Funding is \$51 million for FYs 1998 - 2003. Support for the centers also comes from State Departments of Transportation, the Bureau of Indian Affairs, universities, local agencies, and funds designated by state legislation.

Rural Transit Assistance Program (RTAP)

Purpose: The purpose is to provide resources for training, technical assistance, research, and related support services to support rural transit providers.

Eligible projects: Eligible projects include activities that support rural transit providers with training and technical assistance, research, and related support services. Each state gets an annual allocation of funds for RTAP that can be used for projects such as newsletters, training courses, scholarships for training, and circuit riders. In addition, RTAP funds are used for a national project that supports the state RTAP managers, maintains a rural transit database, produces training modules, and provides a rural transit resource center. There is no local share requirement.

Contacts: State Transportation Agencies.

Funding: Funding is \$30.75 million for FYs 1998 - 2003. Funds are allocated to each state by formula, but the minimum amount for a state is \$65,000.

SURFACE TRANSPORTATION CONSTRUCTION PROGRAMS

(Web Site: <http://www.fhwa.dot.gov/tea21/index.htm>)

The Transportation Equity Act for the 21st Century (TEA-21) substantially increased investment in core programs that are available for rural and urban areas through states and metropolitan planning organizations:

The National Highway System (NHS)

Purpose: The National Highway System (NHS) is composed of 163,000 miles of rural and urban roads that are to serve major population centers. The 46,000 mile Interstate System retains its separate identity within the NHS. The NHS program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals.

Eligible Projects: In addition to NHS roads, including the Interstate, eligible projects were expanded by TEA-21 to include natural habitat mitigation, publicly-owned intracity and intercity bus terminals, and infrastructure-based intelligent transportation system capital improvements.

Contacts: State Transportation Agencies.

Funding: It is funded at \$28.6 billion for FYs 1998 - 2003. Funds are distributed based on a formula that includes each state's lane-miles of principal arterials (excluding the Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the state's highways and per capita principal arterial lane-miles.

The Interstate Maintenance Program

Purpose: The Interstate Maintenance Program provides funding for resurfacing, restoring, rehabilitating, and reconstructing (4R) most routes on the Interstate System.

Eligible Projects: TEA-21 expanded eligible projects to include reconstruction.

Contacts: State Transportation Agencies.

Funding: It is funded at \$23.8 billion for FYs 1998 - 2003. Funds are distributed based on each state's lane-miles of Interstate routes open to traffic, vehicle-miles traveled on those Interstate routes, and contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles.

The Surface Transportation Program (STP)

Purpose: The Surface Transportation Program (STP) provides flexible funding that may be used by states and localities on projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals, and facilities.

Eligible Projects: TEA-21 expanded and clarified eligible projects to include several environmental provisions, modification of sidewalks to meet the Americans with Disabilities Act, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities. Of the amount available to the states, the state is required to use a certain amount (based on FY 1991 Federal-aid Secondary program funding) in areas with a population of less than 5,000. This amount is about \$590 million per year. *A new provision,*

enacted in TEA-21, allows up to 15 percent of this amount to be spent on roads functionally classified as rural minor collectors.

Ten percent of the funds distributed to the states is set aside for safety construction activities (discussed under the safety programs) and another 10 percent is set aside for transportation enhancements (discussed under the community and environmental programs).

Contacts: State Transportation Agencies.

Funding: The STP is funded at \$33.3 billion over the six-year period. Funds are distributed among the states based on each state's lane-miles of Federal-aid highways, total vehicle-miles traveled on those Federal-aid highways, and estimated contributions to the Highway Account of the HTF.

Bridge Replacement and Rehabilitation -- Off System Bridges

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/bridge.htm>)

Purpose: The purpose is to replace or rehabilitate deficient highway bridges and to seismic retrofit bridges located on any public road.

Eligible projects: Eligible projects include bridges on public roads. At least 15 percent, but not more than 35 percent, of a state's apportionment must be used for public bridge projects that are not on Federal-aid roads (off-system bridges).

Contacts: State Transportation Agencies.

Funding: Funding is \$20.4 billion for FYs 1998 - 2003. The 15 percent set aside requirement translates into about \$470 million annually for off-system bridges for FYs 1999 - 2003, but the requirement can be waived if it is determined that this expenditure is not needed. The set aside for high-cost bridges is retained, but the set asides for timber bridges and Indian Reservation Road bridges have been eliminated.

Federal Lands Highways

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/fedland.htm>)

Purpose: The purpose is to provide funding for more than 80,000 miles of federally-owned and public-authority owned roads and transit facilities that serve Federal lands. They include the following categories: Indian Reservation Roads, Park Roads and Parkways, Public Lands Highways (discretionary and Forest Highways), and (Wildlife) Refuge Roads.

Eligible projects: Eligible projects include:

- Planning, research, engineering, construction, and reconstruction of public roads or highways;
- Transit facilities;
- Any Title 23 transportation project providing access to or within Federal or Indian lands;
- Transportation planning for tourism and recreational travel that benefits recreational development;
- Adjacent vehicular parking, interpretative signage, acquisitions of necessary scenic easements and scenic or historic sites, construction and reconstruction of roadside rest areas, and other appropriate public road facilities such as visitor centers;

- State/Local match for Interstate Maintenance, National Highway System, Surface Transportation Program, Congestion Mitigation and Air Quality Improvement funded projects; and
- Construction of pedestrian walkways and bicycle transportation facilities in conjunction with Federal Lands projects as determined by the appropriate Federal Land Management agency and/or Indian tribal government.

Funds can be used to pay 100 percent of the eligible costs.

Contacts: State Transportation Agencies.

Funding: Funding is \$4,066 million for FYs 1998 - 2003.

Emergency Relief

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/er.htm>)

Purpose: The purpose is to assist state and local governments with the cost of repairing serious damage to Federal-aid highways and roads on Federal Lands caused by natural disasters or catastrophic failures from an external cause.

Eligible projects: Eligible projects include only emergency repairs to restore essential highway traffic, to minimize damage or to protect the remaining facility and make permanent repairs.

Contacts: State Transportation Agencies.

Funding: Funding is \$100 million annually for FYs 1998 - 2003.

RAIL PROGRAMS

Rail Rehabilitation and Improvement Financing -- Loan and Loan Guarantee Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/r-rrehab.htm>)
<http://www.fra.dot.gov/doc/rdv/rrif981112.htm>)

Purpose: The railroad rehabilitation and improvement financing program provides credit assistance, through direct loans and loan guarantees, to public or private sponsors of intermodal and rail projects for railroad capital improvements.

Eligible projects: Eligible projects include acquisition, development, improvement or rehabilitation of intermodal or rail equipment or facilities including track, bridges, yards, buildings and shops. Eligible applicants for assistance include state or local governments, government sponsored authorities and corporations, shippers, railroads, and joint ventures including at least one railroad.

Contacts: U.S. Department of Transportation, Office of Railroad Development, (202) 493-6379.

Funding: No direct Federal funding is authorized, but the Secretary is authorized to accept a cash payment from a non-Federal source to cover the estimated long-term costs to the Government of a loan or loan guarantee. The cost payment is called a credit risk premium. The aggregate unpaid principal amounts of obligations for direct loans and loan guarantees cannot exceed \$3.5 billion at any one time, of which not less than \$1 billion shall be available solely for other than Class 1 carriers.

Light Density Rail Line Pilot Projects

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/r-ltdens.htm>)

Purpose: The purpose is to fund light density rail line pilot projects.

Eligible projects: Eligible projects include capital improvements and rehabilitation of publicly and privately owned rail line structures. Funds may not be used for operating assistance. Eligible applicants are states that have state rail plans.

Contacts: U.'S. Department of Transportation, Office of Railroad Development, (202) 493-6379.

Funding: Funding is a total of \$105 million for FYs 1998 - 2003, and this amount must be appropriated from the General Fund.

TRANSIT PROGRAMS

Financial Assistance for Other than Urbanized Areas

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/nonurbfg.htm>)

Purpose: The purpose is to provide transit in non-urbanized areas.

Eligible projects: Eligible projects include transit capital, operating, and project administration expenses and state administration, for rural transit. Service must be available to the general public. Intercity bus service in rural areas also is eligible. Coordination with human service transportation is encouraged. The Federal share generally is 80 percent for capital and 50 percent for operating assistance. Contract revenue from human service agencies may be used for the local match.

Contacts: State Transportation Agencies.

Funding: Funding is a total of \$1.18 billion for FYs 1998 - 2003.

Grants and Loans for Special Needs of Elderly Individuals and those with Disabilities

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/elderfg.htm>)

Purpose: The purpose is to help provide transit capital assistance, through states, to organizations that provide specialized transportation service for elderly individuals and those with disabilities.

Eligible projects: Eligible projects include transit capital assistance to private nonprofit agencies, and public bodies under certain circumstances, for transportation service for the elderly and individuals with disabilities. In addition to the purchase or lease of vehicles and related equipment, capital projects also may include preventive maintenance and purchase of transportation service. The Federal Share is generally 80 percent.

Contacts: State Transportation Agencies.

Funding: Funding is a total of \$456 million for FYs 1998 - 2003.

Rural Transportation Accessibility Incentive Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/rtaccess.htm>)

Purpose: The purpose is to help over-the-road bus operators finance the incremental capital and training costs of complying with the Department's final rule on accessibility of over-the-road buses.

Eligible projects: Eligible projects include the incremental costs of ADA accessibility for operators of over-the-road buses in intercity fixed-route service and other service such as local fixed route, commuter, charter and tour service. There is a competitive grant selection process.

Contacts: Federal Transit Administration Regional Offices.

Funding: Funding is \$24.3 million for FYs 1999 - 2003.

Transit Capital Investment Grants and Loans Program (Bus and Bus Related)

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/trcap.htm>)

Purpose: The purpose is to provide capital support for transit infrastructure.

Eligible projects: Eligible projects include bus and bus-related projects, such as vehicles and maintenance facilities. The Federal share is 80 percent for all projects except those needed to comply with the Clean Air Act Amendments and the Americans with Disabilities Act, which are funded at 90 percent.

Contacts: State Transportation Agencies and local public bodies.

Funding: Funding is \$3.55 billion for FYs 1998 - 2003. Of this, at least 5.5 percent (\$195 million) must be spent for projects in other than urbanized areas. Historically, the percentage allocated to non-urbanized areas has been much higher than 5.5 percent.

Transit Benefits

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/trbenefi.htm>)

The Internal Revenue Code is modified to make transit and vanpool benefits more comparable with employee parking benefits by increasing the limit on non-taxable transit and vanpool benefits from \$65 to \$100 per month beginning after December 31, 2001. In addition, transit and vanpool benefits may be offered in lieu of compensation payable to an employee beginning in 1998.

SPECIAL PURPOSE PROGRAMS

Access to Jobs

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/jobaccs.htm>)

Purpose: The purpose is to (1) develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and (2) to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities.

Eligible projects: Emphasis is placed on projects that use mass transportation services. Twenty percent is to be used in non-urbanized areas. The Federal share is 50 percent, but other Federal transportation-eligible funds may be used for the local match. The program provides competitive grants to local governments and non-profit organizations to develop transportation services to connect welfare recipients and low-income persons to employment and support services.

Contacts: Local governments.

Funding: Funded at \$400 million for FYs 1999 - 2003. An additional \$350 million from the General Fund must be appropriated before it can be made available.

On- the-Job Training Supportive Services

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/ojtss.htm>)

Purpose: The purpose is to provide job opportunities through training, particularly for minorities and women.

Eligible projects: Eligible projects include such services as pre-employment counseling and basic skills improvement. States have the opportunity to reserve slots for welfare recipients.

Contacts: State Transportation Agencies.

Funding: Funding is a set aside of not more than one-half of one percent of a state's Surface Transportation Program and Bridge Program funding.

Appalachian Development Highway System

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/appal.htm>)

Purpose: The purpose is to build the congressionally-authorized 3,025-mile Appalachian Development Highway System -- a four-lane highway. Close to 80 percent is complete or under construction, but much of the remaining 649 miles will be among the most expensive to build. The completion of the System remains a top priority for the Appalachian Regional Commission.

Eligible projects: Eligible projects include projects on Appalachian Development Highway System. The Federal share is 80 percent.

Contacts: The 13 eligible states.

Funding: Funding is \$450 million per year beginning in FY 1999, for a total of \$2,250 million for FYs 1999 - 2003. Funds are apportioned among the 13 states based on the latest cost to complete estimate for the Appalachian Development Highway System.

Ferry Boats and Terminals

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/ferry.htm>)

Purpose: The purpose is provide support for ferry boats and ferry terminal facilities that are publicly-owned, publicly-operated, or majority publicly-owned and provide substantial public benefit.

Eligible projects: Eligible projects include construction of ferry boats and ferry terminal facilities. The Federal share is 80 percent.

Contacts: State Transportation Agencies.

Funding: Funding is a total of \$220 million for FYs 1998 - 2003, but \$20 million per year is set aside for NHS ferry facilities. Ferry service that meets the definition of mass transit continues to be eligible for funding under various FTA programs, including Formula Grants for Other than Urbanized Areas.

National Historic Covered Bridge Preservation

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/hiscovbr.htm>)

Purpose: The purpose is to preserve and rehabilitate historic covered bridges.

Eligible projects: Eligible projects include rehabilitation or repair of historic covered bridges (those that are listed or eligible for listing on the National Register of Historic Places) and preservation of historic covered bridges, including installation of fire protection systems or systems to prevent vandalism and arson. Relocation of a bridge to a preservation site also is eligible. The Federal share is 80 percent.

Contacts: State Transportation Agencies.

Funding: Funding is \$10 million per year for a total of \$50 million from the General Fund for FYs 1999 - 2003. Funds must be appropriated before they are available.

The National Corridor Planning and Development Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/border.htm>)

Purpose: The purpose of the National Corridor Planning and Development Program is coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade.

Eligible projects: Eligible projects include the 21 corridors identified in ISTEA, the 8 added in the 1995 National Highway Designation Act, and the 14 added by TEA-21, as well as other corridors based upon specified selection criteria. It can be used for:

- (1) planning, coordination, design and location studies;
- (2) environmental review and construction (after review of a corridor development and management plan); and
- (3) a corridor management plan.

The Federal share for projects is 80 percent (sliding scale applies). Corridor planning should be coordinated with transportation planning agencies of state, metropolitan, and Federal land management, tribal government, and Mexican and Canadian agencies, as appropriate.

Contacts: States transportation agencies and metropolitan planning organizations.

Funding: Funding for corridors and borders (described below) is combined. The level is \$140 million for FYs 1999 - 2003, for a total of \$700 million.

The Coordinated Border Infrastructure Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/border.htm>)

Purpose: The purpose of the Coordinated Border Infrastructure Program is to improve the safe movement of people and goods at or across the border between the United States and Canada and the border between the United States and Mexico.

Eligible projects: The Coordinated Border Infrastructure Program is limited to the borders. The Federal share for projects is 80 percent (sliding scale applies).

Contacts: Border states and MPOs.

Funding: Funding for corridors (described above) and borders is combined. The level is \$140 million for FYs 1999 - 2003, for a total of \$700 million.

MARITIME PROGRAMS

(Web site: <http://marad.dot.gov>)

Vessel Construction and Shipyard Modernization Loan Guarantees

(Web site: http://marad.dot.gov/information/title_xi_info.htm1)

Purpose: The primary purpose of the program is to promote the growth and modernization of the U.S. merchant marine (including the inland and domestic fleet) and U.S. Shipyards (i.e. shipyards located within the U.S.). The Program enables owners of eligible shipyards to obtain long-term financing with attractive terms.

Eligible Projects: Vessels eligible for new construction loan guarantee assistance generally include commercial vessels such as: passenger, bulk, container, cargo, tankers, tugs, towboats, barges, dredges, oceanographic research, floating power barges, offshore oil rigs and support vessels, and floating dry-docks.

Shipyard modernization generally includes projects involving proven technology, techniques and processes to enhance the productivity and quality of shipyards, novel techniques and processes designed to improve shipbuilding and related industrial production which advances the U.S. shipbuilding state-of-the-art.

Contacts: U.S. Department of Transportation, Maritime Administration, Director, Office of Ship Financing, 400 Seventh Street, SW, Room 8122, Washington, DC 20590 (202) 366-5744.

Funding: At the close of FY 1998, vessel loan guarantees in force aggregated approximately \$2.9 billion covering approximately 731 vessels and 95 individual shipowners. Funding for projects is subject to annual appropriations pursuant to the Federal Credit Reform Act.

Vessel Construction Reserve Fund

Purpose: The Construction Reserve Fund (CRF) encourages upgrading of the American-flag fleet on our inland waterways and coastwise trades. The program allows eligible parties to defer taxation of capital gains on the sale or other disposition of a vessel if net proceeds are placed in a CRF and reinvested in a new vessel within 3 years.

Eligible Projects: Vessel owners eligible for the CRF include all privately owned vessels mentioned under the loan guarantee program. Vessel operators building vessels for the U.S. foreign trade, Great Lakes non-contiguous offshore trade (e.g. between the West Coast and Hawaii) and the fisheries of the United States can use the similar Capitol Construction Fund (CCF) program instead of the CRF. Both programs are administered by the Maritime Administration.

Contacts: U.S. Department of Transportation, Maritime Administration, Director, Office of Ship Financing, 400 Seventh Street, S.W., Room 8122, Washington, D.C. 20590 (202) 366-5744.

ENHANCING OUR COMMUNITIES AND PROTECTING OUR ENVIRONMENT

The Rural Environment: Rural areas and small communities are facing many environmental challenges similar to those faced by our cities -- challenges that are the inevitable byproduct of growing travel demand, increased sprawl and dispersed destinations. The challenge is to maintain the vitality of these rural areas and small communities while preserving and protecting the natural, historic, scenic, and cultural environment, including productive rural working farmlands. Improvements in air and water quality not only have positive environmental benefits, but also recreational and economic benefits as well, particularly for those areas largely dependent upon tourism.

The Department has a wide range of programs directed specifically toward protecting and enhancing communities and the natural environment affected by transportation. In addition, many of the other transportation programs listed elsewhere in this brochure have environmental components. These programs are significant in preserving our quality of life and protecting the environment.

COMMUNITY AND ENVIRONMENTAL PROGRAMS

Congestion Mitigation and Air Quality Improvement Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/cmaq.htm>)

Purpose: The purpose is to fund projects for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) and former nonattainment areas that are now in compliance (maintenance areas) for ozone, carbon monoxide, and small particulate matter. Funding is to help meet the requirements of the Clean Air Act.

Eligible projects: Eligible projects include those that will reduce transportation-related emissions, such as transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels.

Contacts: State Transportation Agencies.

Funding: Funding is \$8.122 billion for FYs 1998 - 2003. Funding is based on a formula that considers population by county and the severity of air quality problems. Also, there is a one-half of one percent minimum for each state.

Transportation Enhancements

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/te.htm>)

Purpose: The purpose is to fund transportation-related activities designed to strengthen cultural, aesthetic, and environmental aspects of the Nation's transportation system.

Eligible projects: Eligible projects must be related to surface transportation and include a wide variety of projects that enhance transportation.

Contacts: State Transportation Agencies.

Funding: Funding is from a 10 percent set aside from the Surface Transportation Program, or approximately \$3.7 billion (including equity adjustments) for

FYs 1998 - 2003.

Bicycle Transportation and Pedestrian Walkways

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/b-ped.htm>)

Purpose: The purpose is to promote the increased use and safety of bicycling and walking as transportation modes.

Eligible projects: Bicycle and pedestrian projects may be on- or off-road facilities. For off-road trails, all such facilities should serve a transportation function; a trail serving a recreational purpose with no transportation function is a recreational trail (described below). Individuals and organizations interested in initiating a project should first gain support of local governments. The next step is to work with the State transportation agencies to determine eligibility, availability of funds, and priority. The projects must be included in the State Transportation Improvement Program (STIP).

Contacts: State Transportation Agencies.

Funding: Funding sources for construction of bicycle transportation facilities, pedestrian walkways and non-construction projects related to safe bicycle use include the National Highway System (NHS), Surface Transportation Program (STP) Funds, Transportation Enhancement Activities (ten percent of each State's annual STP funds), Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds, Hazard Elimination, Recreational Trails, Scenic Byways and Federal Lands Highway Funds.

Recreational Trails Program

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/rec-trl.htm>)

Purpose: The purpose is to provide and maintain recreational trails and trail-related facilities for both motorized and non-motorized recreational trail uses.

Eligible projects: Eligible projects include: maintenance and restoration of existing trails, development and rehabilitation of trailside and trailhead facilities and trail linkages, purchase and lease of trail construction and maintenance equipment, construction of new trails (with restrictions for new trails on Federal lands), acquisition of easements or property for trails, state administrative costs related to this program (limited to seven percent of a state's funds), and operation of educational programs to promote safety and environmental protection related to trails (limited to five percent of a state's funds). Funds may not be used for property condemnation or constructing new trails for motorized use on National Forest Service or Bureau of Land Management lands unless the project is consistent with resource management plans or facilitating motorized access on otherwise non-motorized trails.

The maximum Federal share from this program is 80 percent, but Federal agency project sponsors may provide additional Federal share (up to 95 percent), and other Federal programs may be used toward the non-Federal share. Soft match provisions are allowed. Of funds distributed to a state, 30 percent must be used for motorized use, 30 percent must be used for non-motorized use, and 40 percent for diverse trail uses. States may provide grants to private organizations, or to municipal, county, state, or Federal government agencies. Some states, by policy, do not provide

funds to private organizations. Projects on private land must provide written assurances of public access.

Contacts: State Transportation Agencies.

Funding: A total of \$270 million is authorized for FYs 1998 - 2003.

National Scenic Byways Program

(Web sites: <http://www.fhwa.dot.gov/tea21/factsheets/scenic.htm>, and <http://www.byways.org>)

Purpose: The purpose of The National Scenic Byway Program is to provide national recognition of roads that represent outstanding examples of scenic, historic, cultural, recreational, and natural qualities as well as to provide technical and financial assistance.

Eligible projects: Eligible projects include technical assistance and grants for the purposes of developing scenic byway programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or State Scenic Byways. National Scenic Byways and All-American Roads are roads that have been designated under the National Scenic byways programs for their outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. State Scenic Byways can be designated in accordance with criteria developed by the state. Eligible projects include corridor management plans, safety improvements, and certain facilities along the scenic byways such as passing lanes and overlooks.

The maximum Federal share of this program is 80 percent. A Federal land management agency may use funds authorized for use by the agency as the non-Federal share for any scenic byways project along a public road that provides access to or within Federal or Indian land.

Contacts: State Transportation Agencies.

Funding: Financial assistance is provided through reimbursable discretionary grants. Funding is \$148 million for FYs 1998 - 2003.

Transportation and Community and System Preservation Pilot

(Web site: <http://www.fhwa.dot.gov/tea21/factsheets/t-c-sp.htm>)

Purpose: The *Transportation Equity Act for the 21st Century* established the Transportation and Community and System Preservation Pilot Program (TCSP) in response to the increasing interest in "smart growth" policies that encourage investments in maintenance of existing infrastructure over new construction, investment in high-growth corridors, and efficient access to jobs and services. The key purpose of this pilot program is to devise neighborhood, local, metropolitan, state, or regional strategies that improve the efficiency of the transportation system, minimize environmental impacts, and reduce the need for costly public infrastructure investments.

Eligible projects and activities: Funds may be used for planning grants or implementation grants for any project currently eligible for funding under the highway or transit titles (Title 23 and Chapter 53 of title 49 U.S.C.) or other activities determined by the Secretary to be appropriate to investigate and address the relationship between transportation and community and system preservation. Applicants may include states, metropolitan planning organizations, and units of local governments that are recognized by a state.

Contacts: State Transportation Agencies and metropolitan planning organizations.

Funding: Funding is \$20 million for FY 1999 and \$25 million per year for

APPENDIX

PROGRAM CONTACTS

STATE CONTACTS

ALABAMA

State Transportation Agency.....(334) 242-6312
Governor's Highway Safety Representative.....(334) 242-8672
Federal Highway Administration Division Office.....(334) 223-7370

ALASKA

State Transportation Agency.....(907) 465-3900
Governor's Highway Safety Representative.....(907) 465-4374
Federal Highway Administration Division Office.....(907) 586-7180

ARIZONA

State Transportation Agency.....(602) 255-7011
Governor's Highway Safety Representative.....(602) 255-3216
Federal Highway Administration Division Office.....(602) 379-3646

ARKANSAS

State Transportation Agency.....(501) 569-2000
Governor's Highway Safety Representative.....(501) 569-2211
Federal Highway Administration Division Office.....(501) 324-5625

CALIFORNIA

State Transportation Agency.....(916) 654-5266
Governor's Highway Safety Representative.....(916) 262-0990
Federal Highway Administration Division Office.....(916) 498-5014

COLORADO

State Transportation Agency.....(303) 757-9011
Governor's Highway Safety Representative.....(303) 757-9206
Federal Highway Administration Division Office.....(303) 969-6730

CONNECTICUT

State Transportation Agency.....(860) 594-3000
Governor's Highway Safety Representative.....(860) 594-2370
Federal Highway Administration Division Office.....(860) 659-6703

DELAWARE

State Transportation Agency.....(302) 739-4303
Governor's Highway Safety Representative.....(302) 739-4321
Federal Highway Administration Division Office.....(302) 734-5323

DISTRICT OF COLUMBIA

State Transportation Agency.....(202) 939-8000
Governor's Highway Safety Representative.....(202) 939-8000
Federal Highway Administration Division Office.....(202) 523-0163

FLORIDA

State Transportation Agency.....(850) 414-5200
Governor's Highway Safety Representative.....(850) 922-5820
Federal Highway Administration Division Office.....(850) 942-9579

GEORGIA

State Transportation Agency.....(404) 656-5200
Governor's Highway Safety Representative.....(404) 656-6996
Federal Highway Administration Division Office.....(404) 562-3630

HAWAII

State Transportation Agency.....(808) 587-2150
Governor's Highway Safety Representative.....(808) 587-2150
Federal Highway Administration Division Office.....(808) 541-2700

IDAHO

State Transportation Agency.....(208) 334-8000
Governor's Highway Safety Representative.....(208) 334-8807
Federal Highway Administration Division Office.....(208) 334-1690

ILLINOIS

State Transportation Agency.....(217) 782-2632
Governor's Highway Safety Representative.....(217) 782-4972
Federal Highway Administration Division Office.....(217) 492-4640

INDIANA

State Transportation Agency.....(317) 232-5526
Governor's Highway Safety Representative.....(317) 232-2588
Federal Highway Administration Division Office.....(317) 226-7475

IOWA

State Transportation Agency.....(515) 239-1101
Governor's Highway Safety Representative.....(515) 281-5104
Federal Highway Administration Division Office.....(515) 233-7300

KANSAS

State Transportation Agency.....(785) 296-3461
Governor's Highway Safety Representative.....(785) 296-3461
Federal Highway Administration Division Office.....(785) 267-7281

KENTUCKY

State Transportation Agency.....(502) 564-4890
Governor's Highway Safety Representative.....(502) 695-6300
Federal Highway Administration Division Office.....(502) 223-6720

LOUISIANA

State Transportation Agency.....(225) 379-1100
Governor's Highway Safety Representative.....(225) 925-6991
Federal Highway Administration Division Office.....(225) 389-0244

MAINE

State Transportation Agency.....(207) 289-2551
Governor's Highway Safety Representative.....(207) 624-8756
Federal Highway Administration Division Office.....(207) 622-8487

MARYLAND

State Transportation Agency.....(410) 859-7311
Governor's Highway Safety Representative.....(410) 333-1111
Federal Highway Administration Division Office.....(410) 962-4440

MASSACHUSETTS

State Transportation Agency.....(617) 973-7000
Governor's Highway Safety Representative.....(617) 727-5073
Federal Highway Administration Division Office.....(617) 494-3657

MICHIGAN

State Transportation Agency.....(517) 373-2090
Governor's Highway Safety Representative.....(517) 336-6477
Federal Highway Administration Division Office.....(517) 377-1844

MINNESOTA

State Transportation Agency.....(612) 297-3000
Governor's Highway Safety Representative.....(612) 296-6642
Federal Highway Administration Division Office.....(612) 291-6100

MISSISSIPPI

State Transportation Agency.....(601) 359-7001
Governor's Highway Safety Representative.....(601) 359-7880
Federal Highway Administration Division Office.....(601) 965-4215

MISSOURI

State Transportation Agency.....(573) 751-2551
Governor's Highway Safety Representative.....(573) 751-5432
Federal Highway Administration Division Office.....(573) 636-7104

MONTANA

State Transportation Agency.....(406) 444-6201
Governor's Highway Safety Representative.....(406) 444-3412
Federal Highway Administration Division Office.....(406) 449-5303

NEBRASKA

State Transportation Agency.....(402) 471-4567
Governor's Highway Safety Representative.....(402) 471-3900
Federal Highway Administration Division Office.....(402) 437-5521

NEVADA

State Transportation Agency.....(702) 888-7440
Governor's Highway Safety Representative.....(702) 687-5375
Federal Highway Administration Division Office.....(702) 687-1204

NEW HAMPSHIRE

State Transportation Agency.....(603) 271-3734
Governor's Highway Safety Representative.....(603) 271-2131
Federal Highway Administration Division Office.....(603) 225-1605

NEW JERSEY

State Transportation Agency.....(609) 530-3536
Governor's Highway Safety Representative.....(609) 633-9300
Federal Highway Administration Division Office.....(609) 637-4200

NEW MEXICO

State Transportation Agency.....(505) 827-5100
Governor's Highway Safety Representative.....(505) 827-5110
Federal Highway Administration Division Office.....(505) 820-2021

NEW YORK

State Transportation Agency.....(518) 457-4422
Governor's Highway Safety Representative.....(518) 474-0841
Federal Highway Administration Division Office.....(518) 431-4127

NORTH CAROLINA

State Transportation Agency.....(919) 733-2520
Governor's Highway Safety Representative.....(919) 733-3083
Federal Highway Administration Division Office.....(919) 856-4346

NORTH DAKOTA

State Transportation Agency.....(701) 328-2500
Governor's Highway Safety Representative.....(701) 328-2581
Federal Highway Administration Division Office.....(701) 250-4204

OHIO

State Transportation Agency.....(614) 466-2335
Governor's Highway Safety Representative.....(614) 466-3383
Federal Highway Administration Division Office.....(614) 280-6896

OKLAHOMA

State Transportation Agency.....(405) 521-2631
Governor's Highway Safety Representative.....(405) 425-2000
Federal Highway Administration Division Office.....(405) 605-6011

OREGON

State Transportation Agency.....(503) 986-3200
Governor's Highway Safety Representative.....(503) 986-4190
Federal Highway Administration Division Office.....(503) 399-5749

PENNSYLVANIA

State Transportation Agency.....(717) 787-5574
Governor's Highway Safety Representative.....(717) 787-6875
Federal Highway Administration Division Office.....(717) 221-3461

PUERTO RICO

State Transportation Agency.....(787) 723-1390

Governor's Highway Safety Representative.....(787) 725-7112
Federal Highway Administration Division Office.....(787) 766-5600

RHODE ISLAND

State Transportation Agency.....(401) 222-2481
Governor's Highway Safety Representative.....(401) 222-2481
Federal Highway Administration Division Office.....(401) 528-4541

SOUTH CAROLINA

State Transportation Agency.....(803) 737-1130
Governor's Highway Safety Representative.....(803) 896-7839
Federal Highway Administration Division Office.....(803) 765-5411

SOUTH DAKOTA

State Transportation Agency.....(605) 224-3265
Governor's Highway Safety Representative.....(605) 773-3178
Federal Highway Administration Division Office.....(605) 224-8033

TENNESSEE

State Transportation Agency.....(615) 741-3011
Governor's Highway Safety Representative.....(615) 741-2848
Federal Highway Administration Division Office.....(615) 736-5394

TEXAS

State Transportation Agency.....(512) 463-8585
Governor's Highway Safety Representative.....(512) 463-8616
Federal Highway Administration Division Office.....(512) 916-5511

UTAH

State Transportation Agency.....(801) 965-4113
Governor's Highway Safety Representative.....(801) 965-4461
Federal Highway Administration Division Office.....(801) 963-0182

VERMONT

State Transportation Agency.....(802) 828-2657
Governor's Highway Safety Representative.....(802) 244-1317
Federal Highway Administration Division Office.....(802) 828-4423

VIRGINIA

State Transportation Agency.....(804) 786-2702
Governor's Highway Safety Representative.....(804) 367-6602
Federal Highway Administration Division Office.....(804) 281-5100

WASHINGTON

State Transportation Agency.....(360) 705-7000
Governor's Highway Safety Representative.....(360) 753-6197
Federal Highway Administration Division Office.....(360) 753-9480

WEST VIRGINIA

State Transportation Agency.....(304) 558-0444
Governor's Highway Safety Representative.....(304) 558-2723
Federal Highway Administration Division Office.....(304) 347-5928

WISCONSIN

State Transportation Agency.....(608) 266-1113
Governor's Highway Safety Representative.....(608) 266-1113
Federal Highway Administration Division Office.....(608) 829-7500

WYOMING

State Transportation Agency.....(307)777-4484
Governor's Highway Safety Representative.....(307) 777-4450
Federal Highway Administration Division Office.....(307) 772-2101

DOT REGIONAL CONTACTS

Federal Aviation Administration Regional Offices (Airports Division)

New England (CN, ME, NH, RI, VT).....(617) 238-7600
Eastern Region (DE, MD, NJ, NY, PA, VA, WV).....(718) 553-3331
Southern Region (AL, FL, GA, KY, MS, NC, PR, SC, TN, VI).....(404) 305-6700
Great Lakes Region (IL, IN, MI, MN, ND, OH, SD, WI).....(847) 294-7272
Central Region (IA, KS, MO, NE).....(816) 426-4698
Southwest Region (AR, LA, NM, OK, TX).....(817) 222-5600
Northwest Mountain Region (AK, CO, ID, MT, OR, UT, WA, WY)..(425) 227-2600
Western Pacific Region (AZ, CA, HA, NV).....(310) 725-3600
Alaska (AK).....(907) 271-5438

Federal Railroad Administration Regional Offices (Grade Crossing Management)

Region 1 (CT, MA, ME, NH, NJ, NY, RI, VT).....(617) 494-2302
Region 2 (DE, MD, OH, PA, VA, WV).....(610) 521-8200
Region 3 (AL, FL, GA, KY, MS, NC, SC, TN).....(404) 562-3800
Region 4 (IL, IN, MI, MN, WI).....(312) 353-6203
Region 5 (AR, LA, NM, OK, TX).....(817) 284-8142
Region 6 (CO, IA, KS, MO, NE).....(816) 426-2497
Region 7 (AZ, CA, HA, NV, UT).....(916) 498-6540
Region 8 (AK, ID, MT, ND, OR, SD, WA, WY).....(360) 696-7536

National Highway Traffic Safety Administration Regional Offices

Region 1 (CT, MA, ME, NH, RI, VT).....	(617) 494-3427
Region 2 (NJ, NY, PR).....	(914) 682-6162
Region 3 (DE, DC, MD, PA, VA, WV).....	(410) 962-0077
Region 4 (AL, FL, GA, KY, MS, NC, SC, TN).....	(404) 562-3739
Region 5 (IL, IN, MI, MN, OH, WI).....	(708) 503-8892
Region 6 (Indian Nation, AR, LA, NM, OK, TX).....	(817) 978-3653
Region 7 (IA, KS, MO, NE).....	(816) 822-7233
Region 8 (CO, MT, ND, SD, UT, WY).....	(303) 969-6917
Region 9 (Amer Samoa, AZ, CA, Guam, HA, Marianas, NV).....	(415) 744-3089
Region 10 (AK, ID, OR, WA).....	(206) 220-7640

Federal Transit Administration Regional Offices

Region 1 (CT, MA, ME, NH, RI, VT).....	(617) 494-2055
Region 2 (NJ, NY).....	(212) 264-8162
Region 3 (DE, DC, MD, PA, VA, WV).....	(215) 656-7100
Region 4 (AL, FL, GA, KY, MS, NC, PR, SC, TN).....	(404) 562-3500
Region 5 (IL, IN, MI, MN, OH, WI).....	(312) 353-2789
Region 6 (AR, LA, NM, OK, TX).....	(817) 978-0550
Region 7 (IA, KS, MO, NE).....	(816) 523-0204
Region 8 (CO, MT, ND, SD, UT, WY).....	(303) 844-3242
Region 9 (AZ, CA, HA, NV).....	(415) 744-3133
Region 10 (AK, ID, OR, WA).....	(206) 220-7954

Maritime Administration Regional Offices

North Atlantic Region.....	(212) 264-1300
South Atlantic Region.....	(757) 441-6393
Great Lakes Region.....	(847) 298-4535
Central Region.....	(504) 589-2000
Western Region.....	(415) 744-3125

DOT HEADQUARTERS CONTACTS

Office of the Secretary

Transportation Policy.....(202) 366-5407

Federal Aviation Administration

Airport Planning.....(202) 267-3451

Airport Programs.....(202) 267-9471

Federal Highway Administration

Program inquiries should be directed to the appropriate Division Office from the field contacts listed above.

Federal Railroad Administration

Grade Crossing Program.....(202) 493-6288

Policy.....(202) 493-6400

Railroad Development.....(202) 493-6390

National Highway Traffic Safety Administration

Program inquiries should be directed to the appropriate Regional Office from the field contacts listed above.

Federal Transit Administration

Program inquiries should be directed to the appropriate Regional Office from the field contacts listed above.

Maritime Administration

Ports and Domestic Shipping.....(202) 366-4357

Ship and Shipyard Financing.....(202) 366-5744

Rural Programs.....(202) 366-0760

ADDITIONAL SOURCES FOR INFORMATION ABOUT U.S. DEPARTMENT OF TRANSPORTATION PROGRAMS:

U.S. Department of transportation:
(Web site: [http:// www.dot.gov](http://www.dot.gov))

Safe Communities:
(Web site: [http://www.nhtsa.dot.gov/safe communities](http://www.nhtsa.dot.gov/safe_communities))

Transportation Equity Act for the 21st Century (TEA-21):
(Web Site: <http://www.fhwa.dot.gov/tea21/>)