

TEA-21



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Transportation Equity Act for the 21st Century

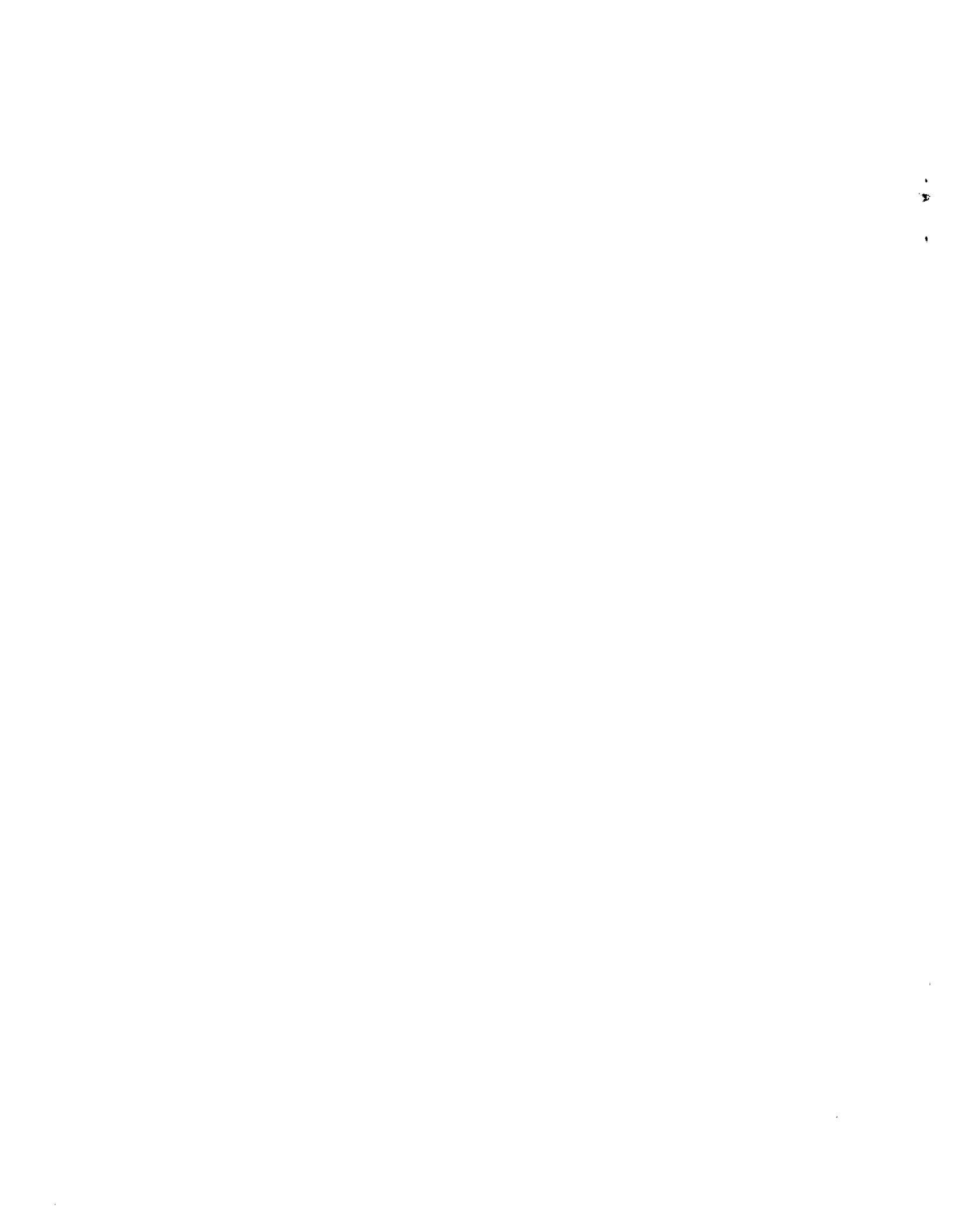
**TEA-21 DELIVERS:
NOVEMBER 1998 UPDATE**



U.S. DEPARTMENT OF TRANSPORTATION

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NTIS



Message from the Secretary



The Transportation Equity Act for the 21st Century (TEA-21) builds on the successful implementation of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), including many of President Clinton's and Vice President Gore's priorities for a transportation system for the 21st century. TEA-21 provides record-level investment in our nation's transportation infrastructure while balancing the budget and honoring other critical national priorities. The Act also retains ISTEA's proven core structure of highway, bridge and transit programs and our strategic investment in advanced technologies while protecting and enhancing safety and the environment.

TEA-21 will shape America's future by ensuring accessible, integrated, and efficient transportation. It will advance America's economic growth and competitiveness, domestically and internationally, and it will protect and enhance communities and the natural environment. It expands opportunity through a continued strong disadvantaged business enterprise program and a new program to help those making the transition from welfare rolls to payrolls. It establishes border crossing and trade corridor programs crucial for international commerce.

We have just now completed the Departmental outreach to our city, State, and community transportation partners. Please be assured that we will continue to work with you to implement these important programs as quickly as possible. We look forward to our continued work together as we vigilantly move America into the new millennium.

A handwritten signature in black ink, which appears to read "Rodney E. Slater". The signature is fluid and cursive, written over a white background.

Rodney E. Slater
Secretary of Transportation

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TEA-21 Delivers: November '98 Update

Implementation

Outreach

We are committed to applying the broad-based communication approach we used in developing NEXTEA to the implementation of TEA-21. As a team, the Department has pledged to establish opportunities to listen to our partners and customers explicitly about TEA-21 before developing final guidance.

USDOT has conducted a series of TEA-21 Outreach Sessions to consult with its partners and customers before the implementation of the majority of TEA-21. This program consisted of six National listening sessions around the country, conducted by USDOT leadership and covering a broad range of issues and concerns related to TEA-21. Six One-DOT Conferences solicited input on a more topical basis concerning new program initiatives and /or major revisions in ISTEA programs. Further information on all of these sessions is posted on the TEA-21 website. In chronological order, the major Outreach Sessions were:

<u>Date</u>	<u>Type/Topic</u>	<u>Place</u>
7/20	Listening Session	Portland, OR
8/3	Listening Session	Lakewood, CO
8/25	One-DOT Conference: Borders & Corridors	San Diego, CA
8/27	One-DOT Conference: Borders & Corridors	Detroit, MI
9/8	Listening Session	Harrisburg, PA
9/15	Listening Session	New Orleans, LA
9/18	One-DOT Conference: Safety	Fairfax, VA
10/6	Listening Session	New York, NY
10/8	One-DOT Conference: Borders & Corridors	Houston, TX
10/22	One-DOT Conference: Access to Jobs	Chicago, IL
10/20	Listening Session	Minneapolis, MN
11/6	One-DOT Conference: Planning & Environment	Providence, RI

Communicating TEA-21

We have added modern technology to our communication techniques. We established a TEA-21 website (www.dot.gov/tea21) to allow widespread dissemination of information to the public at large as well as our partners in the transportation community. Its contents include: TEA-21's statutory language (as enacted and the technical corrections), a detailed summary of the Act, funding tables, and program factsheets. We are keeping that electronic resource up-to-date to facilitate easy access to Federal Register documents and other program guidance, linked to a variety of related websites. We haven't forgotten hardcopy publications, with the Summary of TEA-21 in its third printing. Over 60,000 copies of this "best-seller" have been distributed. Specialized brochures have been prepared by for the Federal Lands Highways Program, Bicycle and Pedestrian Programs, and Recreational Trails.

Maximizing flexibility and minimizing unnecessary regulation

It is our intention to implement TEA-21 in the least burdensome and restrictive way possible, providing our partners the maximum flexibility practicable. Formal rulemaking is being initiated only where necessary by the statutory language.

Investing in Our Future

The Administration is committed to investing in transportation while protecting our commitments to a balanced budget and to the President's other vital priorities, including education, child care, and Social Security. We are pleased that our State and local partners across the Nation are assured of a guaranteed level of Federal funds -- at least \$198 billion -- for surface transportation through FY 2003. We also are pleased that the Congress enacted a FY 1999 budget consistent with TEA-21, which provides guaranteed funding levels of \$26.622B for FHWA and NHTSA, \$5.365B for FTA, plus an additional \$25 million to support the Job Access and Reverse Commute Program.

Release of formula funds

Having recognized the commitment to customer outreach, the Department has taken actions to assure the use of the funds provided under TEA-21. Our first priority was to make available the funds for the remainder of FY 1998 while providing information on funding and programs from the Act. We made highway, safety, and transit formula apportionments immediately after TEA-21 was signed and subsequently made modifications when the technical corrections bill was enacted. Apportionments of FY 1999 contract authorizations for Federal-aid highways were made on October 1. NHTSA State and Community formula funds for FY 1999 were apportioned on October 29, 1998; incentive grants for .08 BAC and Drunk Driving Prevention were distributed in FY 1998, and for Seat Belt incentives in FY 1999. (A list of safety incentive grants can be found on page 18.) On October 29, FTA issued its Federal Register Notice of FY 1999 Apportionments, Allocations and Program Information. (A list of basic apportionments for FY 1998 and FY 1999 can be found on pages 20-21.)

Release of Federal-highway obligation ceiling

In addition to releasing formula apportionments, FHWA also released the FY 1998 obligation ceiling for the Federal-aid highway program immediately following the signing of TEA-21. With passage of the Omnibus Appropriations Act for FY 1999 (which includes the FY 1999 DOT Appropriations Act), the release of obligation ceiling took on the highest priority. In order to minimize delay while the details of the extensive Omnibus Appropriations Act for FY 1999, signed into law on October 21, were analyzed, a partial distribution of FY 1999 obligational authority was provided to the States. The final distribution of the full FY 1999 obligation ceiling was completed on November 2. Under TEA-21, obligational authority for allocated programs in FY 1999 will be about 88 percent of the authorized contract authority levels.

Release of discretionary funds

On November 2, 1998, allocations were made for continuing highway programs such as the discretionary aspects of Interstate construction, Interstate maintenance, bridge, ferry boats, public lands, scenic byways, and innovative bridge technology deployment. (A list of completed discretionary allocations can be found page 19.) FTA has made available the New Starts and Bus discretionary funds made available in FY 1998 and FY 1999. For FY 1998, Bus Discretionary funds totaled \$400 million, for FY 1999, \$501.4 million. New Start discretionary funds totaled \$800 million in FY 1998 and \$902.8 million in FY 1999. All of these funds were earmarked in the appropriations process. (New discretionary programs are discussed below in the context of their developmental stages.)

Improving Safety

Transportation safety continues to be our number one priority. Although transportation is safer today than it was 30 years ago, it still takes a terrible toll. Lives lost in transportation crashes and accidents account for almost half of all accidental deaths and place a huge burden on our economy -- an estimated \$150 billion annually. We are committed to improving safety, recognizing that we will continue to face rapid growth in travel as well as changing demographics that affect safety such as the increase in older drivers and the dispersion of housing, shopping and other services that are not well-served by traditional transit. The Administration proposed strong safety programs that focus on three key areas: driver behavior, road design, and vehicle standards.

Driver and Vehicle Safety Programs

TEA-21 expands and strengthens successful highway safety programs. The highway death rate fell to a record low in 1997, to 1.6 deaths per 100 million vehicle-miles traveled, with the help of programs like the NHTSA State and Community Highway Safety Grant Program, the highway safety research and development programs, and the Drunk Driving Prevention Incentive Grant Program. Alcohol-related traffic fatalities also dropped to a record low. The funding and incentive grants provided in TEA-21 present the challenge, and the opportunity, to continue to reduce the drain that highway crashes place on the economy and families.

Alcohol Programs

- ▶ *Safety Incentives To Prevent Operation Of Motor Vehicles by Intoxicated Persons—*
TEA-21 provides for incentive grants for FYs 1998-2003 to States that have enacted and are enforcing 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. In September, FHWA and NHTSA jointly published an interim final rule in the Federal Register, and information was sent to the States regarding the program and funding apportionments. Fifteen States were awarded a total of \$49 million in incentive grants under this program on September 3, 1998.
- ▶ *Drunk Driving Prevention Incentive Grant Program—*
The NHTSA regulation establishing new criteria for the 6-year total of \$219.5 million in grants to States that implement and enforce alcohol-impaired driving programs is in development.
- ▶ *Open containers and repeat offenders—*
States that fail to enact laws prohibiting the possession of open alcoholic beverage containers or the consumption of alcoholic beverages in the passenger area of a motor vehicle or to establish minimum penalties for repeat drunk-driving offenders, face transfer of a portion of their Federal highway construction funds to their highway safety program, starting in FY 2001. Transferred funds may be used for alcohol-related 402 activities or for the Hazard Elimination program. Joint FHWA/NHTSA interim final rules implementing these two new programs were published in the Federal Register on October 6, 1998, and October 19, 1998, respectively.

Seat Belt and Occupant Protection Programs

TEA-21 authorizes \$500 million over FYs 1999-2003 for a new program of incentive grants to encourage States to increase seat belt use rates. The amount of allocated funds States receive are based on calculations by the Secretary of the annual savings to the Federal Government in medical costs, which result from the States' improvement of their seat belt use rates. States may use these

awards for any project eligible for assistance under Title 23 U.S.C. On October 26, 1998, in Los Angeles, CA, Secretary Slater made an announcement of FY 1999 grants totaling \$53 million to 40 States which qualified for this incentive. Award letters were sent on that date to the Governors of those States (14 in all) that exceeded the national average use rate for the previous 2 calendar years and to those States (26 in all) that exceeded their base seat belt use rate. The Interim final rule describing seat belt survey methodology and calculation of medical savings was published in the Federal Register on October 29, 1998. In addition, a NHTSA interim rule establishing criteria and procedures for new Occupant Protection Incentive Grants was published on October 1, 1998, so States can begin efforts to qualify for incentive grants totaling \$83 million over five years.

State Highway Safety Data Improvement Incentive Grants

TEA-21 established a new incentive grant program, funded at \$32 million over 5 years, to improve States' highway safety data and traffic records systems. An interim final rule establishing eligibility criteria and procedures was published in the Federal Register on October 8, 1998, announcing the steps a State may use to apply for the \$32 million in data grants, which are available beginning in FY 1999.

Highway Safety Research and Development

The reauthorized NHTSA Highway Safety Research and Development Program has been instrumental in the development of programs to increase seat belt use including the November 1998 Operation ABC Mobilization: *America Buckles Up Children*. Other programs in development include efforts to reduce impaired driving, aggressive driving and drowsy driving, to improve emergency medical services, and to address issues of concern to rural and aging drivers.

National Driver Register

The final rule implementing technical changes to the National Driver Register statute designed to facilitate participation in the problem driver pointer system, by Federal agencies is in development.

Automobile Safety and Information

Ongoing reauthorized Motor Vehicle Safety, Information, Research and Standards Programs (under various chapters of Title 49 U.S.C.) include the publication of the proposed rule to upgrade the occupant protection standard to require advanced air bags designed to enhance the benefits of air bags while reducing air bag deployment risks for infants, young children and adults, and the vehicle selection and scheduling of crash testing for approximately 60 motor vehicles under the New Car Assessment Program (NCAP). In addition, research on school bus occupant protection, trunk latch releases, and a new crash test dummy family with improved injury criteria that better represents human tolerances is in process.

Railway-Highway Crossings— Behavioral

TEA-21 provides funding to eliminate railway-highway crossing and railroad trespasser accidents. This effort is implemented through Operation Lifesaver, Inc. (OLI), an independent, private organization whose programs are sponsored by Federal, State, and local governments, highway organizations, and railroads. A cooperative agreement between FHWA and OLI will be finalized upon receipt and review of the workplan OLI is now preparing.

Infrastructure Safety

TEA-21 continued the requirement that 10 percent of each State's Surface Transportation Program apportionment be set aside for highway infrastructure safety activities, which include the Railway-Highway Grade Crossing Elimination and Hazard Elimination programs. FY 1998 and 1999 STP safety set aside

funds have been allocated to the States. Four TEA-21 information exchange meetings gathered input from customers on how best to implement program changes; more sessions are planned.

Motor Carrier Safety

Motor Carrier Safety Assistance Program (MCSAP)

TEA-21 provides \$579 million over 6 years to improve motor carrier safety through the MCSAP. Draft rulemaking to implement MCSAP provisions is now being developed. Outreach is ongoing -- including with the Commercial Motor Vehicle Safety Alliance (CVSA) at their October national meeting. All States have submitted performance based safety plans for FY 1999. This is ahead of the TEA-21 mandate of FY 2000.

Information Systems

A new safety program entitled, Performance Registration Information Systems Management (PRISM), designed to link commercial vehicle registration to safety fitness has added 4 States to the original 5 pilot States. Another 12 States have expressed interest in the program.

Strengthening Safety Enforcement and New Approaches to Compliance

A public meeting was held in August to gather information on the application process for the new safety regulations waivers and exemptions. A rulemaking on the application process is being developed and is expected to be published this Fall.

TEA-21 requires the development of an implementation plan to identify the procedures that would be followed if Congress subsequently provided authority over shippers. The Study plan has been completed and the contractor has been selected.

A driver hotline to report safety violations was established in August. A toll-free number is now operating (1-888-DOT-SAFT).

Recreational Boating Safety

FY 1999 State Recreational Boating Safety grant funds allocations will be issued in November. The solicitation for discretionary grants to national nonprofit organizations was published in the Federal Register on October 7, 1998. New mandatory funding to the Coast Guard will be used to improve oversight of manufacturer compliance with safety standards; conduct national boating surveys to identify boating safety problems/ issues; increase outreach efforts; and implement technology innovations and productivity improvements (e.g., enhance Coast Guard Infoline and the Boating Safety web site -- www.uscgboating.org)

One-call Notification

This new program seeks to reduce unintentional damage to underground facilities, along with attendant risks to the public and the environment during excavation. It encourages States to establish or improve existing one-call notification systems. Such 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. DOT established a wide-ranging team shortly after the passage of TEA-21, to identify and evaluate practices used to prevent damage to underground facilities during excavation. The team's report will be completed in the spring of 1999. TEA-21 also establishes a new 2-year program under which States may apply for grants to enhance one-call systems; and authorizations are provided, subject to appropriation, for grants in FYs 2000 and 2001.

Rebuilding America's Infrastructure

The U.S. transportation system supports over 4 trillion miles of passenger travel and close to 4 trillion ton-miles of goods movement. It is our vast and efficient transportation network that provides this unprecedented mobility and allows us to compete effectively in the global marketplace. This Administration is committed to continuing to maintain and improve the system, not only to retain our standard of living, but to continue to compete effectively in the global marketplace.

Disadvantaged Business Enterprises

TEA-21 continued the Disadvantaged Business Enterprises program to preserve affirmative action. TEA-21 extended the DBE Program and mandated the General Accounting Office to conduct a nationwide study comparing program impacts on DBE and non-DBE firms. In order to improve the effectiveness of the DBE program, a draft final rule for the DBE Program has been sent to the White House and the Department of Justice for final comments. The proposed rule responds to the 'strict scrutiny' and 'narrow tailoring' standards articulated by the 1995 Supreme Court decision in *Adarand Constructors v. Peña*.

Highway Programs

TEA-21 continued the core highway infrastructure programs which include Interstate Maintenance, National Highway System, Surface Transportation Program and Bridge Replacement and Rehabilitation. Authorizations for these programs were increased 40% over ISTEA levels. In addition to increasing investment in these areas, TEA-21 modified program features, many of which will enhance flexibility. Guidance on important changes in program administration has already been issued. Included are implementing instructions on: combining authorization of work and execution of the project agreement for a Federal-aid project into a single action; engineering cost reimbursement; project oversight; transfers among programs; metric conversion; and toll credits for non-Federal share.

Federal Lands Highways

Twelve Focus Outreach meetings have been held with Federal land agencies, State Transportation Agencies, and Tribal Governments throughout the United States to help them understand what changes TEA-21 made in their programs, and to give them an opportunity to provide input into the development of guidance. As required by TEA-21, a rule will be developed for Federal Lands Highway program transportation planning procedures and bridge, pavement, and congestion management systems. By January, 1999, an advanced notice of proposed rulemaking will be issued soliciting input for the development of this guidance. Also new in TEA-21 is a requirement that the Department of Interior (DOI) must negotiate a rule with Indian tribal governments for the Indian Reservation Roads (IRR) program. The DOI has contracted with the Federal Mediation and Conciliation Services to accomplish this. Forest Highway, Park Roads and Parkways, IRR, and Refuge Roads Funds authorized for FY 1999 have been allocated.

On November 2, 1998, the discretionary Public Lands Highway funds were allocated. Total funding was \$97.3 million. Consistent with First Lady Hillary Rodham Clinton's Millennium Initiative, \$4 million will be used to fund projects for the New National Millennium Trails Initiative.

Emergency Relief

FHWA allocated approximately \$500 million in emergency relief (ER) funds in FY 1998, and an additional \$170 million to date in FY 1999 to States, territories and Federal agencies for repair and reconstruction of Federal-aid highways and roads on Federal lands damaged as a result of natural disasters or catastrophic failures. The funds were provided to continue relief for previously approved

disasters include the January 1998 icestorms in the Northeast, February 1998 rainstorms and flooding in California, Spring 1998 Devil's Lake Basin flooding in North Dakota and Basin flooding in South Dakota, March 1998 flooding in Alabama and Georgia, and June 1998 flooding in Vermont.

National Corridor Planning and Border Infrastructure Programs

Three outreach sessions in Michigan, California, and Texas to solicit suggestions and recommendations on how to implement these new programs were well-attended by elected officials and the general public, confirming the overwhelming support and the fact that needs and requests for funding will far exceed the new funding. This reality, as well as many specific suggestions concerning project priorities and selection criteria, have demonstrated the challenge faced in determining the best approach to administering this program to result in the best use of program funds. As this document was going to print, FHWA had sent the notice to the Federal Register for publication to request grant applications for FY 1999 corridor/ border program funds. Applications will be due in January, and selections will be made in March.

Appalachian Development Highway System

FHWA and the Appalachian Regional Commission are working on a memorandum of understanding and implementation guidance for the 13 States.

Value Pricing Pilot Program (VPPP)

A September value pricing outreach meeting provided public input to the development of program guidance and project solicitations that were issued in an October 5, 1998 Federal Register notice. Many States have expressed an interest in the VPPP. A number of States are developing proposals for program participation. Project awards are expected to be made throughout the year. Additional outreach sessions are planned over the next few years to continue to solicit interest in the VPPP. The next outreach session is tentatively scheduled for Spring, 1999.

Highway Use Tax Evasion Projects

Under TEA-21, most of the funds for this program will now be dedicated to the Internal Revenue Service (IRS) for development of an automated fuel tracking system. States are also authorized to use up to 1/4 of one percent of apportioned Surface Transportation Program funds for efforts to stem motor fuel tax evasion. Revised procedures for allocating funds and for the approval and administration of projects have been published in the Federal Register for comment, and partial funding has been provided to IRS to begin the project.

Interstate Toll Pilot Program

TEA-21 established an Interstate toll pilot program that will allow the States the flexibility of converting up to three free Interstate highways to toll facilities in conjunction with reconstruction or rehabilitation of the Interstate highway. Candidates will be solicited from the States later in 1998. The solicitation process will be in two phases with the first phase seeking general information on possible candidates for which more detailed information will be requested in a second phase.

Woodrow Wilson Memorial Bridge

Work progresses on preliminary steps to the replacement of the Woodrow Wilson Memorial Bridge. TEA-21 permits use of the total of \$900 million authorized for FYs 1998-2003 for continued maintenance and rehabilitation of the existing bridge, design of the overall project and right of way acquisition. However an agreement defining ownership of the new structure and setting forth a detailed financial plan and schedule for the project is required before any of these funds can be used

for construction. The Administration is working with the States to apply innovative financing techniques reinforced in TEA-21 to close the gap between this authorization, the use of regular Federal-aid funding and the estimated \$1.89 billion required to complete the project as defined in the final environmental impact statement (FEIS).

On-the-Job Training/ Supportive Services (OJT/SS)

In FY 1998, under the authorization of TEA-21, the FHWA obligated \$8.9 million for OJT/SS Programs in 24 states to address the needs of Federal-aid highway construction contractors, apprentices and trainees with a focus on welfare to work, retention of women in highway construction, and a diverse transportation workforce. Four Minority Institutions of Higher Education, in partnership with State DOTs, have additional projects such as the development of a transportation technology curriculum and a National Summer Transportation Institute graduate program. In a cooperative effort with the U.S. Department of Health and Human Services (HHS), FHWA funded HHS Job Opportunities for Low Income Programs through State DOTs in Montana, Washington and Kentucky. Other major projects include a National Urban Sustainable Employment in Transportation initiative and the National Summer Transportation Institute. In FY 1999, up to \$10 million may be available for OJT/SS Programs. By January 1999, the FHWA will enter into a cooperative agreement with a college or university for the administration of the National Summer Transportation Institute (NSTI). The solicitation for NSTI proposals will be announced in the Commerce Business Daily.

Transit Programs

Access to jobs

A total of \$75 million is appropriated for this program in FY 99. This program provides funding for the provision of transportation services designed to increase access to jobs and employment-related activities. On October 22, 1998, FTA issued a Notice of Availability of Funds and Solicitation for Grant Applications. The notice announced the first round of competitive grants under the program. Applications are due by December 31, 1998 and grant selections will be announced in February 1999.

Revised Program Guidance Circulars

To make it easier for grantees to comply with the new requirements of TEA-21, FTA revised and updated its program guidance circulars, effective October 1, 1998. They include Urbanized Area Formula Program: Grant Application Instructions; Nonurbanized Area Formula Program Guidance and Grant Application Instructions; Elderly and Persons with Disabilities Program Guidance and Grant Application Instructions; Capital Program: Grant Application Instructions; and Grant Management Guidelines.

Formula Grants

- ▶ *Rural transportation accessibility incentive program—*
On September 24, 1998, the Department of Transportation issued a final rule amending its Americans with Disabilities Act regulations to require the accessibility of new over-the-road buses (OTRB) and to require accessible OTRB service. The new rule applies both to intercity and other fixed-route bus operators and to demand-responsive operators. The rules require operators to ensure that passengers with disabilities can use OTRBs.

The OTRB program in TEA-21 authorizes FTA to make grants to operators of OTRBs to finance the incremental capital and training costs of complying with the final rule. A total of \$2 million is apportioned for intercity fixed route operators in FY 99. FTA is exploring

various approaches for implementation of the capital portion of the program and will issue further guidance and application instructions in FY 99.

▶ *Clean fuels formula grant program—*

The FY 99 DOT Appropriations Act transfers \$50 million appropriated under the Formula Program and merges it with funding provided for the replacement, rehabilitation, and purchase of buses and related equipment under the bus category of the Capital Program. Congress also earmarked the entire Bus category, including the \$100 million which TEA-21 provides for funding of the Clean Fuels Formula Program. These appropriation actions override the provisions in TEA-21 on the program, preventing FTA from implementing the program in FY 1999. A rulemaking to implement the program is being developed for use in FY 2000.

Capital Investment Grants

TEA-21 requires FTA to issue regulations on the manner in which candidate projects for capital investment grants and loans for new fixed guideway systems and extensions to existing systems will be evaluated and rated. FTA plans to issue a notice of proposed rulemaking in November 1998 that describes the procedures to be used by FTA in the project evaluation and rating process. The rule will enable FTA and Congress to identify those new starts projects that should be funded in part by the Federal government.

Transit Benefits

TEA-21 changed the Internal Revenue code to help level the playing field between parking benefits and transit/vanpool benefits and raised the monthly nontaxable transit/vanpool limit from \$65 to \$100 in 2002. On July 27, 1998, FTA issued a letter describing the changes, sent it to a broad array of transportation stakeholders, and placed it on the FTA website along with additional guidance on implementation of this revised program.

Preventive Maintenance

FTA, in its apportionment notice of June 24, 1998, provided guidance on the treatment of preventive maintenance as being eligible for FTA capital assistance under TEA-21. Preventive maintenance is considered all maintenance costs as defined in the National Transit Database reporting manual.

Rail Programs

TEA-21 has continued and expanded railroad development programs and created three new programs directed specifically at improving our Nation's railroad and high speed ground transportation infrastructure. The Department has informed States, local governments, and private sector organizations of the availability of these new and expanded programs through a series of general outreach meetings on TEA-21 and other meetings highlighting the rail programs. The latter have taken place at Union Station in Washington D.C., and in downtown Los Angeles, and are also scheduled for New Orleans and Chicago.

Magnetic Levitation Transportation Technology Deployment Program (MAGLEV)

The magnetic levitation transportation technology deployment program encourages the construction of an operating magnetic levitation system for use by the public that will operate at a speed in excess of 240 miles per hour. The program has three principal purposes (1) fund preconstruction planning activities; (2) fund final design, engineering and construction activities for one high speed maglev system to be selected by the Secretary and (3) fund grants for research and development of low speed superconductivity magnetic levitation technology related to public transportation in urban areas. FRA has published an interim final rule regarding the new Maglev Deployment Program and held a

meeting of interested applicants on November 4 to further clarify the rule. A final rule is expected by the end of November.

High Speed Rail Development

FRA continues to pursue the Next Generation High Speed Rail Technology program that was continued by TEA-21. In particular, a cooperative agreement was announced on October 8 by FRA with the Bombardier Transportation Company to develop a high speed, light weight, non-electric locomotive which will permit operating speeds of 150 mph over rights-of-way shared with freight and conventional passenger trains. The agreement calls for a two year development period and equally shared cost estimated to total \$25 million. A number of initiatives are continuing to further positive train control and grade crossing hazard reduction.

Highway-Rail Crossing Hazard Elimination in High Speed Rail Corridors

FRA will, within the next few weeks, publish a notice regarding the availability of funds, for the expanded program of grade crossing hazard elimination in high speed rail corridors, including instructions on how a State should apply for having one of its intercity corridors designated as a high-speed rail corridor.

Railroad Rehabilitation and Improvement Financing

This past summer, FRA held outreach sessions and solicited comments to develop a rulemaking for the Railroad Rehabilitation and Improvement Financing Program. We are developing a draft notice of proposed rulemaking, soon to be released.

Multimodal Programs

Innovative Finance

▶ *Direct Federal credit—*

The new TIFIA program authorized in TEA-21 offers various types of credit assistance to large highway, transit, and passenger rail projects of national or regional significance. Up to \$1.6 billion of loans, lines of credit, or loan guarantees are available in FY 1999 (\$10.6 billion through 2003). DOT conducted a focus group meeting in New York City in September and has scheduled a second meeting in San Diego in December. Draft regulations and guidance are currently being developed. The target date for a final rule is April, 1999.

▶ *State infrastructure banks*

TEA-21 authorized four States (California, Florida, Missouri, and Rhode Island) to use TEA-21 funds to capitalize SIBs. FHWA will work with the four States to revise the SIB cooperative agreements to comply with TEA-21. FRA is working with Missouri on a new cooperative agreement to include rail projects as a result of new TEA-21 language.

Ferry Boats

On November 2, 1998 FHWA released \$59.3 million in FYs 1998 and 1999 funds for 29 Ferry Boat discretionary projects.

High Priority Projects

TEA-21 authorized \$9.3 million for 1850 high priority projects designated in the legislation. Shortly after TEA-21 was enacted, the FHWA allocated approximately \$1 billion to the projects for FY 1998 along with implementing guidance for this program. The FHWA will be allocating \$1.4 billion to the projects for FY 1999.

Protecting Our Environment

Major national legislation has been enacted to protect our air and water as well as the vast cultural, historic, and natural resources important to our quality of life. Transportation's impact on air, water and noise pollution are well known, as are the potential impacts on wildlife habitat and ecosystems. 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 communities and their environment. Effective transportation planning, that considers a wide range of options and examines the consequences of our choices, is the key to shaping sound investment decisions.

Congestion Mitigation and Air Quality Improvement

FHWA issued interim implementation guidance for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) on August 14, 1998, describing modifications to the funding formula and eligibility provisions in TEA-21 and providing preliminary implementation guidance under the reauthorized program. Four information exchange meetings were held to solicit input into the development of the final guidance and to allow our stakeholders an opportunity to give us their insight to the changes under TEA-21; further input on program implementation was solicited by Federal Register notice dated October 26, 1998. Comprehensive final guidance on the reauthorized CMAQ program is expected to be issued in December.

Transportation Enhancements *

During September and October, there have been four information exchange meetings on transportation enhancements in Kansas City, MO; Oakland, CA; Washington, DC; and Savannah, GA. The meetings have gathered suggestions and recommendations from Federal, State, and local governmental officials as well as a range of public groups interested in the different types of eligible enhancement activities. The discussions have brought together the different interests for stimulating discussions which will provide much useful information as we begin to implement the legislative changes in this area.

Recreational Trails Program *

Program funds have been distributed to the State agencies administering the program. Input on TEA-21 implementation has been solicited from these State agencies. On November 13 at the meeting of the State Trail Administrators, the proposed content of the program guidance will be discussed.

* *Youth Conservation Corps*— The next issue of the FHWA "Corps Connection" newsletter, which features urban youth corps projects around the country, will highlight TEA-21 language which encourage the use of "youth conservation or service corps to perform appropriate transportation enhancement activities" and "construction and maintenance of recreational trails." The January 1999 issue, normally distributed throughout FHWA and to State DOTs, will also be distributed to State Recreational Trail contacts and Transportation Enhancement coordinators.

National Scenic Byways Program

The National Scenic Byways Program makes discretionary funds available to the States under a grant application process for scenic byways projects. The States have used these funds for scenic byway activities such as the development of tourist information, interpretive facilities and displays, the construction and improvement of scenic overlooks, bikeways, interpretive trails, as well as the development and implementation of marketing plans, corridor management plans, and statewide scenic byway programs. National Scenic Byways or All-American Roads receive priority consideration for funding. On November 2, 1998, \$34.4 million in FY 1998 and FY 1999 funds were allocated for this program.

Bicycle Transportation and Pedestrian Walkways

An information session was held on September 11 to gather input on how DOT could implement the TEA-21 provisions relating to bicyclists and pedestrians; this input will be used in the development of program guidance. With regard to the design guidance language called for by TEA-21, a meeting of the interested organizations was held on August 24. A mechanism for integrating existing information into the new guidance was developed. Bicycle and pedestrian issues are being included in the Planning and Environment One DOT Conference.

Transportation & Community & System Preservation Pilot

Outreach sessions were held to solicit suggestions and recommendations on how to implement this new program linking transportation and community development. We received many constructive suggestions that will help shape our approach to soliciting, assessing, and selecting projects for funding. In September, we published a *Federal Register* notice requesting letters of intent for TCSP funding. In December, we will narrow the competitive field and ask applicants of the top candidate projects to submit a grant proposal by next February. Selections will be made in March 1999.

Planning

Highway and Transit

TEA-21 made several key changes in the planning provisions, most notably the reduction to 7 planning areas, modification of the relationship to air quality boundaries, estimates of financial resources, MIS, etc. Prior to developing regulations FHWA and FTA have been participating in the Secretary's Outreach effort and other listening opportunities with stakeholders to identify key questions which will need to be addressed in the proposed rule. In addition, these outreach efforts have demonstrated that several issues beyond the legislative changes will need to be addressed also, e.g., environmental justice and social equity, relations with Indian tribal governments, the involvement of non-metropolitan officials, air quality, planning and land use linkages, and main streaming of ITS. A national conference on Big Cities was held in Detroit in June to explore the issues facing major metropolitan areas. Additionally, FTA and FHWA have scheduled a joint conference through TRB in February, 1999 to engage the transportation community in a dialog on the future of the transportation planning process and will follow it in April with a conference focused on a national research agenda for planning.

Rail

On November 4, 1998, FRA announced the availability of a CD-ROM containing the RailDEC family of computer programs designed to evaluate the full range of economic benefits resulting from railroad-related infrastructure investments.

Streamlining

Three recent information exchange meetings in Chicago, IL; Washington, DC; and Portland, OR have gathered suggestions and recommendations on how to implement environmental streamlining. The three meetings were well attended by Federal, State and local governmental officials as well as environmental interest groups. The November 6 One-DOT Conference on Planning and Environment capped this broad outreach effort. Discussions have been stimulating to date and will provide much useful information as we move into implementation.

Advancing Research and Technology

President Clinton's *Transportation Science and Technology Strategy* notes that our "ability to harness the power and promise of leading-edge advances in technology will determine, in large measure, our national prosperity, security, and global influence, and with them the standard of living and quality of life of our people." Technology offers particular promise for transportation, where it can improve the performance of our system and increase capacity, especially in our major cities where new construction may be too expensive or environmentally unsound. Innovations in transportation, such as advanced collision avoidance systems, have the potential to save hundreds of lives. Technology also offers the promise of speeding travel and freight movement. We are pleased that TEA-21 establishes a strategic planning process that will allow us to develop national priorities for surface transportation and measure the results and impacts.

Research and Technology

Strategic Research and Technology Planning

TEA-21 established a strategic planning process to determine national research and technology development (R&T) priorities related to surface transportation, coordinate national R&T activities, measure results and impacts, and coordinate reporting. In addition to a 5-year strategic plan, this program will produce reports on competitive merit review procedures for R&T, performance measurement procedures, and model procurement procedures.

Surface Transportation-Environment Cooperative Research Program

As part of the new Surface Transportation-Environment Cooperative Research Program established in TEA-21, the Secretary of Transportation is directed to establish an Advisory Board to "recommend environmental and energy conservation research, technology, and technology transfer activities related to surface transportation." These recommendations will provide a national framework for future research, and will be a significant resource to the individual planning efforts of all organizations conducting research in transportation planning and environment. A working group began listening sessions on November 4th to receive input from the research community on the development of the Advisory Board, which will be a standing committee of fifteen to twenty members, appointed by the National Research Council, with strong participation by State and local transportation and environmental representatives. The new Advisory Board is targeted to be established by April, 1999.

Highways

Surface transportation research

The Surface Transportation Research Program funds research, development, testing, and technology transfer activities for transportation planning and development and motor carrier transportation. In cooperation with major stakeholders, we are developing partnerships to establish, fund, and carry out a national highway R&T program. Where strong partnership support has already been established, programs have begun or are continuing. For instance, the Long Term Pavement Performance program continues, with significant State support, including funding in FY 1999 of the shortfall resulting from TEA-21. Action has been taken on awarding the funds to specified institutions under Surface Transportation Research, University Grants, and Transportation Technology Innovation and Demonstration Program, with an emphasis on integrating these awards into the national program by focussing work on national priorities. A contract has been awarded to the Transportation Research Board (TRB) for the Study for a Future Strategic Highway Research Program. Establishment of a committee to oversee this study is underway and extensive outreach will begin in 1999.

Advanced Research has been funded at \$1 million in FY 1999 for materials characterization, simulation and modeling, and advanced mathematics for highway applications.

Technology deployment

- ▶ The Technology Deployment Initiatives and Partnerships (TDIP) program requires US DOT to establish 5 deployment goals aimed at significantly accelerating the adoption of technologies which provide tangible benefits to users. FHWA, in cooperation with other agencies in the Department, plans to establish these goals by early December of this year. The agency will work closely in partnership with States, localities, industry, and others who share in these deployment goals to establish strategies and programs to move forward through cooperative efforts.

- ▶ For the Innovative Bridge Research and Construction program, a solicitation for project proposals from States was issued during August of this year; over 100 proposals were received from 24 States. Project selection for use of funds from FYs 1998 and 1999, is being finalized and announcements of selections expected by the end of November.

Training and Education

TEA-21 authorizes continued support for the education and training initiatives through the Local Technical Assistance Program (LTAP), National Highway Institute (NHI) and the Dwight David Eisenhower Transportation Fellowship Program (DDETFP). Each of these entities is seeking partnership agreements and mechanisms to maximize the number of persons served. FHWA has partnered with the American Public Works Association (APWA), The American Society of Civil Engineers (ASCE) and the National Society of Professional Engineers (NSPE).

In addition TEA-21 provides funding for the National Summer Transportation Institute for Secondary Students (NSTISS) which cultivates young people's awareness of and interest in transportation-related careers.

Finally, the emphasis on training and education in TEA-21 provides additional support for such corporate management and crosscutting issues as the Garrett A. Morgan Initiatives (see page 17).

International Highway Transportation Outreach Program

TEA-21 included a specific authorized amount for this program. However, because this funding level is substantially lower than previous levels appropriated by Congress, efforts have been undertaken to increase the share of co-funding of activities by external partners. One example is a jointly sponsored international technology scanning program being established with AASHTO. A new provision in TEA-21 gives the States additional flexibility by allowing the use of State Planning and Research funds for any of the activities under this program.

Transit

Joint Partnership Program

TEA-21 established a Joint Partnership Program (JPP) to assist in the deployment of transit innovation. This program will allow the Secretary to enter into agreements to promote the early deployment of innovation in mass transportation services, management, operational

practices, or technology that has broad applicability. On October 2, 1998, FTA issued a Federal Register Notice announcing the establishment of this new program in the mass transportation industry, describing the statutory basis of the JPP, requesting comments on the proposed approach, and soliciting initial proposals for JPP consideration. Summary proposals are requested by December 1, 1998.

International Mass Transportation program

TEA-21 established the international mass transportation program to support such activities as advocacy of American transit products and services overseas and cooperation with foreign public sector entities on research. FTA is developing guidance for implementation of this program in FY 99.

Rail

Train Control Advancements

An advanced positive train control demonstration project will operate on a designated high-speed rail corridor between Chicago and St. Louis to demonstrate the use of global positioning locators and computer controlled advanced radio systems to prevent train collisions and unauthorized train operating speeds. The project is expected to lead to lower railroad costs and the advancement of high speed rail in key corridors across the country. The FRA has made a total of \$10 million in grants for this project.

High-Speed Locomotive

On October 8, the Secretary announced an agreement for the development of a prototype of a non-electric high-speed locomotive for high-speed trains by the year 2000. High-speed rail will not only reduce congestion, but protect the environment and improve safety. The agreement calls for development of a 4,000-horsepower locomotive that will permit high-speed passenger service without need for the electric power transmission systems ordinarily required for high-speed rail systems. The high-speed gas turbine locomotive is a principal element of the FRA's Next Generation High-Speed Rail Technology Development Program which began in 1995. \$3 million in FY 1998 funds has been awarded for the first phase.

Test Track Upgraded

The FRA recently completed the upgrade of the 15-mile test track at the Transportation Test Center in Pueblo, Colorado to permit testing of Amtrak's 150 mph electric trainset that will operate on the Northeast Corridor by the end of 1999.

Alaska Railroad

With FY 99 funding, the Alaska Railroad will have received \$7 million to install a full radio based positive train control system that will demonstrate the latest technology in safe train operations.

Advanced Vehicle Technologies Program

TEA-21 authorized the Department to enter into partnership with other government agencies and private consortia to promote the research, development, and deployment of transportation technologies that will use technological advances in medium and heavy-duty vehicles, vehicle components, environmental technologies, and related infrastructure to improve energy efficiency and reduce environmental emissions, including greenhouse gases. The first year for which the Act authorized funding was FY 99 and the Department has committed a total of \$5 million to the Program.

University Transportation Centers

TEA-21 authorized grants to establish and operate up to 33 University Transportation Centers: university-based centers of excellence conducting multidisciplinary programs of transportation education, research and technology transfer. At a listening session in August 1998, representatives of all 33 of the University Transportation Centers were asked to comment on the program and DOT's approach to managing it. Grants have been awarded to establish or maintain 32 of the 33 centers and the last grant is expected to be awarded shortly. The grants range in size from \$274,000 to \$1,800,000 for one year's operation of a center. Plans have begun to recompute the ten regional centers in early 1999. A more limited competition involving 17 of the 23 other centers will be held in 2001, after which the program will comprise a total of 26 centers.

Intelligent Transportation Systems (ITS)

An outreach session was held in September to provide an opportunity to learn about key ITS provisions in TEA-21 and provide input on the development of guidance. A brochure outlining ITS and TEA-21, presenting implementation plans for key ITS provisions and inviting public comment and involvement will be issued in December.

TEA-21 requires that all ITS projects using funds from the Highway Trust Fund conform with the National ITS Architecture and Standards. Interim guidance was issued on October 2, 1998 in a joint memo from the FHWA and FTA Administrators, reflecting input received from Federal, State, local and private sector stakeholders. The intent of the interim guidance is to foster integration, encourage incorporation of ITS into the transportation planning process, and focus on near-term projects of regional significance. It is effective immediately and is expected to be in effect for 1 year while a final policy is developed through formal rulemaking.

The ITS Deployment Incentive Program was established in TEA-21 to support metropolitan and rural integration and implementation of the Commercial Vehicle Information Systems and Networks (CVISN). The recent FY 99 Appropriations Act allocated the funds for this program among 67 State and local jurisdictions and specified that the funds are to be used in accordance with project selection criteria established in TEA-21. Guidance on the implementation of this program is being developed and will be distributed to FHWA Division Offices and FTA Regional Offices in November.

TEA-21 requires that the USDOT submit a report to Congress by June 1, 1999 establishing a list of critical ITS standards. A proposed set of criteria and the resulting list of standards has been developed and will be published in the Federal Register for comment in November. A series of outreach efforts will be conducted to obtain input from public and private sector organizations. A Critical Standards Advice Group has been convened through ITS America to provide a formal recommendation regarding the criteria and standards.

Corporate Management and Crosscutting Issues

Year 2000 (Y2K)

Since June, the Department-wide ITS Y2K Working Group has developed a strategy to help develop, coordinate, and monitor the efforts undertaken by our partners who operate surface transportation systems to resolve the Y2K problem that, unmet, could pose risks to safety and disrupt the flow of commerce. Our Awareness-to-Action Summit for ITS Y2K, held in July 1998, attracted more than 180 public sector and industry participants and resulted in our publication recommending steps for action. On September 15, to

facilitate information exchange, the web-based "ITS Cooperative Deployment Network -Y2K Forum" began (www.nawgits.com/Y2Kforum). A guidance memo was issued on September 29, 1998 to address Federal-aid program eligibility and process streamlining for EIS, conformity, and procurement and to facilitate rapid Y2K action by State and local recipients of Federal funds. Throughout 1998-99, via information exchange (Internet, articles, videos, presentations, case studies), guidance, technical assistance and outreach, DOT is making every effort to ensure a safe, smooth transition into the next century.

Garrett A. Morgan Initiatives

The Garrett A. Morgan Technology and Transportation Futures Program seeks to interest students of all ages in transportation careers and to ensure that they have the knowledge and skills to pursue them. Through the Morgan Education Roundtable, an informal coalition of transportation organizations, educational and non-profit institutions, we have built a nationwide entity committed to developing a skilled transportation workforce. Together we have established a school to work pilot project that will integrate transportation examples into kindergarten through 12th grade curriculum, creating a model to be used nationwide; developed speaking and informational materials for transportation professionals to use when speaking to students in classrooms and at career fairs; created a website that highlights transportation careers in age appropriate language, as well as listing sources for transportation education program information; mobilized DOT employees across the country to speak to students in schools and on campuses whenever possible. Secretary Slater's goal for the program is to reach one million students by the end of the year 2000. We are well on our way to achieving that goal.

FHWA Field and Headquarters Restructuring and Reorganization

FHWA has made significant progress in completing an ongoing evaluation of its field and headquarters organization to provide a structure to meet the streamlining goals of the National Partnership for Reinventing Government and the challenges of the 21st Century. On October 1, implementation of a restructured field organization was initiated, to be completed the latter part of FY 2000. A plan for a restructured headquarters organization is being developed, and will be implemented in early January 1999; transition will be completed before the end of the fiscal year.

Project Labor Agreements

On April 22, 1998, the Secretary (in order to implement a June 5, 1997, memorandum from the President) issued a memorandum encouraging each operating administration to authorize and promote the use of Project Labor Agreements by its financial assistance recipients for DOT-assisted construction projects. FHWA and the Department have received input from various sectors of the highway industry, including the AFL-CIO's Building and Construction Trades Department and the Associated General Contractors, and plans to provide written guidance later this fall after the receipt of more guidance from the Department.

TEA-21 Highway Safety Funding FY 1998 and FY 1999 Allocations					
State	FY 1998			FY 1999 Funding to Date	
	Section 410 Alcohol	Section 163 .08 BAC	Total FY 1998	Sec. 157 Seat Belt Use	Total FY 1999
Alabama	692,134	2,682,999	3,375,133	0	0
Alaska	200,494	0	200,494	25,400	25,400
Arizona	552,021	0	552,021	941,100	941,100
Arkansas	462,891	0	462,891	205,700	205,700
California	4,949,859	14,866,282	19,816,141	16,682,700	16,682,700
Colorado	656,745	0	656,745	472,700	472,700
Connecticut	368,568	0	368,568	48,400	48,400
Delaware	0	0	0	0	0
District of Columbia	229,136	0	229,136	220,700	220,700
Florida	2,017,377	6,845,012	8,862,389	0	0
Georgia	1,167,046	0	1,167,046	2,113,500	2,113,500
Hawaii	257,777	774,519	1,032,296	490,400	490,400
Idaho	309,777	1,013,252	1,323,029	0	0
Illinois	2,133,832	6,392,876	8,526,708	83,100	83,100
Indiana	993,429	0	993,429	92,700	92,700
Iowa	599,950	0	599,950	781,000	781,000
Kansas	529,180	2,366,111	2,895,291	199,200	199,200
Kentucky	599,024	0	599,024	0	0
Louisiana	0	0	0	1,088,800	1,088,800
Maine	200,494	774,519	975,013	338,500	338,500
Maryland	892,381	0	892,381	707,200	707,200
Massachusetts	0	0	0	0	0
Michigan	1,561,932	0	1,561,932	290,100	290,100
Minnesota	1,062,889	0	1,062,889	100,500	100,500
Mississippi	409,155	0	409,155	135,800	135,800
Missouri	890,634	0	890,634	986,100	986,100
Montana	0	0	0	145,700	145,700
Nebraska	470,157	0	470,157	0	0
Nevada	287,756	0	287,756	187,900	187,900
New Hampshire	286,419	774,519	1,060,938	43,700	43,700
New Jersey	839,682	0	839,682	603,100	603,100
New Mexico	399,901	1,237,573	1,637,474	1,577,500	1,577,500
New York	0	0	0	3,397,100	3,397,100
North Carolina	1,001,685	3,875,068	4,876,753	5,606,900	5,606,900
North Dakota	329,204	0	329,204	88,400	88,400
Ohio	0	0	0	1,237,700	1,237,700
Oklahoma	0	0	0	1,465,000	1,465,000
Oregon	725,213	2,053,299	2,778,512	1,486,400	1,486,400
Pennsylvania	1,901,454	0	1,901,454	0	0
Rhode Island	0	0	0	0	0
South Carolina	0	0	0	0	0
South Dakota	0	0	0	410,700	410,700
Tennessee	663,473	0	663,473	0	0
Texas	2,334,458	0	2,334,458	7,311,200	7,311,200
Utah	350,237	1,162,182	1,512,419	141,400	141,400
Vermont	229,136	774,519	1,003,655	40,500	40,500
Virginia	883,801	3,412,268	4,296,069	21,800	21,800
Washington	983,020	0	983,020	2,615,600	2,615,600
West Virginia	0	0	0	140,500	140,500
Wisconsin	1,077,679	0	1,077,679	0	0
Wyoming	0	0	0	17,400	17,400
Puerto Rico	0	0	0	131,800	131,800
Territories	0	0	0	0	0
Total	34,500,000	49,004,998	83,504,998	52,673,900	52,673,900

TEA-21 Highway Funding
 FY 1998¹ and FY 1999 Allocations for Discretionary Accounts

STATES	STATE TOTAL		FERRY BOATS ²⁾		PUBLIC LANDS ³⁾ HIGHWAYS		DISCRETIONARY BRIDGES - MAJOR		DISCRETIONARY BRIDGES - SEISMIC		INTERSTATE MAINTENANCE		INTERSTATE COMPLETION		SCENIC ⁴⁾ BYWAYS	
	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#	\$	#
Alabama	\$11,880,000	2	\$10,000,000		\$6,050,000	3	\$11,760,000	1							\$120,000	1
Alaska	\$16,380,400	7			\$7,396,800	3									\$330,400	4
Arizona	\$10,691,326	11			\$1,750,000	3									\$3,294,526	8
Arkansas	\$4,796,524	5	\$3,756,800	4	\$5,308,000	4			\$30,025,000	1	\$2,000,000	1	\$30,000,000	1	\$1,046,524	3
California	\$99,874,529	12			\$4,750,000	1	\$3,784,000	1			\$32,000,000	1			\$784,729	1
Colorado	\$42,387,482	22													\$1,853,482	19
Connecticut	\$4,150,700	3	\$3,550,700	2							\$11,865,000	1			\$600,000	1
Delaware	\$12,285,000	2	\$400,000	1												
D.C.	\$1,800,000	1			\$1,800,000	1									\$509,000	2
Florida	\$4,709,000	4			\$4,200,000	2									\$124,800	1
Georgia	\$2,224,800	2			\$2,100,000	1										
Hawaii	\$3,545,000	3	\$3,000,000	1	\$545,000	2										
Idaho	\$2,549,350	12			\$1,900,050	4					\$19,665,000	1			\$649,300	8
Illinois	\$21,329,806	18	\$660,000	2											\$1,004,806	15
Indiana	\$230,320	4													\$230,320	4
Iowa	\$0	0														
Kansas	\$377,728	3													\$377,728	3
Kentucky	\$0	0														
Louisiana	\$2,901,200	13	\$2,400,000	1											\$501,200	12
Maine	\$3,580,000	7	\$3,000,000	2											\$580,000	5
Maryland	\$2,120,000	2			\$500,000	1					\$2,000,000	1			\$120,000	1
Massachusetts	\$4,367,796	6	\$3,800,000	2	\$500,000	1									\$67,796	3
Michigan	\$1,110,000	3			\$210,000	1										
Minnesota	\$2,177,540	12			\$500,000	1							\$450,000	1	\$1,677,540	11
Mississippi	\$2,200,000	1			\$2,200,000	1										
Missouri	\$23,960,750	4	\$40,000	1			\$16,920,750	2								
Montana	\$5,756,000	1			\$5,756,000	1										
Nebraska	\$427,000	2													\$427,000	2
Nevada	\$12,656,800	5			\$12,600,000	2									\$56,800	3
New Hampshire	\$4,160,755	20			\$1,227,496	1									\$2,933,259	19
New Jersey	\$5,000,000	0	\$5,000,000	0												
New Mexico	\$7,516,193	22			\$4,500,000	1									\$3,016,193	21
New York	\$7,932,424	21	\$4,640,000	2	\$480,000	1									\$2,812,424	18
North Carolina	\$24,211,512	9	\$4,000,000	2											\$723,376	4
North Dakota	\$0	0														
Ohio	\$25,405,220	8			\$5,000,000	1							\$7,744,068	1	\$405,220	5
Oklahoma	\$2,323,552	3			\$2,260,000	2									\$63,552	1
Oregon	\$6,684,899	26	\$805,000	2	\$2,800,000	1									\$3,079,899	23
Pennsylvania	\$876,000	2	\$800,000	1											\$76,000	1
Rhode Island	\$4,333,500	5	\$1,717,500	2	\$2,500,000	2									\$116,000	1
South Carolina	\$5,914,540	4			\$76,500	1									\$338,040	2
South Dakota	\$1,120,000	3													\$1,120,000	3
Tennessee	\$7,028,800	2	\$1,600,000	1											\$28,800	1
Texas	\$23,600,000	3	\$2,400,000	1	\$16,000,000	3									\$60,000,000	2
Utah	\$89,993,625	13			\$1,925,646	3	\$11,000,000	1							\$593,625	6
Vermont	\$1,961,646	5			\$600,000	1									\$36,000	2
Virginia	\$2,773,530	5	\$5,000,000		\$418,800	1									\$2,173,530	4
Washington	\$26,021,876	19	\$720,000	1	\$1,250,000	1									\$1,163,076	15
West Virginia	\$2,905,428	9			\$637,600	2									\$935,428	7
Wisconsin	\$637,600	2			\$5,130,000	1									\$399,200	2
Wyoming	\$5,529,200	3	\$2,000,000	1											\$13,600	1
Puerto Rico	\$2,013,600	2													\$13,600	1
TOTAL	\$558,412,951	353	\$59,290,000	29	\$97,371,892	50	\$64,984,750	8	\$44,025,000	3	\$131,550,000	8	\$63,414,068	6	\$34,383,173	243

= Number of projects.
 (1) Excludes Allocations for Public Lands Highways and Scenic Byways for partial FY 1998 funding made available under the STEA.
 (2) Funding first available in FY 1999.
 (3) Includes the \$20 million set-aside for marine NHS for use by Alaska, New Jersey and Washington.

FY 1998 Apportioned Funds				
State	Highways ⁽¹⁾	Transit ⁽²⁾	Safety ⁽³⁾	Total
Alabama	457,356,521	14,677,587	2,469,493	474,503,601
Alaska	267,884,119	7,385,582	712,885	275,982,586
Arizona	350,306,541	29,416,318	1,980,687	381,703,546
Arkansas	299,289,445	7,354,248	1,640,972	308,284,665
California	2,070,435,262	451,900,845	13,683,262	2,536,019,369
Colorado	262,993,249	31,214,957	2,089,209	296,297,415
Connecticut	341,425,783	67,257,437	1,526,884	410,210,104
Delaware	99,464,485	5,406,888	712,885	105,584,258
District of Columbia	88,942,474	40,311,945	712,885	129,967,304
Florida	1,038,171,802	125,454,534	6,300,304	1,169,926,640
Georgia	789,240,794	56,274,122	3,629,813	849,144,729
Hawaii	116,394,131	19,074,508	712,885	136,181,524
Idaho	174,073,257	3,776,576	932,620	178,782,453
Illinois	760,350,230	269,067,167	5,884,148	1,035,301,545
Indiana	530,327,365	37,682,335	3,082,648	571,092,348
Iowa	270,244,826	10,153,481	2,120,245	282,518,552
Kansas	263,432,497	9,053,497	2,177,822	274,663,816
Kentucky	390,416,088	17,356,436	2,148,161	409,920,685
Louisiana	357,478,596	27,532,988	2,258,386	387,269,970
Maine	119,427,666	3,530,242	712,885	123,670,793
Maryland	339,199,974	80,287,295	2,220,198	421,707,467
Massachusetts	421,786,861	145,977,479	2,768,695	570,533,035
Michigan	708,999,215	53,389,733	4,835,013	767,223,961
Minnesota	337,086,579	28,984,933	2,931,390	369,002,902
Mississippi	273,976,991	7,252,881	1,692,587	282,922,459
Missouri	532,034,405	32,262,262	3,166,981	567,463,648
Montana	223,233,018	2,970,857	935,787	227,139,662
Nebraska	174,647,406	8,155,395	1,455,476	184,258,277
Nevada	162,956,280	14,948,312	884,999	178,789,591
New Hampshire	114,186,094	3,982,357	712,885	118,881,336
New Jersey	580,419,335	215,172,731	3,481,598	799,073,664
New Mexico	222,221,286	7,058,601	1,139,090	230,418,977
New York	1,160,748,740	694,880,987	8,353,204	1,863,982,931
North Carolina	636,221,970	27,675,624	3,566,700	667,464,294
North Dakota	147,330,643	2,655,842	1,018,209	151,004,694
Ohio	770,197,754	87,636,833	5,445,133	863,279,720
Oklahoma	347,214,306	11,967,637	2,271,002	361,452,945
Oregon	277,209,543	24,562,277	1,889,903	303,661,723
Pennsylvania	1,132,605,958	211,902,636	5,906,742	1,350,415,336
Rhode Island	134,503,302	9,405,919	712,885	144,622,106
South Carolina	359,903,427	12,627,502	1,989,943	374,520,872
South Dakota	163,344,952	2,329,580	1,011,744	166,686,276
Tennessee	509,148,446	22,420,684	2,746,695	534,315,825
Texas	1,623,366,266	133,767,061	9,544,121	1,766,677,448
Utah	176,063,829	16,441,603	1,069,699	193,575,131
Vermont	102,814,442	1,572,287	712,885	105,099,614
Virginia	576,720,063	51,728,428	3,140,729	631,589,220
Washington	401,882,384	73,999,283	2,688,041	478,569,708
West Virginia	254,484,291	5,743,383	1,041,212	261,268,886
Wisconsin	447,770,045	31,597,295	2,976,057	482,343,397
Wyoming	156,828,850	1,580,335	712,885	159,122,070
Puerto Rico	92,910,083	38,201,130	1,570,333	132,681,546
Territories	0	846,587	2,495,100	3,341,687
Total	22,609,671,869	3,297,867,442	142,577,000	26,050,116,311

- ¹ The Highway Funding column includes funding apportioned for the IM, NHS, STP, Bridge, CMAQ, Appalachian, Recreational Trails, Metropolitan Planning, High Priority Projects, and Minimum Guarantee programs.
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- ³ The Safety Funding column includes funding apportioned for the Section 402 Safety program.

FY 1999 Apportioned Funds				
State	Highways ⁽¹⁾	Transit ⁽²⁾	Safety ⁽³⁾	Total
Alabama	534,564,496	16,838,405	2,461,709	553,864,610
Alaska	312,920,902	7,727,032	712,500	321,360,434
Arizona	429,383,845	32,978,483	1,983,297	464,345,625
Arkansas	350,044,651	8,629,889	1,777,420	360,451,960
California	2,419,067,584	502,937,673	13,674,684	2,935,679,941
Colorado	307,304,332	34,864,070	2,084,263	344,252,665
Connecticut	398,829,637	72,594,327	1,526,212	472,950,176
Delaware	116,196,559	6,209,725	712,500	123,118,784
District of Columbia	103,889,633	48,956,017	712,500	153,558,150
Florida	1,222,860,896	142,579,000	6,293,394	1,371,733,290
Georgia	947,233,708	68,322,665	3,630,120	1,019,186,493
Hawaii	135,962,227	21,261,190	712,500	157,935,917
Idaho	203,441,338	4,373,337	933,844	208,748,519
Illinois	888,176,447	295,479,021	5,875,222	1,189,530,690
Indiana	661,803,601	42,264,022	3,076,937	707,144,560
Iowa	315,664,654	11,739,680	2,111,030	329,515,364
Kansas	307,726,421	10,413,100	2,167,136	320,306,657
Kentucky	456,048,850	19,857,914	2,140,816	478,047,580
Louisiana	445,260,312	31,198,101	2,253,751	478,712,164
Maine	139,726,489	4,171,811	712,500	144,610,800
Maryland	416,464,236	91,617,774	2,219,756	510,301,766
Massachusetts	493,230,002	160,445,563	2,769,138	656,444,703
Michigan	847,845,959	60,068,238	4,839,202	912,753,399
Minnesota	393,741,709	33,020,791	2,921,773	429,684,273
Mississippi	320,033,346	8,578,825	1,686,985	330,299,156
Missouri	645,882,108	36,427,815	3,156,690	685,466,613
Montana	260,762,979	3,442,489	928,255	265,133,723
Nebraska	203,996,618	9,250,877	1,447,205	214,694,700
Nevada	190,357,774	16,561,374	883,217	207,802,365
New Hampshire	136,339,290	4,612,959	712,500	141,664,749
New Jersey	677,999,728	235,782,538	3,479,666	917,261,932
New Mexico	259,590,891	8,034,218	1,133,962	268,759,071
New York	1,355,892,902	767,055,371	8,347,168	2,131,295,441
North Carolina	743,183,813	31,756,515	3,563,152	778,503,480
North Dakota	172,110,492	3,048,479	1,009,478	176,168,449
Ohio	976,402,720	97,845,997	5,437,804	1,079,686,521
Oklahoma	406,905,188	13,726,309	2,260,496	422,891,993
Oregon	325,625,519	28,377,048	1,886,282	355,888,849
Pennsylvania	1,325,154,826	231,528,604	5,899,356	1,562,582,786
Rhode Island	157,223,770	10,951,441	712,500	168,887,711
South Carolina	420,849,432	14,537,257	1,988,192	437,374,881
South Dakota	191,312,414	2,717,640	1,004,121	195,034,175
Tennessee	605,303,623	25,524,308	2,741,608	633,569,539
Texas	1,983,451,940	150,311,809	9,523,028	2,143,286,777
Utah	205,674,835	18,242,587	1,077,052	224,994,474
Vermont	120,085,760	1,865,761	712,500	122,664,021
Virginia	673,768,353	57,744,067	3,137,573	734,649,993
Washington	478,931,208	85,479,122	2,681,767	567,092,097
West Virginia	297,257,542	6,745,956	1,039,555	305,043,053
Wisconsin	523,044,345	35,730,408	2,971,053	561,745,806
Wyoming	183,302,732	1,833,313	712,500	185,848,545
Puerto Rico	92,075,874	43,115,909	1,570,381	136,762,164
Territories	0	997,360	2,493,750	3,491,110
Total	26,779,908,510	3,680,374,184	142,500,000	30,602,782,694

- ¹ The Highway Funding column includes funding apportioned for the IM, NHS, STP, Bridge, CMAQ, Appalachian, Recreational Trails, Metropolitan Planning, High Priority Projects, and Minimum Guarantee programs.
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