



Surface Transportation Policy Partnership

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Transfer

Surface Transportation Policy Project's Electronic Update

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**Transfer
Headline**

**Past
Issues**

**Health and
Safety**

**Economic
Prosperity**

**Equity and
Livability**

Environment

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Action Center

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Hill Update

Congressional Support Grows for Increased Highway Funding

Support continues to expand for legislation that would add \$4.4 billion to the highway portion of the FY '03



transportation spending bill. Cosponsorship of H.R. 3694 has reached 265 House members and 48 Senators have signed onto companion bill S. 1917. Bush's \$59.3 billion DOT budget proposes setting Federal Highway Administration obligation limits to the states at \$23.2 billion -- a level that is 16% below the baseline established in TEA-21 and 27% below this year's spending levels. Federal Highway Administrator Mary Peters told members of the Environment and Public Works Committee her office is willing to work with members on their bill to restore some of the money. She also said, however, that there is still time to explore options to soften the blow of any remaining cut, such as working with states on advanced construction and financing to better leverage the money that's in the highway trust fund now.

Congressional TEA-21 Reauthorization Schedule

Duane Gibson, staff member to the House Transportation and Infrastructure Subcommittee on Highways and Transit (the panel overseeing TEA-21 renewal), outlined the likely House schedule for action on legislation renewing TEA-21 during remarks last week before the American Association of State Highway and Transportation Officials (AASHTO). He indicated that the subcommittee would introduce legislation in February 2003 and would act on that legislation in March of that year. The full

In Brief...

The Surface Transportation Policy Project has launched a new website, tea3.org. The site will keep you posted on the hearing schedule, policy issues, and other developments in the TEA-21 reauthorization process. The current news item is an analysis of the Bush budget.

For more info, visit: Tea3.

Calendar

[EPA Public Meetings on the 8-hr Air Quality Standard for Ground-Level Ozone](#)

March 5, 2002: ~~Alexandria, VA~~

March 7, 2002: ~~Atlanta, GA~~

[League of American Bicyclists Bike Summit](#)

March 6-8, 2002: ~~Washington, DC~~

[APTA Legislative Conference](#)

March 10-13: ~~Washington, DC~~

[AMPO 2002 Washington Policy Conference:](#)

March 18-20: ~~Washington, DC~~

[National Conference on Aging & Mobility](#)

March 25-27, 2002: ~~Scottsdale, AZ~~

[Transportation and University Communities Conference](#)

June 15-18, 2002: ~~Amherst, MA~~

[Senate EPW Transportation Schedule](#)

March 22: "Mobility, Congestion, and Intermodalism"

[House Transportation Committee Schedule](#)

March 6: Subcommittee hearing on Amtrak status

April 11: Subcommittee hearing on passenger rail

[Transportation and University Communities Conference](#)

June 15-18, 2002: ~~Amherst, MA~~

Transportation and Infrastructure Committee would act before Memorial Day 2003, and the bill would go to the full House after the Memorial Day recess.

The Senate has not announced their reauthorization schedule, but fully expects to renew the bill next year

London Instituting "Congestion Charge"



Beginning February 2003, London drivers will face a daily charge of about \$7 a day should they choose to drive into the heart of the city. According to the Washington Post, the charge "will be levied on

cars and trucks entering the eight-square-mile central zone between 7 a.m. and 6:30 p.m. Monday through Friday." The system will be enforced by hundreds of closed-circuit cameras which will check license plate numbers of cars entering the central zone against a database of commuters who have paid the daily fee. London Mayor Ken Livingstone announced the charges last week as the centerpiece of a plan to reduce traffic and congestion in London's busy downtown area. According to Livingstone, the charges would go to fund and revitalize London's extensive but run-down transit system. "We're going to dedicate the fees paid and the fines we get strictly to improving public transit. We're going to buy 40 percent more buses over the next decade. This is going to be a boon for most people."

Similar plans are in place in several cities around the world, including Singapore and Trondheim, Norway. Despite strong initial resistance to the plans, the driving fees now have strong support in the communities in which they have been introduced due in large part to the reduction in commuting time and congestion. Stateside, a \$1 a day commuter parking tax proposal was recently shelved in Washington DC because local officials believed that the tax would be unfair to commuters who do not have access to public transportation. Additionally, many elected officials, especially in Northern Virginia, were reluctant to support a new tax in an election year. The DC plan would have brought in an estimated \$1 billion for regional clean-air measures over its first three years.

For more information, [click here](#).

Lobbyists Try to Clear the Way for Segway

Quote(s) of the Week

"Diesel can answer the needs of society,"

- Nick Scheele, Chief Operating Officer at Ford Motor Company

"Diesel is toxic to lung functions, and there are dozens of human studies where diesel is linked to cancer, and recent research linked diesel to asthma."

- Dr. Gina Solomon, senior scientist at the California-based Natural Resources Defense Council

As quoted in a Washington Post article on Ford's plans to introduce diesel models of the popular Ford Focus. To view the article, [click here](#).

Lobbyists for Segway, inventor Dean Kamen's two-wheeled, gyroscopic scooter have been criss-crossing the country in an attempt to rally legislative support for the new product. The Wall Street Journal reported March 1 that the Virginia legislature passed a bill requiring communities to allow Segway scooters on the sidewalks. A similar bill has passed both legislative houses in New Mexico, and legislation authorizing Electronic Personal Assistive Mobility Devices (EPAMB) has been introduced in all 50 states.



Despite the fact that Segway LLC has made progress in pushing for legislative changes the the state level, some local officials remain skeptical of the product's safety around pedestrians and bicyclists. According to Kamen, the scooter, which operates at a top speed of 12.5 mph, gently stops and rolls backwards when it encounters an obstacle. Charles Trainor, chief traffic engineer in Philadelphia, where the Segway would not be allowed on sidewalks, is unconvinced. If a Segway "hits a pedestrian, there will be serious damage," says Trainor. "I would not be in favour of changing the law."

Dozens of New Transportation Bills Introduced in California

Three innovative transportation measures are up for consideration in the California State Legislature. Among the mix are Senate Bill 1262, which directs a portion of state transportation funds to new incentive programs to help promote infill housing and transit-oriented development, SB1636, which provides local governments with more flexibility around so-called traffic "Level of Service" (LOS) standards in urban areas that are attempting to build infill development, and AB2369, which is a bond measure (dollar amount yet to be determined) to help local governments and public transit agencies meet the federal requirements of the American with Disabilities Act (ADA).

For more information on these bills, visit <http://www.transact.org/Ca/ctrv03n01.htm>

Chicago Driver Gets 45 Years for Road Rage Murder of Cyclist



On February 20, Carnell Fitzpatrick was sentenced to 45 years in



Thomas McBride Memorial Ride, May 2, 1999
Photo by Dan Kliman, from ChicagoCriticalMass.org

prison after being convicted of first-degree murder for running down Tom McBride, 26, a bicycle

messenger in a fit of road rage. A Cook County jury on December 4 found Fitzpatrick guilty of first-degree murder, rejecting convicting him on a lesser charge of reckless homicide for the April 26, 1999 incident. Prosecutors called the crime the first local incident of road rage in which a bicyclist was killed by an angry driver intent on seeking revenge for a minor traffic dispute. Fitzgerald was accused of using his 1997 Chevrolet Tahoe to run down McBride after the cyclist shouted curse words during a near-collision. The motorist then fled the scene, but later turned himself in to police, authorities said.

-from "BikeLeague News," the League of American Bicyclists newsletter

For full coverage of the trial from Chicago Critical Mass, [click here](#).

Transfer is written and edited by John Goldener of the Surface Transportation Policy Project. Readers are invited to reprint newsletter items; proper citation is appreciated. If you are not currently subscribed, please send us a note via e-mail to: transfer@transact.org. Be sure to include your full mailing address and name of your organization, phone and fax numbers. For comments and suggestions about Transfer's content, contact John Goldener at jgoldener@transact.org.

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