

Progress

SURFACE TRANSPORTATION POLICY PROJECT

10 Years of Progress

Challenges Ahead!

by David Burwell
President, STPP

Washington DC is full of talk of the reauthorization of the Transportation Equity Act for the 21st Century (TEA-21). The law expires in September 2003. Groups are taking positions, while Congress is holding hearings. (see page 2). But before we become too embroiled in debates over the future, STPP wants to be sure to celebrate just how far we have come. Ten years ago, the Intermodal Surface Transportation Efficiency Act (ISTEA) declared that our transportation system “must be operated and maintained with insistent attention to the concepts of innovation, competition, energy efficiency, productivity, growth and accountability.” The law introduced an astonishing array of new policy tools, as well as unprecedented local input and flexibility in transportation decision-making and spending.

To mark this anniversary, STPP, joined by other key partners, held a dinner in December honoring former New York Senator Daniel Patrick Moynihan and Transportation Secretary Norman Y. Mineta for their groundbreaking work in broadening transportation choices for communities. We also used the occasion to publish a new report, and, most importantly, to launch a new, broad-based coalition, the Alliance for a New Transportation Charter. In this issue, you’ll find information on all three events. We share some of the insights offered by Congressional leaders at the December 12th dinner. We also present a few examples from our new report, *Ten Years of Progress*, of how transportation agencies, in cooperation with community leaders, are pursuing the goal of building flexible, sustainable transportation for the 21st Century.

The success stories of *Ten Years of Progress*, however, remain the exception to present transportation practice. STPP and its coalition partners have spent the last year conducting national and regional meetings to determine what outcomes community-based groups seek from transportation service delivery. The results are published here in the New Transportation Charter. They include new concerns about the public health outcomes of transportation as well as heightened concern that car dependence is a significant barrier for many Americans seeking a way out of poverty and into homeownership. However, whatever the specific outcome these groups seek from transportation service delivery, there is one overriding area of consensus—the need for a more accountable, transparent, and participatory decision-making process. The Charter outlines both the principles we believe transportation policy must serve, and the govern-

ance challenges we face in applying these principles to transportation practice. We’ve included a pull-out of the Charter in this issue; please read it and share it with those you work with. We warmly invite your organizations endorsement.

To those responsible for enactment of ISTEA and TEA-21, and to those with the foresight and leadership to use these reforms to build better communities through transportation, we extend our hand of gratitude. If we really want to honor their leadership, let’s apply the lessons of their early efforts to make community-centered transportation the touchstone of transportation practice everywhere.



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News and Hill Briefing

TEA-21 Renewal Gets Early Start

Congressional efforts to renew the *Transportation Equity Act for the 21st Century* (TEA-21) are off to an early start in the wake of President Bush's budget request for the new federal fiscal year which begins October 2, 2002. As a result of revised revenue estimates, the Administration's budget plan calls for a reduction in federal highway spending by \$8.6 billion, a request that has Congress scrambling for a remedy. The proposed 27 percent cut from \$31.8 billion this year to \$23.2 billion follows the requirements of TEA-21, whereby annual highway spending is calibrated with anticipated Highway Trust Fund receipts through a process known as revenue aligned budget authority, or RABA.

Before the FY03 budget was released on February 4th, it was generally assumed that this year would be the time when committee hearings would examine issues and organizations and other interests would develop recommendations for revisions to the statute, all in preparation for Congressional action next year on TEA-21 renewal. Instead, Congressional transportation leaders are now focused on finding legislative solutions to the Fiscal Year 2003 funding shortfall. What is particularly problematic is that the adjustment occurs in the final year of the six-year TEA-21 law, setting an artificially low spending baseline at just the wrong time. As Congress works to renew TEA-21 next year, budget assumptions and other budget rules affecting future spending commitments are linked to the '03 baseline.

Legislation (H.R. 3694/S. 1917) has been introduced in the House and Senate to raise spending for the new fiscal year, jumping Bush's request by 'at least' \$4.4 billion to a minimum of \$27.7 billion. Solid majorities in the House and Senate members have already signed on as cosponsors.

To date, Congressional panels and others have focused virtually all their energy on the next year's funding level, an issue that has dominated the initial TEA-21 oversight hearings that have been held this year. On January 24, Senator Jim Jeffords (I-VT) kicked off his panel's oversight of the law, one of eleven scheduled hearings in 2002. At the direction of Representative Tom Petri (R-WI), the House Transportation and Infrastructure Subcommittee on Highways and Transit began their TEA-21 efforts February 7th, with an opening hearing that focused exclusively on next year's funding level. This question is now squarely before Members of the House and Senate Budget Committees who are now crafting their Fiscal Year 2003 budget plans.

Transportation Equity Rally and Grassroots Hearing in Montgomery, Alabama

On February 15-16, transportation and civil rights advocates held a summit, rally and grassroots hearing in Montgomery, Alabama to demonstrate the need to return equity to transportation investments. The Montgomery Transportation Coalition organized the events in partnership with the Surface Transportation Policy Project and the Center for Community Change.

Speakers at the hearing gave testimony on their experiences with transit in Montgomery, Atlanta, Baltimore, and Jackson, MS. The public hearing took place immediately following a march and rally on the Alabama capitol steps. In revisiting the birthplace of the 1955 Bus Boycott and the civil rights movement, this event directed attention to the issue of transportation as a means of economic freedom and social justice. Montgomery's transit system served about 7,600 daily riders at its peak in 1988, but fixed route service was shut down in 1998 after deep budget cuts and a steep decline in ridership. Local advocates are currently struggling to re-establish service.



Ten Years of Progress

On December 12 and 13, 2001, STPP hosted a national gathering in Washington, DC to celebrate the tenth anniversary of the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA). The events included workshops on recent innovations and programs, a press conference to unveil the *Alliance for a New Transportation Charter* at the National Press Club, and an anniversary dinner event featuring some of the most important leaders in transportation and government today.

During the dinner, former Senator Daniel Patrick Moynihan and Secretary of Transportation Norman Y. Mineta were honored with awards for their service and dedication to transportation reform.

The next few pages feature some of the sights and sounds from the *10 Years of Progress* event and dinner, as well as a pull-out copy of the *Alliance for a New Transportation Charter*.



Senators James Jeffords and Hillary Clinton



STPP Board of Directors Chair Sarah Campbell



Senator Lincoln Chafee

"It is the policy of the United States to develop a National Intermodal Transportation System that is economically efficient and environmentally sound, provides the foundation for the Nation to compete in a global economy, and will move people and goods in an energy efficient manner.

The National Intermodal Transportation System shall consist of all forms of transportation in a unified, interconnected manner, including the transportation systems of the future, to reduce energy consumption and air pollution while promoting economic development and supporting the Nation's preeminent position in international commerce."

*-From the preamble of ISTEA, 1991
public law 102-240*

Ten Years of Progress

National Dinner

This event underscores the fact that good transportation systems are the key to the productivity, and therefore the success, of virtually every business in every community in America.

- *Secretary of Transportation Norman Y. Mineta*

We have moved from a transportation policy that focused on moving vehicles, to moving people and goods, to moving people and goods in concert with the environment. Now, we are engaging transportation in a way that serves all of the communities of the US, and what could be more American than the inclusiveness that we seek at the table about providing the nation's transportation.

- *Tom Downs, Director of the Center for Smart Growth Studies at the University of Maryland*



Congressman Thomas Petri



Secretary of Transportation Norman Y. Mineta & Tom Downs

I am very excited about the potential for the future of transportation, and ISTEA and TEA21, and the foundation laid by these bills, have clearly opened up our thinking and have enabled us to see transportation as more than just mobility but a means for investment that can actually enhance the environment.

- *New Orleans Mayor Marc H. Morial*

I am delighted to be a part of this event and to help celebrate the 10th anniversary of ISTEA and to honor Daniel Patrick Moynihan, the man whose vision and leadership made ISTEA and TEA-21 a reality.

- *Senator Hillary Clinton*



Jacky Grimshaw

Tremendous progress has been made in the last ten years. Now that I am a leader, I am looking forward to making sure that we do the best with what we've got, and to improve on our efficiency, effectiveness and safety.

- *Senator Jim Jeffords*

Ten years ago, this event could not happen.

- *Former Senator Daniel Patrick Moynihan*

When we look at what government sponsored entities like the Federal Housing Agency, Fannie Mae, and Freddie Mac have done to build the nation's housing industry, we need to make similar commitments to developing our nation's rail infrastructure. Let us innovate, let us think.

- *New Orleans Mayor Marc H. Morial*



New Orleans Mayor Marc Morial



STPP and Smart Growth America staff with Secretary Mineta

I particularly have to say a word about New York. Because of the tragic events of September 11, we have seen underscored the vital need for a transportation system that meets the four R's: Reliable, Resilient, Redundant, and Resistant to shock.

- *Senator Hilary Clinton*

Today we are celebrating 10 years of success of ISTEA. There are wonderful projects across the country that we can talk about, but the one thing we have to be concerned with is that those projects, those successes are not the exception but that they become the rule. These projects must become the example by which we can build the reauthorization of ISTEA and that we can build our future on, so that people in communities have the kind of transportation systems, have the kinds of communities, and have the kinds of futures that they need and deserve.

- *Jacky Grimshaw, Center for Neighborhood Technology*



Senator Paul Sarbanes

Alliance for a New Transportation Charter Launched

Over 300 national and local groups endorsed the New Transportation Charter in time for its public launch on December 13, 2001 in Washington DC. Together, endorsers of the Charter comprise the Alliance for the New Transportation Charter, a broad-based coalition working to make transportation better serve communities.

The movement for transportation reform is growing, as it becomes increasingly apparent how transportation affects every part of our lives, from physical fitness to the ability to hold a job and buy a home, to safety and security.

“Our nation needs expanded investments in public transit and rail as essential steps toward securing greater social equity,” said Sonny Hall, president of the Transport Workers Union of America and a member of the Alliance. “We need to more fully recognize the connection between the good jobs throughout our economy that are supported by sound transportation systems and good jobs and careers in transportation industries.”

“Community design and transportation policy have such an impact on physical activity, obesity, heart disease, and stroke,

that the American Heart Association simply must support public policies that make walking, bicycling, and other forms of physical activity the easiest travel choices for Americans to make,” said Rich Hamburg, Director of Government Relations for the American Heart Association.

Alliance members include health, environmental, business, social equity, and other groups that agree that transportation investments should do more to improve communities. Some of the national endorsers include the American Public Health Association, the National Wildlife Federation, the National Trust for Historic Preservation, the American Federation of State, County, and Municipal Employees (AFSME), and USAction. More than 300 diverse state, local and regional groups from around the nation also signed on as founding endorsers.

Groups that endorse the Charter become members of the Alliance, but there are no further obligations. The idea is to establish a common ground with new partners who agree that transportation is not adequately serving their needs, and who are ready to support a change. ANTC members will receive STPP’s newsletter, Progress, and remain informed of transportation issues and further opportunities to be engaged in the reform effort.

The Charter was developed over several months, with the input of hundreds of groups around the country. Four issue teams composed of the leaders of national organizations have been meeting since July in Washington, D.C. to discuss how transportation affects health & safety, energy & the environment, economic prosperity, and social justice & community. These teams developed a draft set of principles stating how transportation should serve these community needs. The drafts were then reviewed by grassroots activists at five regional meetings sponsored by STPP.

To view the Charter and see the full list of Alliance members, and/or to make an endorsement, visit www.transact.org. For more information about opportunities for state and local groups to participate in the Alliance’s TEA3 campaign contact Andrea Broaddus at abroaddus@transact.org.

The Alliance for a New Transportation Charter.

Sound transportation
Investments are the backbone of the American economy and well-being. Members of the Alliance for a New Transportation Charter agree that transportation systems can improve our communities and neighborhoods by enhancing public health and safety, promoting social equity and a fairer quality of life, conserving resources, and saving energy while protecting the environment.

Transportation investments can do so much that provide mobility. They unlock the potential to make our communities thrive.

We invite your organization to sign the Charter and join the Alliance.

Ten Years of Progress

Building Better Communities Through Transportation

Over the past decade, American communities have sought – and started to find – new ways to meet their changing transportation needs. STPP’s new report, *Ten Years of Progress*, documents how transportation is changing, why more change is on the way, and where innovative transportation investments are already making communities better places to live.

Where Transportation is Creating Better Communities

State and local innovation are at the heart of the new era in transportation. This report profiles 71 innovative projects in 35 states that begin to meet the four principles outlined in the New Transportation Charter. Below are several examples of projects featured in the publication.

Improving Health, Safety and Security:

Harmony Road Traffic Calming

In Newark, Delaware, residents and state officials worked together to find sensible solutions to dangerous, high-speed traffic along Harmony Road. The effort is one of the first applications of traffic-calming measures to a major road; Harmony Road carries 18,000 vehicles per day. After an initial closing of the road failed, officials and citizens worked out an alternative traffic-calming plan using chokers and center islands. The plan helps keep traffic within the speed limit and gives pedestrians more priority as cars move through this residential neighborhood that includes an elementary school and a hospital. The success of this effort has led to the creation of a statewide traffic-calming manual for use by other communities seeking to slow traffic and increase safety along major roads.

Conserving Energy & Enhancing the Environment:

Zion National Park Bus System

Once as crowded as a downtown street during rush hour, Zion National Park in Utah is now serene and natural again thanks to an innovative new inner-park transit system. In order to ease congestion, multi-passenger shuttle vehicles operate as the only motorized transportation in the 6.5-mile Zion Canyon. Visitor comments indicate that the open-air buses allow them to enjoy Zion’s lofty formations with nothing to obstruct their view. The transportation system also includes remote parking in town and a “town loop” to eliminate congestion on the streets of Springdale at the park’s south entrance. The National Park Service is now pursuing alternative transportation plans in a number of popular parks in order to improve the natural experience for visitors.

Creating Equitable and Livable Communities:

Transportation Incentives for New Housing

In the San Francisco Bay Area, one of the biggest contributors to regional traffic congestion is the lack of affordable housing close to jobs. Recognizing this connection, San Mateo County launched an innovative program to provide transportation funds as a reward to local jurisdictions that build new housing in walkable neighborhoods close to jobs. The program started in 1999 with a set-aside of \$2.2 million in flexible state and federal

highway funds. Among the first recipients was Redwood City for planning a new 430-unit apartment complex near a commuter rail station. The grant program is restricted to transportation expenditures, but for the first time makes a critical transportation-housing link and is rewarding – rather than punishing – local jurisdictions who build infill housing that many public officials and private developers often find difficult to construct.

Promoting Economic Prosperity:

Strategic Passenger Transportation Plan

To boost Maine’s tourism industry without overloading its transportation network, the Maine Department of Transportation created its Strategic Passenger Transportation Plan in 1996. Using funds from the Enhancements and CMAQ programs, this plan focuses on the creation of an integrated, multi-modal passenger transportation system that supports and promotes tourism. In combination with the recent return of passenger rail service between Boston and Portland, and the success of the high speed ferry service between key tourist destinations, the plan is expected to create 1,400 new full time jobs and provide \$48 million per year in direct economic benefits.

10 Years of Progress, STPP’s latest publication, uses photographs, statistics, and examples to tell the story of the vibrancy of the transportation reform movement. This full-color, 48-page report documents how the transportation system has changed in the past ten years and why more change is on the way. Seventy-one examples from 35 states demonstrate the wide range of innovative projects implemented in the past decade. *Ten Years* is a great ‘take along’ for meetings with reporters, transportation agency officials and elected representatives, and is accessible enough to serve as an introduction for concerned citizens and newcomers to the field.

To order *Ten Years of Progress*, please fill out this form and fax it back to STPP at (202) 466-2247. You will receive an invoice from STPP within 10 days of your fax.

***Ten Years of Progress* is available for
\$15.00 plus \$4.00 postage and handling.**

Reduced rates are available as follows for bulk orders:

3-9 copies ... \$13.50 ea

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I would like to purchase ___ copies of STPP’s *Ten Years of Progress*.

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The goal of the Surface Transportation Policy Project is to ensure that transportation policy and investments help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make communities more livable. We emphasize the needs of people, rather than vehicles, in assuring access to jobs, services, and recreational opportunities.

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Dear Friends of STPP:

Happy Anniversary!

It was just ten years ago that ISTEA began to transform the way we think of transportation in America: from moving vehicles to providing greater access to place; from a focus on “predict and provide” (mostly through highway expansion), to a new focus on “managing and maintaining” our built transportation system; from performance measured by through-put to performance measured by how transportation can improve health, wealth and community quality of life. Balance, choice and system integration are now all mainstream goals of transportation service delivery. This is huge.

ISTEA, and TEA-21 gave us the tools to start this journey to a more sustainable world. At our 10-year “anniversary dinner party” last December we honored two of the people most involved in making ISTEA a reality: former Senator Daniel Patrick Moynihan and U.S. Secretary of Transportation Norman Y. Mineta. “We” now includes the full range of interests affected by transportation programs: transit workers, healthcare providers, walkers and cyclists, architects and planners, preservationists and promoters of scenic beauty, equity activists and fair housing advocates, chambers of commerce and neighborhood activists, community development corporations, seniors, and highway planners. As Senator Moynihan noted at the dinner, “ten years ago, this event could not happen.” It couldn’t because, ten years ago, we were outside the transportation tent. Now, we’re in.

This edition of *Progress* honors you, the people who make ISTEA and TEA-21 work in your communities. Whether you are a DPW commissioner or a bicycle/pedestrian coordinator, an MPO executive or a commuter rail advocate, you are “in the tent.” ISTEA is not self-implementing, its success requires leaders with the courage to demand that ISTEA become the reality, not just the promise, of change. In short, it needs you.

So do we. *Progress*, as you know, is provided free to all who want to keep abreast of new ideas, new campaigns and new developments in transportation practice. So are our websites, including our new **TEA3.org** site that will keep you up-to-date on the reauthorization debate. You can also sign up for our electronic newsletter *Transfer* and, if you join the Alliance for a New Transportation Charter, we will support you through **ANTC.net** and other services. As always, our reports are provided free on **transact.org**.

All these services cost money. Please read this 10-year report documenting your efforts to build better communities all across America through transportation. Give yourself a pat on the back. Then take out your checkbook, write a check to STPP, and return it in the envelope enclosed with this issue. That way, you can rest assured that we will be around to record Twenty Years of Progress, when we are not only in the tent, but raising it. Thanks.

David Burwell, President and CEO
Surface Transportation Policy Project.