

Remmed from DOT
12-1-70

Positions on Issues Discussed in the MEMORANDUM FOR MR. EMIL KROGH

1. Interstate Authorization Amounts

The position remains the same.

2. Extension of time for completing the Interstate System

The position remains the same.

3. Authorization amounts for other highway programs

The position remains the same except that a strenuous effort should be made to have Trust Fund financing, as in the Senate bill, prevail.

4. Establishment of a new Federal-aid Urban Highway System

The position remains the same and the Senate version should be financed out of "C" funds.

5A. Prohibiting impoundment or diversion of highway trust funds

The position remains the same.

5B. Prohibiting expenditure of highway trust funds by any agency other than the Federal Highway Administration (FHWA)

We shall attempt to have this provision deleted. If we fail, we shall seek explanatory language in the Conference Report to conform to those items funded from the Trust Fund.

6. Increase Federal cost share to 70%

The position remains the same.

7. Emergency relief

Both bills are identical.

Eno
Center for
Transportation

8. TOPICS program modification

We support TOPICS as a ^{separate} ~~split~~ program including fringe parking.

9. Equal opportunity training

The position remains the same.

10. Public transportation

The position remains the same.

11. Virgin Islands Highways

The position remains the same.

12. FHWA reorganization

The position remains the same.

13. National Highway Institute

Political intelligence is that we cannot successfully oppose this measure.

14. Markland Dam

The position remains the same.

15. Replacement housing.

We support with provision that we agree to consult with HUD.

16. Alaska Highway

Both bills are identical.

17. Future Federal-aid Highway Program

We support the Senate bill and will tell the House that a 1972 study is impossible.



18. Highway Beautification authorizations

The position remains the same.

19. Highway Beautification Commission

The position remains the same.

20. Elimination of certain segments of the Interstate System from eligibility for 90-10 funding if not scheduled by January 1973.

21. Highway Demonstration projects

The position remains the same.

22. Economic growth center development highways

Tell the House that this provision is being studied by a Cabinet-level committee and we would prefer to wait for their report.

23. District of Columbia provision

Support the Senate; oppose the House.

24. Toll Roads

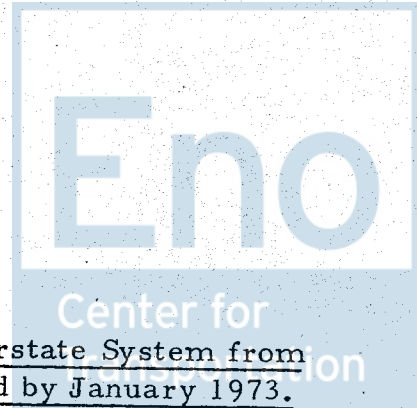
Do not oppose the House bill; oppose the Senate

25. Highway project priorities for airports

The position remains the same.

26. Highway safety provision

Support the Senate bill and the House reorganization plan except for confirmation of the Deputy Administrator. Strongly oppose the prohibition against new standards after 31 December 1970 and the legislative split of standards between the FHWA and the NHTSB.

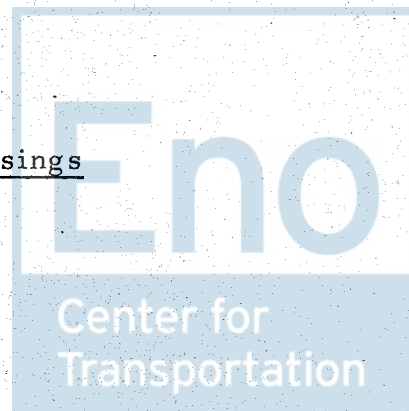


27. Bridge replacement

The position remains the same.

28. Elimination of Highway-Railroad Grade Crossings

The position remains the same.



Issues Not Discussed in the MEMORANDUM FOR MR. EMIL KROGH

29. Economic, Social, Environmental, and Other Impacts

The Senate bill amends the term "construction" to include costs of reducing adverse impacts caused by a project. The term "highway" is amended to extend in some way relocation assistance to those outside the right-of-way who are injured by the highway.

The Secretary may not approve plans which do not specifically minimize soil erosion. He would also be required to issue by July 1, 1972, guidelines for avoiding and minimizing the adverse impact of the project. Two years after the guidelines are issued, all plans must be accompanied by a comprehensive analysis of the impact and how it is to be avoided or minimized.

Noise level standards and project acknowledgment of them would be required by July 1, 1972. Air quality standards under the Clean Air Act would also have to be met in some vague way.

The Department would recommend supporting the provision, but would have the Conference report contain language stating that section 7(a)(1) would not be put into effect until the Secretary had issued guidelines.

30. Cost Reduction

The Senate bill would authorize the Secretary to require value engineering on a project. The Department would not oppose this provision.

- 31. Participatory Democracy
- 37. Regional Planning

The Senate bill would enlarge the public hearing requirements for projects and put the hearing proceeding and certification under the control of the Governor. Responsible public officials would have to be consulted and views considered in urban areas of 50,000 or more. The Department would support these provisions. Both Senator Cooper and Senator Magnuson have introduced regional planning provisions.

The Cooper amendment (section 21(b)) calls for the Secretary to designate areas or corridors which have reached critical transportation overload and which are between major production centers. Once designated, these areas would receive special attention from regional transportation planning bodies which are to be established.

The Magnuson amendment (section 22) would have the Secretary establish a number of major transportation regions and these regions would be encouraged (with money) to establish regional commissions. The commissions would have a broad mandate to coordinate transportation planning, and the program would be funded out of the highway trust fund with \$100 million for FY 1971 and \$100 million for FY 1972.

The Department would oppose both provisions.

32. Marine Highways

The Senate bill authorizes Federal participation in Marine Highways (ferries and wharfs). The Department would not oppose this provision.

33. Fringe Parking

The Senate bill would continue the demonstration fringe parking projects as a permanent program. We would support an amendment which makes fringe parking part of the TOPICS program.

34. Interstate Additions

The Senate bill allows the addition of segments of the primary system to the Interstate system if the state brings them to Interstate standards within 12 years. The Department would strongly oppose this provision.

35. Replacement Housing Interest

The Senate bill provides for compensation for displaced persons whose home financing costs go up. The Department would oppose.

36. Alaska Assistance

The Senate bill extends the Alaska Assistance program of the 1966 Act to FY 1973 and increases the authorization level to \$20,000^{million} per year. As we have no intention of funding the program, we would oppose it.