



1           (1) the Intermodal Surface Transportation Effi-  
2           ciency Act of 1991 represented a revolutionary  
3           change from past transportation legislation and its  
4           fundamental structure should be preserved, not radi-  
5           cally overhauled;

6           (2) transportation funds should be allocated to  
7           States primarily based on needs; except that adjust-  
8           ments to reflect system usage, system extent, level of  
9           effort, each State's overall balance of Federal pay-  
10          ments, and historic distribution patterns should also  
11          be considered;

12          (3) census data predating the 1990 census  
13          should not be used to apportion Federal transpor-  
14          tation funds;

15          (4) the Congestion Mitigation and Air Quality  
16          Improvement Program and the Bridge Program are  
17          important national programs that should not be sub-  
18          stantially changed;

19          (5) programs which support mass transpor-  
20          tation should remain a national priority supported  
21          by Federal funds;

22          (6) the level of Federal investment in transpor-  
23          tation programs should be set at the highest level  
24          possible in order to maintain America's ability to  
25          compete globally;

1           (7) prescriptive Federal regulations should be  
2           minimized to allow for more efficient and effective  
3           transportation programs and to eliminate Federal  
4           and State duplication;

5           (8) a dedicated source of funding for Amtrak,  
6           and legislation to substantially reform Amtrak,  
7           should be included in the law to reauthorize the  
8           Intermodal Surface Transportation Act of 1991;

9           (9) the program providing reimbursements for  
10          segments of the Interstate System constructed with-  
11          out Federal assistance should be extended;

12          (10) transportation enhancement activities  
13          should remain a mandatory part of the surface  
14          transportation program; and

15          (11) transportation safety programs should not  
16          be diminished.

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