FOIA Number: 2015-0463-F

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Collection/Record Group: Clinton Presidential Records

Subgroup/Office of Origin: Women's Init. & Outreach

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Subseries:

OA/ID Number: 18648

FolderID:

Folder Title:
ISTEA [Intermodal Surface Transportation Efficiency Act]

Stack:	Row:	Section:	Shelf:	Position:
S	51	2	7	2

Withdrawal/Redaction Sheet
Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Tania Lopez to Ilia Velez at 05:31:48; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)
002. email	Tania Lopez to Ilia Velez at 03:14:23; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)
003. email	Tania Lopez to Ilia Velez at 01:40:13; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)
004. email	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)
005. email	Tania Lopez to Ilia Velez at 09:32:53; RE: Personally Identifiable Information [partial] (1 page)	05/18/1998	b(6)
006. list	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)
007. list	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)
008. list	RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:

ISTEA [Intermodal Surface Transportation Efficiency Act]

2015-0463-F
db4298

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- **P1 National Security Classified Information [(a)(1) of the PRA]**
- **P2 Relating to the appointment to Federal office [(a)(2) of the PRA]**
- **P3 Release would violate a Federal statute [(a)(3) of the PRA]**
- **P4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]**
- **P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [a)(5) of the PRA]**
- **P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]**

C. Closed in accordance with restrictions contained in donor's deed of gift.
PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).
RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

- **b(1) National security classified information [(b)(1) of the FOIA]**
- **b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]**
- **b(3) Release would violate a Federal statute [(b)(3) of the FOIA]**
- **b(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]**
- **b(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]**
- **b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]**
- **b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]**
- **b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]**

FAX COVER SHEET

Number of pages: **5**
(excluding cover sheet)

Date: **5-12-98**

TO: **SAP DISTRIBUTION LIST**

FROM: **OMB LEGISLATIVE AFFAIRS**
Phone: 395-4790

SUBJECT OF SAP:

Director Raines ISTEA Conferees Letter

EXECUTIVE OFFICE OF THE PRESIDENT
OFFICE OF MANAGEMENT AND BUDGET
WASHINGTON, D.C. 20503

THE DIRECTOR

May 12, 1998

The Honorable Bud Shuster
Chairman
Committee on Transportation
2165 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman:

As the House-Senate conference on reauthorization of the *Intermodal Surface Transportation Efficiency Act* (H.R. 2400) proceeds, I write urging your consideration of a proposal the Administration has made to resolve the important budget issues raised by this legislation.

On April 30, I sent you a letter expressing the Administration's serious concerns about the excessive spending in the House and Senate bills; in particular, that the spending levels would either require unacceptable reductions in high priority discretionary program funding, or they would drain anticipated budget surpluses prior to fulfilling our commitment to save Social Security first.

These budgetary concerns were reiterated in a May 1 letter to conferees from Secretary Slater, along with a detailed review of other important policy issues that need to be resolved in an acceptable manner in order to bring this legislation to a conclusion. These issues include a stronger national standard for drunk driving and other safety concerns, maintenance of the historical balance in highway-transit funding, and ensuring protection of the environment as we carry out transportation programs.

Last week, during the course of ongoing discussions with conferees, the Administration proposed the attached framework for bridging some of the distance between the funding levels supported by the Administration, the House and the Senate. The framework is based on four principles: (1) the projected budget surplus shall not be used to pay for the legislation; (2) spending shall be offset fully, without lowering the caps on discretionary spending; (3) after a phase-in period, total budget resources spent each year should equal total receipts to the Highway Trust Fund (HTF); and (4) spending levels in the legislation shall be sustainable after the end of the authorization period.

This framework fulfills the objective of many in Congress that one hundred percent of Highway Trust Fund receipts be available for obligation. After an appropriate phase-in period, a new budget mechanism would require that total funding equal 100 percent of total HTF receipts. This funding guarantee would serve as both a floor and a ceiling for fiscal years 1999-2004. In exchange for the unprecedented guarantee of authority to spend all prior year Trust Fund receipts, this framework also establishes that total surface transportation spending will not exceed receipts. Total funding over the reauthorization period would equal $218.9 billion, which is between the amounts called for in the House and Senate bills. However, this funding would be provided over seven years, instead of six, in order to satisfy the Administration's core principles that the surplus not be depleted and the spending caps not be reduced.

The President's senior advisers would recommend that he veto a conference report that makes available an excessive level of budgetary resources if financed by spending the surplus, by reducing the domestic discretionary caps, by using unacceptable offsets, or by forcing cuts in domestic priorities. We would also recommend veto of a conference report that skews transportation priorities.

We need final action now on this critical legislation. The Administration strongly urges the conferees to seriously consider the framework discussed in this letter, which would ensure stable funding for surface transportation, in a manner that is both fiscally responsible and consistent with the President's pledge to save Social Security first.

Sincerely,

Franklin D. Raines
Director

Attachment

Identical Letter Sent To:

The Honorable Bud Shuster
The Honorable James Oberstar
The Honorable Tom Petri
The Honorable Nick Rahall
The Honorable John Chafee
The Honorable Max Baucus
The Honorable John Warner
The Honorable William Roth
The Honorable Daniel Patrick Moynihan
The Honorable Alfonse D'Amato
The Honorable Paul Sarbanes
The Honorable John McCain
The Honorable Ted Stevens
The Honorable Ernest Hollings
The Honorable Pete Domenici
The Honorable Frank Lautenberg
The Honorable Tom Bliley
The Honorable George Brown
The Honorable John Dingell
The Honorable Jim Sensenbrenner

ISTEA REAUTHORIZATION

May 5, 1998

Core principles. Final legislation must be consistent with the following principles:

- The projected budget surplus shall not be used to pay for the legislation.
- Spending shall be offset fully, without lowering the cap on other discretionary spending.
- After a phase-in period, total budget resources spent each year should equal total receipts to the Highway Trust Fund (HTF).
- Spending levels in the legislation shall be sustainable after the end of the authorization period.

Aggregate Funding. Any agreement reached on funding issues is contingent on agreement regarding policy issues.

- Aggregate budgetary resources (obligation limitations plus any budget authority not subject to limitation) will total $218.9 billion over the period 1998-2004.

- A new budget mechanism will provide, after an appropriate phase-in period, negotiated assurances that all receipts to the HTF will be obligated. Total budgetary resources in each year will equal estimated *prior year* receipts (as in the Chafee-Bond proposal) in order to provide States with certainty about spending levels.

- Assured spending will be distributed between highway spending and transit spending in the same proportions as total authorizations are distributed between highways and transit in the Senate bill. Within the total for highways, highway safety will be funded at the authorization levels contained in the Administration's NEXTEA proposal. This offer assumes that no demonstration projects are funded. If any demonstration projects are included in final legislation, they will need to be funded within the total for highways.

- Balances in the Highway Account of the HTF, except those amounts needed to pay for prior year spending, will be transferred to the General Fund. The Highway Trust Fund will not collect interest.

- In 1999 and 2000, total funding would equal the levels in the President's Budget; in 2001, total funding would equal 97 percent of total HTF receipts; in 2002 and beyond, total funding would equal 100 percent of total HTF receipts:

(In billions of dollars)

	1998	1999	2000	2001	2002	2003	2004	Total
Prior-Year Receipts[1]	23.9	32.3	32.4	33.2	33.8	34.4	35.1	225.2
Total								
Budget resources	28.0	27.8	27.7	32.1	33.8	34.4	35.1	218.9
Outlays	26.5	27.3	27.7	28.7	30.8	32.5	33.5	206.9
Hwy Funding								
BR	*23.1*	*23.0*	*22.9*	*26.0*	*27.4*	*27.9*	*28.4*	*178.8*
OL	*22.3*	*23.4*	*23.4*	*24.1*	*25.6*	*26.7*	*27.4*	*173.1*
Transit Funding								
BR	*4.8*	*4.8*	*4.8*	*6.1*	*6.4*	*6.5*	*6.7*	*40.1*
OL	*4.2*	*3.9*	*4.3*	*4.6*	*5.1*	*5.7*	*6.0*	*33.8*

1/ Receipts have been normalized to eliminate the '97 TRA one-time shift of deposits between '98 and '99.

- All outlays above those called for in the President's Budget will be offset fully under CBO scoring by implementing, as part of the reauthorization, the "VA tobacco" proposal contained in the President's Budget. Outlays savings associated with the VA tobacco offset, *net of funds needed for the President's GI Bill initiative*, are as follows:

(In billions of dollars)

	1998	1999	2000	2001	2002	2003	2004	Total
OMB scoring	n.a.	-0.7	-1.2	-2.1	-6.0	-6.0	-6.0	-21.8
CBO scoring	n.a.	-0.4	-0.8	-1.7	-2.6	-3.6	-4.6	-13.5

Peter O'Keefe 05/14/98 12:23:37 PM

Record Type: Record

To: See the distribution list at the bottom of this message

cc:

Subject: Transportation talking points - modified for e-mail

President Clinton's New Transportation Proposal Offers a Clear Choice

In just a few short days, Congress will face a critical decision on a transportation bill that will have far reaching implications. The choice is clear:

President Clinton's New Proposal -- the new proposal includes an unprecedented guarantee that receipts that flow into the Highway Trust Fund will be invested in highways, highway safety, and mass transit. The new proposal is fully paid for, protects the surplus consistent with saving Social Security First, and protects critical investments in other key priorities, such as education, health, law enforcement and the environment.

Or

Current Congressional Plan -- calls for spending in excess of receipts flowing into the Highway Trust Fund. The plan is not paid for and it would force dramatic cuts in critical priorities such as education, health, law enforcement and the environment .

President Clinton has proposed a new surface transportation funding plan. The new proposal:

Provides an unprecedented guarantee that **all** Highway Trust Fund receipts will be spent on surface transportation (fully phased in by 2001).

Commits to the **same level of funding as in the House and Senate** surface transportation reauthorization bills --$219 billion --but the funds would be spent **over 7 years rather than 6 years**, so as to protect other investment priorities.

Is **fully "paid for."**

Achieves record levels of transportation spending, while still:

Protecting the surplus to save Social Security First.

Protecting critical investments in education, health, the environment, and law enforcement because the Administration proposal does not force these priorities to compete with transportation needs.

By setting spending on surface transportation equal to prior year Highway Trust Fund
receipts, this plan ensures that spending levels can be sustained **after** the end of the
authorization period

Protects key transportation priorities, including transit, safety and the environment.

Provides for historic levels of surface transportation spending:

Average annual spending on surface transportation in the Bush Administration was $20
billion.

Average annual spending during the first 4 years of the Clinton Administration was $25.5 billion, an increase of 25 percent.

The President's FY99 budget proposed spending $28 billion a year --a 37 percent increase over Bush levels.

The Administration's new proposal would reach $33.8 billion a year --a one-third increase over spending during the President's first term.

In stark contrast, the current Congressional plan calls for excessive levels of spending that would threaten the budget surplus --undermining the President's pledge to save Social Security First --and force draconian cuts in other critical domestic programs.

The congressional plan would spend **more** on surface transportation than the Highway Trust Fund collects each year. Thus, the federal government could not maintain these spending levels for the long-term without increasing the gasoline tax.

If fully funded, it would drain tens of billions of dollars from critical national priorities including education, child care, medical research, food safety, the environment, and even law enforcement and and other transportation priorities, such as aviation.

Even at these spending levels, the congressional plan would not guarantee sufficient funding for highway safety. The National Highway Traffic Safety Administration (NHTSA) would have to compete with other domestic discretionary programs to get the funding levels the President has requested.

The congressional plan slights mass transit, spending a smaller fraction of available funds on transit than the Senate's ISTEA II bill or the Administration's proposal.

The President's senior advisers would recommend that he veto a conference bill that makes available an excessive level of budgetary resources if it is financed by: spending the surplus, reducing the domestic discretionary budget caps, using unacceptable budget offsets, or forcing cuts in domestic priority programs. They would also recommend veto of a conference bill that slights highway safety or other transportation priorities.

The Choice is Clear

President Clinton's New Proposal Congressional Plan

Highway Trust Fund:

Clinton Plan Guarantees that receipts flowing into trust fund will be spent on highways and transit. (fully phased in by 2001).

Congressional Plan Spends more than receipts flowing into the trust fund.

Funding Levels: Clinton Plan provides $219 billion over 7 years (budget auth). Congressional Plan provides similar amount of over 6 years.

Clinton Plan on Transit: 19% transit funding --guaranteed.
Congressional Plan: 17% transit funding.

Highway safety: In Clinton Plan, funding guaranteed.
Cogressional Plan: Funding not guaranteed.

Clinton Plan Fiscal Impact: Completely paid for and fully consistent with saving Social Security first. Congressional Plan remains unpaid for, thereby threatening the surplus and commitment to save Social Security first.

Impact on other priorities, including: Head Start, Pell Grants, NIH, Law

Enforcement,
Environment: **under Clinton Plan, all are fully paid for.** Under Congressional Plan, all are at risk

Message Sent To:

Doris O. Matsui/WHO/EOP
Barbara D. Woolley/WHO/EOP
Daniel Wexler/WHO/EOP
William H. White Jr./WHO/EOP
Richard L. Hayes/WHO/EOP
Maria Echaveste/WHO/EOP
Cheryl M. Carter/WHO/EOP
Marjorie Tarmey/WHO/EOP
Robert B. Johnson/WHO/EOP
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Tania I. Lopez/WHO/EOP
Victoria A. Lynch/WHO/EOP
Maritza Rivera/WHO/EOP
Miriam H. Vogel/WHO/EOP
Maureen T. Shea/WHO/EOP

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- Commits to the **same level of funding as in the House and Senate** surface transportation reauthorization bills -- $219 billion -- but the funds would be spent **over 7 years rather than 6 years**, so as to protect other investment priorities.
- Is **fully "paid for."**
- Achieves record levels of transportation spending, while still:
  - ✔ ***Protecting the surplus to save Social Security First.***
  - ✔ ***Protecting critical investments in education, health, the environment, and law enforcement because the Administration proposal does not force these priorities to compete with transportation needs.***
- By setting spending on surface transportation equal to prior year Highway Trust Fund receipts, this plan ensures that spending levels can be sustained *after* the end of the authorization period
- Protects key transportation priorities, including transit, safety and the environment.
- Provides for historic levels of surface transportation spending:
  - ✔ Average annual spending on surface transportation in the Bush Administration was $20 billion.
  - ✔ Average annual spending during the first 4 years of the Clinton Administration was $25.5 billion, an increase of 25 percent.
  - ✔ The President's FY99 budget proposed spending $28 billion a year -- a 37 percent increase over Bush levels.
  - ✔ The Administration's new proposal would reach $33.8 billion a year -- a one-third increase over spending during the President's first term.

In stark contrast, the current Congressional plan calls for excessive levels of spending that would threaten the budget surplus -- undermining the President's pledge to save Social Security First -- and force draconian cuts in other critical domestic programs.

- The congressional plan would spend ***more*** on surface transportation than the Highway Trust Fund collects each year. Thus, the federal government could not maintain these spending levels for the long-term without increasing the gasoline tax.
- If fully funded, it would drain tens of billions of dollars from critical national priorities including education, child care, medical research, food safety, the environment, and even law enforcement and and other transportation priorities, such as aviation.
- Even at these spending levels, the congressional plan would not guarantee sufficient funding for highway safety. The National Highway Traffic Safety Administration (NHTSA) would have to compete with other domestic discretionary programs to get the funding levels the President has requested.
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The Choice is Clear		
	President Clinton's New Proposal	**Congressional Plan**
Highway Trust Fund	Guarantees that receipts flowing into trust fund will be spent on highways and transit. (fully phased in by 2001).	Spends more than receipts flowing into the trust fund.
Funding Levels	$219 billion over 7 years (budget auth).	Similar amount of over 6 years.
Transit	19% transit funding -- guaranteed.	17% transit funding.
Highway safety	Funding guaranteed.	Funding not guaranteed.
Fiscal Impact	Completely paid for and fully consistent with saving Social Security first.	Plan remains unpaid for, thereby threatening the surplus and commitment to save Social Security first.
Impact on other priorities, including: Head Start Pell Grants NIH Law Enforcement Environment	All fully protected	All at risk

REMARKS BY VICE PRESIDENT AL GORE
AS PREPARED FOR DELIVERY
ECONOMIC CLUB OF DETROIT
Friday, May 8, 1998

Thank you, Mayor Archer -- and I thank the Economic Club of Detroit for having me here today.

As I'm sure you understand, no one from the White House is free to discuss the particulars of the proposed Daimler-Chrysler merger, or any other proposed merger that may have to be reviewed under the Anti-Trust Laws. But I can say that because of your efforts, the American auto industry, from the factory floor to the design studios, to the showrooms, has never been stronger. Your efforts have helped lead an economic renaissance, not only here in Detroit, but across America. Ours truly is an economy that is now the envy of the world.

For those who doubted that American industry could lead the world again -- come to Detroit: the city where hope has defeated fear. Come to Detroit and see why opening markets is good for growth, and good for our workers. Come to Wayne County and see how we are competing and beating the whole world with a unionized workforce. Come to Southeast Michigan and see how business is lighting up our central cities and surrounding communities. Come to this Great Lakes region and see how we can lead the world in commerce, and have sparkling rivers and lakes at the same time. And while you're here, you can still see the Lions, the Tigers, the Pistons, and of course, those Stanley Cup-winning Red Wings. If the Red Wings keep winning, we'll have to add the octopus to the endangered species list.

When President Clinton and I brought about change toward a "new economy," some worried that it would work only for high-tech start-ups -- not for the region they wrote off as the "Rust Belt." Well, thanks to you, our new economy is also a renewed economy -- in which our core industries are more competitive, more innovative, and are themselves more high-tech and high-skilled. Thanks to you, the Rust Belt is now the Renewal Belt.

In the early 90's, this state was losing more than 18,000 manufacturing jobs each year. Now, you are creating more than 12,000 a year. Six years ago, America's economy was rated fifth in the world. Now, we're number one.

Just this morning, we received the newest evidence of our economic renaissance: our Labor Department reports this morning that unemployment has fallen to 4.3 percent -- the lowest in 28 years. In April alone, our economy added 262,000 new jobs, wages continued to rise, and inflation remains low and stable. Since January, 1993, our economy has created 15.2 million new jobs. America's economic engine is truly humming. It feels so good to be able to say: thank you, Detroit -- for keeping America growing.

Our economic success is about more than balance sheets and bottom lines. It's about empowering individuals, through the jobs and opportunities that are the heart of the American dream. It's about strengthening families, by helping them have the means to raise strong children. It's about empowering communities, by bringing private investment to untapped markets in our own backyards. It's about uniting our nation -- by ensuring that we all grow together instead of growing apart. It's about leading the world -- because we must engage the world beyond our borders to guard the prosperity we cherish here at home.

Here in Motor City, we recognize that cars have done more than fuel our commerce. Cars have freed the American spirit, and given us the chance to chase our dreams. To quote E.B. White, "everything in life is somewhere else, and you get there in a car."

I have great admiration for what many of you and your workers have done to turn the auto industry around. After fourteen years of trailing Japan, America has led the world in car and truck production four years in a row.

On this very day 119 years ago, the application was filed for the first automotive patent. Now, the industry that revolutionized the 20th Century is poised to revolutionize the next century as well. Once, Detroit built America's first mile of paved road. Now, Detroit is leading America down the Information Superhighway.

If you look at today's products, it's no wonder that, of all the private R&D in America, three-quarters is done by the manufacturing sector. Using 3-D models and computers, U.S. automakers have shortened production cycles from six years to 30 months. Through a massive "Extranet" computer network, linking thousands of suppliers and manufacturers, automakers are ordering parts, designing new products, saving enormous amounts of time and money. Raw materials are lighter, stronger, better-engineered to get less out of more. It's been estimated that while the physical weight of America's economic output has barely changed in a half century, its value has more than tripled.

Let me be clear: I believe very strongly that American manufacturing -- and Michigan's auto, truck, and high-tech industries -- must be at the center of any successful economic strategy for the 21st Century. That doesn't mean all of us in this room will always see eye to eye, or that we won't have disagreements in the future. But I've learned a lot from the people in this room -- and on so many issues, I hope we will continue to listen to each other, work with each other, to keep an open door and an open mind.

I know that today's American auto industry is committed to building not only the best and most competitive cars, but also the safest and cleanest cars in the world. For example, Ford's 1999 line of sports utility vehicles will actually surpass present emissions requirements.

That's not just the right thing to do, it's what consumers and the market are demanding. But I also know that new regulatory or environmental standards don't always come without cost to industry. For all our successful research to find cleaner technology, real progress depends on the industry's ability to make and sell cost-effective, competitive products.

That is why, back in 1993, we tried a new approach. President Clinton and I joined with the Big Three to create a Partnership for a New Generation of Vehicles, to triple fuel-efficiency by 2004. Our National Labs, as well as your own researchers and engineers, have brought the industry new insights about technologies that can reduce fuel use; you've certainly brought us considerable insight about what industry needs to say competitive. So far, we've been creative about balancing those goals. Detroit is on the right track -- for our economy, and for our environment.

But the success of industry here should not tempt us into complacency. Times are so good, some are starting to believe prosperity can be self-sustaining. Let me share a quote from Time Magazine: "The amazing U.S. economy may defy even the laws of physics: what goes up need not necessarily come down."

That quote isn't from last week, last month, or even last year -- it's from 1969. The last time unemployment numbers were this low. That was the last time we thought our economy was invincible and the last time we had a budget surplus. That was the year we ended 106 months of unbroken economic growth.

The problems came when America took growth for granted -- when our budgets became flabbier; our investments flimsier. A vicious cycle began, with faltering growth leading to bigger deficits, and bigger deficits causing higher interest rates -- crowding out the private investment that is the real engine of growth and jobs. By the early 90's, we had deficits at record levels, $300 billion a year, stretching out as far as the eye could see. A quadrupled national debt. Every time businesses tried to invest and expand, the deficit would put pressure on interest rates and the recovery would stall.

For years, Americans heard there were only two choices: tax and spend, or cut and run. We knew there was a third way: invest and grow.

We put together a policy with elements that had never been tried in combination before: cut the deficit, open markets, and invest in our people. We replaced the vicious cycle with a virtuous cycle -- lower interest rates, more investment, more jobs, more growth -- which fuels even greater investment in our future. America's new economic strategy is working. You could call it the law of intended consequences.

But already, there are voices urging us to take growth for granted -- to revive the complacency of the 70's, and once again pursue the misguided policies of the 80's. Even before the first surplus rolls in, some want to dump every dime into risky tax cuts, or new spending we can't afford. I believe we have to use good times to tackle even tougher challenges; to lead the world economy; to provide world-class education and training for a world-class workforce; to make permanent the disciplined, pro-growth policies that have enabled you to create good jobs and raise incomes. And I believe there are five core principles we must uphold:

First, we must maintain our newfound commitment to fiscal discipline. Our economic power comes from a vote of confidence in America, a vote cast in markets around the world that evaluate every government's policies every day, through billions of transactions. Forget the gold standard -- today's economy operates on the information standard.

If investors think you're playing fiscal games, interest rates climb almost instantly. It took a lot of painful decisions, and two herculean battles in Congress. But for the first time in thirty years, we have balanced the federal budget. It was the right thing to do -- right for our national economy, and right for our national spirit.

Our willingness to make hard choices based on real numbers helped us win the faith of financial markets -- and so did our refusal to play politics with America's financial system. Too often in the past, administrations have been willing to bash the Federal Reserve for a quick headline. Let's face it: bashing the Fed is a fool's game. It doesn't lower short-term interest rates, because the Fed doesn't respond to criticism. But it can raise long-term rates -- because the market <u>does</u> respond to Fed-bashing.

I believe in sound fiscal policy. Barring an economic reversal, a national emergency, or a foreign crisis, we should balance the budget this year, next year, and <u>every</u> year. Not through a Constitutional Amendment that would clog up the courts, but through the resolve of our national leaders, and strong pressure from the American people. Our economy will be stronger in the 21st Century if our grandchildren never even <u>learn</u> the words "federal budget deficit."

But to make that dream a reality will take discipline. Already we see some in Congress trying to turn a much-needed highway and transit bill into a vehicle for more wasteful spending, larding it up until it's bursting with pork and far over budget. Let me be clear: America needs a highway bill. But we do not need a road back to the reckless spending of the past.

<u>Second, we must use these good economic times to tackle tough, long-term economic problems -- and that means saving Social Security and Medicare while we have both the means and the will to do it</u>. We've closed the budget deficit -- now we must tackle the generational deficit. I don't believe in waiting for the rain to start fixing the roof. Let's do it now, while the sun is shining. Let's reform Medicare and Social Security in the next few years, long before my generation of baby boomers reaches retirement.

In the next decade, projections show more than $1 trillion in surpluses for Social Security. But by 2013, the deficits open up -- and by 2032, Social Security becomes insolvent.

That's why President Clinton has proposed reserving every penny of any surplus until we have strengthened the Social Security system for the 21st century.

Even in the best of economic times, there aren't easy answers. Social Security is already one of the most efficient insurance programs in the world, in terms of administrative cost. Reforming it is going to take some political courage. But through hard choices, we must make Social Security as strong for our children as it has been for our parents. Social Security is not just a government program; it is a solemn social compact between generations.

Withdrawal/Redaction Marker
Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
001. email	Tania Lopez to Ilia Velez at 05:31:48; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)

COLLECTION:

Clinton Presidential Records
Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:

ISTEA [Intermodal Surface Transportation Efficiency Act]

2015-0463-F
db4298

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P1 National Security Classified Information [(a)(1) of the PRA]
P2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P3 Release would violate a Federal statute [(a)(3) of the PRA]
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P5 Release would disclose confidential advice between the President and his advisors, or between such advisors [a)(5) of the PRA]
P6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.
PRM. Personal record misfile defined in accordance with 44 U.S.C. 2201(3).
RR. Document will be reviewed upon request.

Freedom of Information Act - [5 U.S.C. 552(b)]

b(1) National security classified information [(b)(1) of the FOIA]
b(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
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b(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
b(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
b(9) Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

ISTEH BRIEFING 5/18 11am RM + SL

Tania I. Lopez
05/15/98 05:31:48 PM

Record Type: Record

To: Ilia V. Velez/WHO/EOP

cc:
Subject: more briefing names

Cynthia Bradley
DOB
SSN (b)(6)

Keith Foxx
DOB
SSN (b)(6)

Pat Craig
DOB
SSN (b)(6)

Angela Lane
DOB
SSN (b)(6)

Eileen McGrath
DOB
SSN (b)(6)

Jocelyn Frye
DOB
SSN (b)(6)

- Elizabeth Andrez
- Allison Hewitt
NARAL

- Peggy Engelhardt

(b)(6)

[001]

Now Legal Defense

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
002. email	Tania Lopez to Ilia Velez at 03:14:23; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)

COLLECTION:
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Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:
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RESTRICTION CODES

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Tania I. Lopez
05/15/98 03:14:23 PM

Record Type: Record

To: Ilia V. Velez/WHO/EOP

cc:
Subject: Re: Briefing

I have 2 more names, I hope 4 of the 6 you have are mine.

Sheila Coates
DOB
SSN (b)(6)

[002]

Emma Peat
DOB
SSN (b)(6)

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
003. email	Tania Lopez to Ilia Velez at 01:40:13; RE: Personally Identifiable Information [partial] (1 page)	05/15/1998	b(6)

COLLECTION:
Clinton Presidential Records
Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:
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Tania I. Lopez
05/15/98 01:40:13 PM

Record Type: Record

To: Ilia V. Velez/WHO/EOP

cc:
Subject: briefing names

More to come, but here is what I currently have.

Nancy Zirkin
DOB
SSN (b)(6)

[003]

Jennifer Maxwell
DOB
SSN (b)(6)

Deborah Briceland-Betts
DOB
SSN (b)(6)

Roberta Weiner
DOB
SSN (b)(6)

Withdrawal/Redaction Marker
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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
004. email	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

COLLECTION:

Clinton Presidential Records
Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:

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Record Type: Record

To:

cc:
Subject: one more name

Miriam Rollin
DOB (b)(6)
SSN

[004]

Withdrawal/Redaction Marker
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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
005. email	Tania Lopez to Ilia Velez at 09:32:53; RE: Personally Identifiable Information [partial] (1 page)	05/18/1998	b(6)

COLLECTION:
Clinton Presidential Records
Women's Initiative & Outreach
General Files
OA/Box Number: 18648

FOLDER TITLE:
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2015-0463-F
db4298

RESTRICTION CODES

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Tania I. Lopez
05/18/98 09:32:53 AM

Record Type: Record

To: Ilia V. Velez/WHO/EOP

cc:
Subject: NAMES For Briefing

Kirsta Millar
(b)(6)

[005]

Stacey Wions
(b)(6)

Barbara Willer
(b)(6)

Withdrawal/Redaction Marker
Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
006. list	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

COLLECTION:

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Women's Initiative & Outreach
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FOLDER TITLE:

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[006]

1) (b)(6) w/
Keith Foxx → Sheila
(b)(6)

2) Pat Craig (County Welfare Directors of CA)
(b)(6)

3) Angela Lane Girls, Inc.
(b)(6)

4) Eileen McGrath
(b)(6)

5) Jocelyn Frye (986-2647
(b)(6)

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DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
007. list	RE: Personally Identifiable Information [partial] (1 page)	00/00/0000	b(6)

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1) Kirsta Millar

(b)(6)

[007]

2) Stacey Wions

(b)(6)

3) Barbara Willer

(b)(6)

5-7370

f → drive
pir.
pir.blist.

Bill McIntosh
5-3604

9 am,
conference
[illegible]

PHOTOCOPY
PRESERVATION

Withdrawal/Redaction Marker
Clinton Library

DOCUMENT NO. AND TYPE	SUBJECT/TITLE	DATE	RESTRICTION
008. list	RE: Personally Identifiable Information [partial] (2 pages)	00/00/0000	b(6)

COLLECTION:
Clinton Presidential Records
Women's Initiative & Outreach
General Files
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FOLDER TITLE:
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Eileen McGrath

Am. Med Nurses
538 0520 - wrong #!

✓ Nancy Zirken - yes

[008]

(b)(6)

✓ Jennifer Maxwell - Pat P

(b)(6)

✓ - Deborah Burcland - Beths

(b)(6)

✓ - Roberta Weiner

(b)(6)

- Jerry Langley

~~Leah Fried~~

Sheila Coates
(703)922-5757
(b)(6)

Emma Peat
(b)(6)

Elisa Sanchez
812-0060

Phyllis Greenberger

Judy Lichtman — out of town — Lynn Ph

Joann Howes

Carolyn York

Fran Visco NBCC
215-731-1170

Cynthia Bradley
(b)(6)

- Ann Mosle

Amy Langer
312 559-0000