

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:19-FEB-1997 12:27:02.00

SUBJECT: climate change mtg

TO: Rosina M. Bierbaum (CN=Rosina M. Bierbaum/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TO: David B Sandalow (CN=David B Sandalow/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TO: SEIDEL_SA (SEIDEL_SA @ A1 @ CD @ LNGTWY [EOP])

READ:UNKNOWN

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTWY [EOP]) (WHO)

READ:UNKNOWN

TEXT:

Let's meet in my office at 5 pm today. OK?

Let's talk about Deputies meeting, status of the papers, modeling, and
EPA's proposal on ISTEA....

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Sylvia M. Mathews (CN=Sylvia M. Mathews/OU=WHO/O=EOP [WHO])

CREATION DATE/TIME:20-FEB-1997 21:57:45.00

SUBJECT: trip

TO: Bruce N. Reed (CN=Bruce N. Reed/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

there were a few things that came up on the trip:

1. The relationship of ISTEA and welfare via a Moynihan question.
2. The issue of whether or not welfare students should be forced to work instead of go to school and the related question of should welfare students get to work on campus. (Shalala said that she was going to raise with the Chancellor? of CUNY.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Rosina M. Bierbaum (CN=Rosina M. Bierbaum/OU=OSTP/O=EOP [OSTP])

CREATION DATE/TIME:20-FEB-1997 19:39:05.00

SUBJECT: Draft text to consider as Compromise for ISTE A

TO: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: David B Sandalow (CN=David B Sandalow/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

Donald Hillebrand (CN=Donald Hillebrand/OU=OSTP/O=EOP [OSTP])

READ:UNKNOWN

Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP [OSTP])

READ:UNKNOWN

SEIDEL_S (SEIDEL_S @ A1@CD@LNGTWY [EOP]) (CEQ)

READ:UNKNOWN

MAZUR_M (MAZUR_M @ A1@CD@LNGTWY [EOP]) (WHO)

READ:UNKNOWN

SHOGREN_J (SHOGREN_J @ A1@CD@LNGTWY [EOP]) (WHO)

READ:UNKNOWN

TEXT:

These are OSTP's suggestions for R&D and some programs that could help with climate emissions within the political constraints of ISTE A. This is an attempt to come up with a compromise between the EPA and DOT proposals. In order, our priorities would be numbers 1,2,4,3. Please let me know your thoughts! If you think it's a reasonable start, we could share with EPA and DOT tomorrow. Rosina

Suggested priorities for Global Climate Change Portion Of NEX TEA: (\$50 million total)

1. R & D fund to increase energy efficiency:

Establish energy efficiency fund of \$21 million within the department of transportation to address the following topic areas

- a) Environmental research for in general technical and energy efficiency issues. (2\$million/year)
- b) Alternate fuels Research health and safety impacts of alternative fuel vehicles (including biomass and renewables), new technology batteries (such as lithium-ion batteries) including transport, storage, disposal and issues related to the PNGV fuels program and alternate power sources. (\$9 million/yr.)
- c) Smart highways including smart cars to reduce the recurrence of accidents in all modes of transportation through an enhanced understanding of human performance and behavior. (\$5 million/yr.)
- d) Electric and Hybrid electric vehicle Research and Development support. This will include true technical research and development and can additionally include implementation strategy studies, and studies pertaining to true electric vehicle total efficiencies, emissions, and whole cycle advantages. (\$5 million/yr.)

2. Fuel Efficient fleets and Transit -keep as is in EPA proposal (\$8 million/yr)

3. Highways for Cool Communities. A project focused on determining what would be required to apply lighter colors to the surfaces of highways. This should look at the projected energy savings, the effects of the coloring on the surrounding areas, color running, leakage, ice formation and safety issues, and should all concentrate on the highway portion of this issue. This could include determining the effects of vegetative cover for mitigating smog and reducing energy consumption, coupled with looking at the safety issues of trees along highways. Funding of 5 million over 7 years will be made available to implement and more money could be considered in terms of actual application or incentive. (\$1 million/yr.)

4. Energy Efficiency Demonstration. Set aside fund for energy efficiency demonstration projects. Should include state and local governments, but should not include NGOs. Focus on implementation and actual measures to increase energy efficiency of transportation and/or reduce vehicle emissions/mile traveled in the transportation sector. (should not just address vehicle miles because pending efficiency programs may make private transportation competitive with rail transportation in the next several years.) All programs should include inter-modal planning. Include border crossing pilots and address intermodal connections and facilities to encourage greater overall efficiency of transport. No specific technology such as rails, ships or trucks should be preselected, instead an emphasis should be placed on the desired outcomes of minimized cost and environmental impact as a total system. (including carbon emissions, down time, efficiencies, pollutants, and an emphasis on implementing renewable energy sources.) (\$20 million)

Comments: In concept we disagree with &Formula adjustment 8 because it runs counter to the purpose of ISTEA and NEXTEA and doesn't consider enough environmental factors. The bill was justified to provide infrastructure money for states to rebuild their roads. Because of the various factors that affect mileage traveled, we may wish to more specifically detail what we wish to reward and how it is measured. To reward increased efficiency and to apply incentives for minimizing

environmental impacts is preferred. Environmental impacts should include the total system and should consider weather factors such as snow removal (salt and chemicals), infrastructure costs and impacts (asphalt production, paving wastes, road run-off) and should consider infrastructure age and per capita mileage changes. Our environmental objective is to create the minimum impact from the maximum mile-tonnage and should not be biased to any secondary variable

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:20-FEB-1997 20:09:35.00

SUBJECT: ISTEА

TO: Gay L. Joshlyn (CN=Gay L. Joshlyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Could you do one of your searches for articles on ISTEА, particularly in Natl. Journal and other policy magazines. I have CQ articles, at least since late Jan. Thanks.

**Clinton Presidential Records
Automated Records Management System
[EMAIL] and Tape Restoration Project [Email]**

This is not a presidential record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

This marker identifies a responsive email, already made available within another collection.

Collection: To Elena Kagan

Bucket: OPD

Creation Date: 1997-02-21

Subject: Background information on unions, trade, etc.

Creator: Bruce N. Reed CN=Bruce N. Reed/OU=OPD/O=EOP [OPD]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:21-FEB-1997 17:43:03.00

SUBJECT: Re: Draft text to consider as Compromise for ISTE A

TO: Rosina M. Bierbaum (CN=Rosina M. Bierbaum/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: David B Sandalow (CN=David B Sandalow/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TEXT:

Thnk you Rosina for putting an alternative on the table. I think it is very close to something that we could reasonably ask DOT to support if the climate change policy folks believe we need additional items in the bill. EPA proposed close to a billion dollars of ideas for us to consider, I think the scale of 50 million/yr in research and demonstration is much more realistic.

Whatever we do, I would very much like to settle it on Monday to make it possible for Secretary Slater to take a bill with him when he testifies on Weds/Th.

If we want a proposal, I would suggest that we agree to run the following by DOT and then EPA:

1. Research for Energy Efficiency: Establish a fund to support research in improving energy efficiency in transportation, to include projects from the following list: technical issues; health and safety impacts of alternative fuels and technologies; smart cars; althernative vehicles. Authorize this research at \$20 million per year.

2. Fuel Efficient Fleets - As in EPA proposal, subsidize the difference in purchase price between fuel-efficient and other mass transit vehicles. Write the authorization broadly to give DOT flexibility in loans vs. grants and in % subsidy. Authorize at \$8 million per year.

3. Demonstration of Energy Efficiency in Transportation: (as in Rosina's paper) Authorize this at \$20 million per year.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:21-FEB-1997 10:07:19.00

SUBJECT: Re: Draft text to consider as Compromise for ISTE A

TO: Rosina M. Bierbaum (CN=Rosina M. Bierbaum/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

I'm in favor of sharing it w/ the agencies ASAP. The more ideas on the table, the better.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Elizabeth Drye (CN=Elizabeth Drye/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:21-FEB-1997 12:25:25.00

SUBJECT: 4:00 Meeting Today on ISTEA safety issues

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

We are set to meet with Joan Claybrook, Greg Andrews, and Jackie Gillan at 4:00 today in my office, room 222, to hear their concerns about ISTEA and safety.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:22-FEB-1997 15:55:50.00

SUBJECT: Draft text to consider as Compromise for ISTEA

TO: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Daniel M. Tangherlini (CN=Daniel M. Tangherlini/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

what do you think? can/should we use these to get closure?

----- Forwarded by Michael Deich/OMB/EOP on 02/22/97

03:56 PM -----

Diane C. Regas

02/21/97 06:19:03 PM

Record Type: Record

To: Michael Deich/OMB/EOP

cc: James A. Brown/OMB/EOP

Subject: Draft text to consider as Compromise for ISTEA

----- Forwarded by Diane C. Regas/OPD/EOP on 02/21/97

06:16 PM -----

Rosina M. Bierbaum

02/20/97 07:39:59 PM

Record Type: Record

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

cc:

Subject: Draft text to consider as Compromise for ISTEA

These are OSTP's suggestions for R&D and some programs that could help with climate emissions within the political constraints of ISTEA. This is an attempt to come up with a compromise between the EPA and DOT

proposals. In order, our priorities would be numbers 1,2,4,3. Please let me know your thoughts! If you think it's a reasonable start, we could share with EPA and DOT tomorrow. Rosina

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outcomes of minimized cost and environmental impact as a total system. (including carbon emissions, down time, efficiencies, pollutants, and an emphasis on implementing renewable energy sources.) (\$20 million)

Comments: In concept we disagree with Formula adjustment 8 because it runs counter to the purpose of ISTEA and NEXTEA and doesn't consider enough environmental factors. The bill was justified to provide infrastructure money for states to rebuild their roads. Because of the various factors that affect mileage traveled, we may wish to more specifically detail what we wish to reward and how it is measured. To reward increased efficiency and to apply incentives for minimizing environmental impacts is preferred. Environmental impacts should include the total system and should consider weather factors such as snow removal (salt and chemicals), infrastructure costs and impacts (asphalt production, paving wastes, road run-off) and should consider infrastructure age and per capita mileage changes. Our environmental objective is to create the minimum impact from the maximum mile-tonnage and should not be biased to any secondary variable

Message Sent

To:

David B Sandalow/CEQ/EOP

Diane C. Regas/OPD/EOP

Elwood J. Holstein/OPD/EOP

Ananias Blocker III/WHO/EOP

Dorothy Robyn/OPD/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Patricia E. Romani (CN=Patricia E. Romani/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:23-FEB-1997 20:51:45.00

SUBJECT: Meetings on Monday, February 24 re. ISTEA

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Dorothy,

Michael has a 10:30 am conference call scheduled with Roy Kienitz and Hank Dittmar to discuss ISTEA; he also has a staff briefing re. ISTEA scheduled from 11:30 am - 12:30 pm.

You are cordially invited to attend both.

I also will leave you a voice message re. times.

Pat

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:24-FEB-1997 09:24:48.00

SUBJECT: Re: Were you going to schedule a mtg for Mon to talk about NEXTEA and Climate?

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

David Gardiner's secretary indicated last week that he already was booked up for today, so today would seem to be out. I'm crashing on two items and won't be up for air until mid-afternoon. I'll give you a call and see what we can arrange.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:24-FEB-1997 22:36:58.00

SUBJECT: A draft memo on Energy Efficiency in NEXTEA

TO: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: David B Sandalow (CN=David B Sandalow/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TO: Rosina M. Bierbaum (CN=Rosina M. Bierbaum/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TO: HOLSTEIN_E (HOLSTEIN_E @ A1 @ CD @ LNGTWY [EOP]) (OPD)

READ:UNKNOWN

TO: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TEXT:

Attached is a proposed memo making an R&D proposal to promote energy efficiency in transportation--it reflects staff input from OSTP and OMB. This R&D would substitute for both EPA's \$500 million proposal and DOT's formula adjustment idea. The memo is an attempt to propose an idea that WH offices and agencies could agree to.

Please let me know of your reaction by noon on Tuesday Feb. 25. ===== ATTACHMENT 1

=====

ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D3]MAIL403418457.016 to ASCII,
The following is a HEX DUMP:

===== END ATTACHMENT 1 =====

February 25, 1997

MEMORANDUM TO DRAFT DRAFT
FROM: DRAFT
SUBJECT: NEXTEA and Energy Efficiency

We have been working to resolve the question of whether additional provisions on energy efficiency need to be included in the Administration's proposed reauthorization of ISTEA (called NEXTEA). The reason for concern is the coincidence between the debate on ISTEA and the development of the United States' position on targets and timetables to reduce the emission of greenhouse gases. Our goal is to ensure that the two sets of policies are not inconsistent, and are complementary to the extent possible.

To achieve this goal, EPA has suggested that we include in ISTEA a \$500 million fund to reward states that most reduce their per capita energy consumption in the transportation sector. The Department of Transportation has responded that the key determinant of per capita energy consumption is likely to be the states' economic health, not state policies designed to encourage transportation energy efficiency. Thus, an incentive system will not generate significant innovation because states do not have the information and tools to choose policies that have a reasonable likelihood of substantially affecting energy efficiency in the transportation sector. Given this lack of information, NEXTEA should propose investments in developing the tools states and localities need to increase energy efficiency in the transportation sector. These investments would be in addition to investments already reflected in DOT's draft NEXTEA, and would build a foundation for more expansive approaches in coming years.

In addition, the Administration's NEXTEA proposal should not include DOT's preliminary concept of a formula adjustment factor designed to hold states harmless for any reductions in their contributions to the Highway Trust Fund. While this is a constructive idea, it will be subject to the same criticism as EPA's proposed incentive system--namely the adjustment factor will be too indirect to affect state policies, and therefore will not help to achieve the goal of improving energy efficiency.

We suggest the following additional Administration investments in improving energy efficiency in transportation:

1. Research for Energy Efficiency: Dedicate an additional \$ 20 million per year to support research in improving energy efficiency in transportation, including projects from the following

list:

- a) Research health and safety impacts of alternative fuel vehicles (including biomass and renewables), new technology batteries (including lithium-ion batteries) including transport, storage, disposal and issues related to the PNGV fuels program and alternate power sources. (\$10 million/yr.)
- c) Smart highways including smart cars to reduce the recurrence of accidents in all modes of transportation through an enhanced understanding of human performance and behavior. (\$5 million/yr.)
- d) Electric and hybrid electric vehicle research and development support. This will include true technical research and development, implementation strategies, and studies pertaining to true electric vehicle total efficiencies and emissions. (\$5 million/yr.)

2. Fuel Efficient Fleets - In addition to the 90% match available for clean-fueled buses, invest an additional \$8 million per year in fuel efficient heavy-duty vehicles. As EPA proposed, subsidize the difference in purchase price between fuel-efficient and other vehicles. The authorization should be written broadly to give DOT flexibility to use loans and grants and to vary the percentage and timing of the subsidy.

3. Demonstration of Energy Efficiency in Transportation: Set aside fund for energy efficiency demonstration projects. State and local governments would be eligible to demonstrate policies that can increase energy efficiency in transportation. Focus on implementation of on-the-ground measures to increase energy efficiency of transportation including inter-modal planning, an emphasis on minimized cost and environmental impact of the total transportation system. This investment would build a foundation for exploring broader incentives for energy efficient transportation in the next reauthorization cycle. (\$20 million per year.) (This is in addition to the \$10 authorization for intermodal strategic transportation research.)

**Clinton Presidential Records
Automated Records Management System
[EMAIL] and Tape Restoration Project [Email]**

This is not a presidential record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

This marker identifies a responsive email, already made available within another collection.

Collection: To Elena Kagan

Bucket: OPD

Creation Date: 1997-02-24

Subject: A draft memo on Energy Efficiency in NEXTEA

Creator: Diane C. Regas CN=Diane C. Regas/OU=OPD/O=EOP [OPD]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:24-FEB-1997 14:01:53.00

SUBJECT: Joan Claybrook

TO: Kathleen M. Wallman (CN=Kathleen M. Wallman/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

Aileen Walsh called to ask if it still made sense for Joan to meet w/ you. I told her I thought it was probably unnecessary, but that I'd check w/ you.

Joan's view, substantively, is that there's not much on safety in ISTEA. She's looking for us to put regulatory type provisions in the bill. But the DOT/OMB view (which I didn't know when I met w/ Joan on Fri.) is that we wouldn't put that in bill language b/c it's stuff we could do administratively. (And on at least some of the specific issues she raised (truck size and wt.), we are waiting for a DOT study due out in a few months.) What ISTEA does is provide \$\$ to the states for eligible safety programs, and we're asking for a big increase in that amount.

On at least one point, we can give Joan good news. She complained that NHTSA's authorization bill was not in ISTEA, which it is, in fact, according to OMB.

In short, I don't think you and I need to meet with her , but you should know that she probably won't be enthusiastic about the bill that goes forward.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:24-FEB-1997 17:46:46.00

SUBJECT:

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TO: David B Sandalow (CN=David B Sandalow/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TEXT:

Could you try to reach me in my office between 7:30-9:00 tonight to talk about ISTEA and Climate? Thanks

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:24-FEB-1997 09:37:05.00

SUBJECT: Re: Draft text to consider as Compromise for ISTE A

TO: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Daniel M. Tangherlini (CN=Daniel M. Tangherlini/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TEXT:

Here is my reaction to Rosina's draft. Pls call at 65589 to talk through whether we can use this to push to closure today.

----- Forwarded by Diane C. Regas/OPD/EOP on 02/24/97
09:35 AM -----

Diane C. Regas
02/21/97 05:45:18 PM
Record Type: Record

To: Rosina M. Bierbaum/OSTP/EOP
cc: David B Sandalow/CEQ/EOP, Elwood J. Holstein/OPD/EOP, Ananias Blocker III/WHO/EOP, Dorothy Robyn/OPD/EOP
Subject: Re: Draft text to consider as Compromise for ISTE A

Thnk you Rosina for putting an alternative on the table. I think it is very close to something that we could reasonably ask DOT to support if the climate change policy folks believe we need additional items in the bill. EPA proposed close to a billion dollars of ideas for us to consider, I think the scale of 50 million/yr in research and demonstration is much more realistic.

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3. Demonstration of Energy Efficiency in Transportation: (as in Rosina's paper) Authorize this at \$20 million per year.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:24-FEB-1997 22:47:10.00

SUBJECT: A draft memo on Energy Efficiency in NEXTEA

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

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

cc:

Subject: A draft memo on Energy Efficiency in NEXTEA

Attached is a proposed memo making an R&D proposal to promote energy efficiency in transportation--it reflects staff input from OSTP and OMB. This R&D would substitute for both EPA's \$500 million proposal and DOT's formula adjustment idea. The memo is an attempt to propose an idea that WH offices and agencies could agree to.

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Message Sent

To:

Linda Lance/CEQ/EOP

Rosina M. Bierbaum/OSTP/EOP

Henry C. Kelly/OSTP/EOP

David B Sandalow/CEQ/EOP

HOLSTEIN_E @ A1 @ CD @ LNGTWY

David E. Tornquist/OMB/EOP

===== ATTACHMENT 1 =====

ATT CREATION TIME/DATE: 0 00:00:00.00

TEXT:

Unable to convert ARMS_EXT:[ATTACH.D25]MAIL49802845V.016 to ASCII,
The following is a HEX DUMP:

===== END ATTACHMENT 1 =====

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SUBJECT: NEXTEA and Energy Efficiency

We have been working to resolve the question of whether additional provisions on energy efficiency need to be included in the Administration's proposed reauthorization of ISTEA (called NEXTEA). The reason for concern is the coincidence between the debate on ISTEA and the development of the United States' position on targets and timetables to reduce the emission of greenhouse gases. Our goal is to ensure that the two sets of policies are not inconsistent, and are complementary to the extent possible.

To achieve this goal, EPA has suggested that we include in ISTEA a \$500 million fund to reward states that most reduce their per capita energy consumption in the transportation sector. The Department of Transportation has responded that the key determinant of per capita energy consumption is likely to be the states' economic health, not state policies designed to encourage transportation energy efficiency. Thus, an incentive system will not generate significant innovation because states do not have the information and tools to choose policies that have a reasonable likelihood of substantially affecting energy efficiency in the transportation sector. Given this lack of information, NEXTEA should propose investments in developing the tools states and localities need to increase energy efficiency in the transportation sector. These investments would be in addition to investments already reflected in DOT's draft NEXTEA, and would build a foundation for more expansive approaches in coming years.

In addition, the Administration's NEXTEA proposal should not include DOT's preliminary concept of a formula adjustment factor designed to hold states harmless for any reductions in their contributions to the Highway Trust Fund. While this is a constructive idea, it will be subject to the same criticism as EPA's proposed incentive system--namely the adjustment factor will be too indirect to affect state policies, and therefore will not help to achieve the goal of improving energy efficiency.

We suggest the following additional Administration investments in improving energy efficiency in transportation:

1. Research for Energy Efficiency: Dedicate an additional \$ 20 million per year to support research in improving energy efficiency in transportation, including projects from the following

list:

- a) Research health and safety impacts of alternative fuel vehicles (including biomass and renewables), new technology batteries (including lithium-ion batteries) including transport, storage, disposal and issues related to the PNGV fuels program and alternate power sources. (\$10 million/yr.)
- c) Smart highways including smart cars to reduce the recurrence of accidents in all modes of transportation through an enhanced understanding of human performance and behavior. (\$5 million/yr.)
- d) Electric and hybrid electric vehicle research and development support. This will include true technical research and development, implementation strategies, and studies pertaining to true electric vehicle total efficiencies and emissions. (\$5 million/yr.)

2. Fuel Efficient Fleets - In addition to the 90% match available for clean-fueled buses, invest an additional \$8 million per year in fuel efficient heavy-duty vehicles. As EPA proposed, subsidize the difference in purchase price between fuel-efficient and other vehicles. The authorization should be written broadly to give DOT flexibility to use loans and grants and to vary the percentage and timing of the subsidy.

3. Demonstration of Energy Efficiency in Transportation: Set aside fund for energy efficiency demonstration projects. State and local governments would be eligible to demonstrate policies that can increase energy efficiency in transportation. Focus on implementation of on-the-ground measures to increase energy efficiency of transportation including inter-modal planning, an emphasis on minimized cost and environmental impact of the total transportation system. This investment would build a foundation for exploring broader incentives for energy efficient transportation in the next reauthorization cycle. (\$20 million per year.) (This is in addition to the \$10 authorization for intermodal strategic transportation research.)

**Clinton Presidential Records
Automated Records Management System
[EMAIL] and Tape Restoration Project [Email]**

This is not a presidential record. This is used as an administrative marker by the William J. Clinton Presidential Library Staff.

This marker identifies a responsive email, already made available within another collection.

Collection: 2013-0306-F

Bucket: OPD

Creation Date: 1997-02-25

Subject: ISTEА and Organized Labor

Creator: Janet Himler CN=Janet Himler/OU=OMB/O=EOP [OMB]

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:25-FEB-1997 15:47:28.00

SUBJECT: ISTE A

TO: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

Have you had any discussions with folks at DOT?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:25-FEB-1997 18:07:51.00

SUBJECT: Feedback on ISTEAM Meeting with DOT

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

fyi
----- Forwarded by Michael Deich/OMB/EOP on 02/25/97
06:09 PM -----

David E. Tornquist
02/25/97 04:57:07 PM
Record Type: Record

To: Michael Deich/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: Feedback on ISTEAM Meeting with DOT

The meeting was cordial. I had a follow up call with Jane, her only real concern is the credit program. We are setting up a meeting with DOT/Treasury/EXOP for tomorrow at 1:30. Her initial reaction, without talking to staff, was that FHWA could probably live with the rest.

FRA is upset about our rejection of freight rail eligibility. Mort apparently told Jolene Molitoris that she should take her concerns directly to us. Her office has called to set up a meeting with me for tomorrow.

On transit, the big concerns seemed to be limiting the use of capital funds for only capital-related ADA projects and expanding the definition to only preventative maintenance and not asst maintenance. I do not consider these to be showstoppers.

We offered to meet with DOT whenever they want to discuss issues further, Jane thought another meeting Friday would be useful. Jim Jukes also walked through the next steps in the clearance process and the need for DOT to get us revised bill language for review asap. I think they now understand that it is likely to take 2 weeks to clear the bill, although they would like to do it faster if possible.

Message Copied

To: _____
Kenneth L. Schwartz/OMB/EOP

Mark J. Schwartz/OMB/EOP
David J. Worzala/OMB/EOP
Jonathan C. Ball/OMB/EOP
Diane R. Montgomery/OMB/EOP
James J. Jukes/OMB/EOP
James A. Brown/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:25-FEB-1997 09:12:42.00

SUBJECT: ISTEa and Global Warming

TO: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Can I talk to you about this sometime today? thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:26-FEB-1997 09:39:02.00

SUBJECT: ISTEА testimony

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: David J. Worzala (CN=David J. Worzala/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

Clare Donelan advises that due to a mechanical mishap, TCJS changes to the last two pages of the testimony and Dorothy Robyn's comment were inadvertently not incorporated in the text of the testimony delivered to the Committee. I hope that this does not create any severe problems.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:26-FEB-1997 10:21:09.00

SUBJECT: FYI--DEPARTMENT OF TRANSPORTATION FEB. 24 BRIEFING PAPER ON DOT

TO: Alexander J. McClelland (CN=Alexander J. McClelland/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: James C. Murr (CN=James C. Murr/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

TO: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TEXT:

* John, please note reference to military roads.

-----Forwarded by James A. Brown/OMB/EOP on 02/26/97 10:20 AM

David J. Worzala
02/26/97 09:47:57 AM
Record Type: Record

To: James A. Brown/OMB/EOP
cc:
Subject: DEPARTMENT OF TRANSPORTATION FEB. 24 BRIEFING PAPER ON DOT

DOT released this yesterday. It is pretty specific, and includes some
no-no's.

----- Forwarded by David J. Worzala/OMB/EOP on 02/26/97
09:42 AM -----

TORNQUIST_D @ A1
02/26/97 09:19:00 AM
Record Type: Record

To: See the distribution list at the bottom of this message
cc:
Subject: DEPARTMENT OF TRANSPORTATION FEB. 24 BRIEFING PAPER ON DOT

DEPARTMENT OF TRANSPORTATION FEB. 24 BRIEFING PAPER ON DOT PROPOSAL ON
2/24/97

DOT'S ISTEA REAUTHORIZATION PROPOSAL--NEXTEA HIGHWAY TITLE

A. RETAINS THE PROGRAM STRUCTURE OF ISTEA (see attached pie chart for
program listing and proposed FY98 authorizations)

- o Core infrastructure programs retained: Interstate

Maintenance, National Highway System, Surface Transportation Program,
Bridge

Program, and Federal Lands Highway Program. Higher funding levels for all
except Bridge Program (which takes a small cut, because it is the narrowest
program and bridges are eligible under the other major programs).

Eligibilities of most core infrastructure programs are expanded,
to provide greater flexibility and greater intermodal scope. Biggest
eligibility changes are in STP, which would encompass railroads as well as
highways and transit capital. To increase efficiency of NHS, NHS
eligibilities

are expanded to include passenger terminals and freight transfer facilities
that are on or adjacent to the NHS.

Transferability of IM, NHS, and Bridge Programs is largely
retained, but with some conditions to ensure good decisionmaking.

STP sub-state distribution requirements are retained and
strengthened, to ensure that metropolitan areas and rural areas are
protected.

Federal Lands Highway Program increased to \$525 million/year,
and restructured to contain these four elements:

1. Indian Reservation Roads

2. Park-Roads-and-Parkways

3. Forest Highways

4. Public Lands Highways generally (including wildlife refuge
roads, land management highways, military installation roads, and Corps
recreation roads).

- o Environmental programs retained: CMAQ, Transportation
Enhancements, Scenic Byways, and Recreational Trails. CMAQ and TE funding
is

increased by over 25%.

- o Safety programs strengthened. STP's 10% safety set-aside is
replaced with two new programs: (a) Flexible Highway Infrastructure Safety
Program, at \$500 million, which can be used for rail grade crossings and
elimination of highway safety hazards; and (b) Integrated Safety Fund,
which

is incentive funding to encourage integrated safety planning across FHWA,
NHTSA, and Motor Carrier safety programs.

- o Key special programs retained: SIBs, Interstate
Reimbursement, Appalachian Highways, Territorial Highways, Emergency
Relief,

Value Pricing, and Tax Evasion. Refer to pie chart for funding levels.

- o New programs:

- Border Crossing and Trade Corridors (\$45 million/ year): to
supplement existing funding available for borders and trade corridors, by
providing special incentive funds for border crossing planning, trade
corridor
planning, and border infrastructure.

- Transportation Infrastructure Credit Program (\$100
million/year): to provide flexible payment loans and supporting credit

assistance for large, nationally significant projects that are beyond the scope of the normal Federal aid program and too large for SIBs.

-- ITS Deployment Incentive Program (\$100 million/ year): to spur the integrated deployment of ITS technologies (not individual ITS projects).

B. STRENGTHENS AND STREAMLINES ISTEA PLANNING PROCESS

- o Retains major planning provisions of ISTEA, including public participation, fiscal constraint, role of MPOs, metropolitan planning certification, etc.

- o Simplifies planning factors by focusing on seven broad goals to be considered in the planning process (replacing ISTEA list of 15-21 factors).

- o Makes it easier to designate or redesignate MPOs by reducing the population threshold from 75% of affected population (including the central city) to 51% of affected population (including the central city).

- o Expands the general purposes of the planning process to include operations and management of the transportation system, not just capital investment planning.

- o Strengthens cooperation and consultation by ensuring that rural officials are consulted by the state in the statewide planning and programming process, and requiring MPO, state, and transit agencies to cooperate in developing financial estimates for the transportation plan and program (TIP).

C. STREAMLINES PROGRAMS, REDUCES FEDERAL REQUIREMENTS, AND PROVIDES GREATER FLEXIBILITY TO STATE AND LOCAL GOVERNMENTS

- o Eliminates quarterly project-by-project certification of each state's STP projects and instead establishes an annual, program-wide approval for each state's STP program.

- o Reduces DOT oversight of STP program, replacing it with state oversight (except for environmental and other non-Title 23 laws, which remain a Federal oversight responsibility).

- o Expands the types of projects that can be funded under almost all programs (see Program Structure section above for examples)

- o Removes a variety of restrictions on costs that can be reimbursed with Federal aid.

D. STRENGTHENS AND FOCUSES RESEARCH AND TECHNOLOGY PROGRAMS

- o Increases funding for research and technology, through both contract authority and administrative takedown funding.

- o Increases the emphasis on technology deployment -- to ensure that new technologies are put into practice faster.

- o Sharpens the tools for capacity building -- to provide increased training and technical assistance in new technologies to states, local governments, and others.

E. PROVIDES NEW FINANCING TOOLS AND FLEXIBILITIES

- o Makes SIBs permanent, provides \$150 million in Federal SIB seed funding, and improves the SIB program overall.

- o Establishes new Transportation Infrastructure Credit Program, at \$100 million/year.

- o Removes prohibition on tolling Interstate highways, allowing states to impose tolls under the same conditions as now permitted for other Federal aid highways.

- o Provides various other changes that remove Federal strings and make it easier for a state to finance surface transportation projects.

F. PROPOSES NO STATUTORY CHANGES IN BILLBOARDS OR DBE

- o No changes in Federal laws relating to outdoor advertising.
- o No statutory changes in DBE, but DOT will propose rulemaking to assure conformity of DBE regulations with the Supreme Court's Adarand decision.

G. OFFERS FORMULA PROPOSAL FOR CONGRESSIONAL CONSIDERATION

- o Overall: Proposes formulas for each program that rely on current data, are statistically reliable, and are directly relevant to program purpose.
- o IM and Bridge Programs: Retains existing, sound ISTEA formulas for IM program and Bridge program.
- o CMAO and Safety: Fine-tunes CMAQ and Safety program formulas to improve them.
- o NHS and STP: Replaces outdated factors for NHS and STP programs. For NHS, uses Trust Fund contributions and public road mileage as factors. For STP, uses Trust Fund contributions and population as factors.
- o Equity Provisions: Provides equity adjustments for both donor states and donee states. Attempts to offer a fair balance in this regard, but recognizes the need to work with Congress to achieve the ultimate balanced result.

Intermodal R & D Provisions NEXTEA Legislation

The Administration is committed to the development of seamless intermodal transportation systems that will ensure safety, efficiency, and competitiveness well into the next century. This commitment is reflected in the Department's proposal for reauthorization of ISTEA.

Reauthorization Of University Research Centers

The Administration is committed to maintaining the University Transportation Centers (UTC) and University Research Institutes (URI) programs. These programs provide valuable research into transportation issues

while, at the same time, producing a diverse cadre of professionals to design, develop, and operate out transportation systems. Key provisions of the proposal include:

- o consolidation of the existing UTC/URI programs into a single program composed of up to twenty competitively selected colleges and universities.
- o authorization for one university transportation center in each of the ten federal regions:
- o authorization for grants to up to ten other colleges and universities to serve as national centers;
- o requirements to conduct basic and applied research that advances transportation knowledge, and to maintain an ongoing technology transfer program to make research results available to potential users;
- o authorization limited to half of the cost of establishing and operating the center; and
- o authorization for up to \$18 million per year for the program, which is roughly the same level originally authorized.

Strategic Planning and Intermodal R & D

The Administration also is proposing to implement intermodal strategic planning and intermodal research and development programs. The strategic planning program establishes a strategic planning process to help maximize

the value of transportation investments. This program will:

- o determine national priorities for transportation R & D;
- o coordinate federal transportation R & D efforts; and
- o evaluate the impact of federal R & D investments to ensure continuous improvement in the transportation system.

The intermodal R & D program builds upon the strategic planning program by supporting long-term basic and applied R & D that otherwise might not be conducted. This program will:

- o conduct research in safety, security, mobility, energy and the environment, information and physical infrastructure, industrial design,
- and other critical transportation issues; and
- o identify and leverage research and technologies developed by the government for defense and other purposes.

Up to \$10 million total is authorized from the Highway Trust Fund for both the strategic planning program and the intermodal research program.

Five Part Section 402 Program

(A) Performance Based Section 402 Program

- o Consolidate NHTSA/FHWA 402 program
- o ~~Responds to stakeholder views; consolidates interest group support for funding~~
- o Amends Section 402 to allow grants to Indian tribes in ~~Indian Country.~~
- o ~~Brings definition into line with Bureau of Indian Affairs practice; has the effect of increasing dollars to Native Americans for highway safety.~~

B) Aloholic-Impaired Driving Countermeasures

- o Replaces and is similar in structure to Section 410 incentive grant program.
- o Encourages States to increase level of effort; based on programmatic requirements and results.
- o 3 basic grants and supplemental grants [10 criteria].

C) Occupant Protection Program

- o New incentive grant program
- o Encourages States to increase level of effort for safety belt and child safety seat use; based on programmatic and legal requirements and results.
- o 2 basic grants and supplemental grants [5 criteria].

D) State Highway Safety Data and Traffic Records Improvements

- o New incentive grant program; authorized for 1998-2001
- o Improve data to identify priorities, evaluate effectiveness, and link data; States identify needs.
- o First year and succeeding year grants; succeeding year based on certification of progress.

E) Drugged Driving Countermeasures

- o New program; authorization beginning in 1999
- o States must meet 5 out of 9 programmatic and legal criteria

NATIONAL MOTOR CARRIER SAFETY PROGRAM

Purpose: A restructured program is proposed to focus on program results, increased flexibility for grantees, updated information systems, and analysis,

and improvements to driver programs.

Funding source: The National Motor Carrier Safety Program (NMCSP) is funded from HTF. The funding level requested is \$100 million annually.

Two Funding Categories

(1) Overall MCSAP Safety Grant Program (\$83m): The new safety grant program will have three parts:

- (1) Basic grants to emphasize uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews and current complementary activities.
- (2) Performance incentives to encourage States to plan, identify problems, and implement accident countermeasures that address problems in their own States.
- (3) Special set aside of up to 12 percent for national priorities and border enforcement.

Changes to the current MCSAP grant program:

- o Moves the program away from one built on pre-determined activities to one based on performance and results.
- o Eliminates earmarks providing more flexibility.
- o Encourages all States to adopt and implement a performance based program by the end of the authorization period.
- o Expands the planning requirements to include coordination with all safety programs as well as coordination of information systems and data.

(2) Information Systems and Strategic Initiatives--(\$17m):

- o Establishes a permanent funding source-needed to operate information systems and evaluate programs.
- o Provides the information-needed-to-improve-and-strengthen enforcement on poor carriers.
- o Implements the Commercial Vehicle Information System.
- o Supports improvements to driver programs.

Key Rail-related Provisions in NEXTEA

The Department's proposal significantly expands the flexibility of states and localities to select the most appropriate solutions to their transportation problems by allowing them to fund publicly-owned rail and rail-related passenger and freight projects, and to participate in public-private projects that provide public benefits. Major provisions include:

- o National Highway System (NHS): eligibility expanded to include: publicly owned intercity passenger rail capital projects (if the project supports the NHS); publicly owned intercity and intercity passenger rail terminals; and publicly owned intermodal surface freight transfer facilities on the NHS or NHS connectors.
- o Surface Transportation Program (STP): eligibility expanded to include: publicly owned rail safety infrastructure improvements; publicly owned intercity passenger rail infrastructure; publicly owned freight rail infrastructure, and public/private freight and passenger rail infrastructure projects that are publicly sponsored and serve a public benefit.
- o Transit Programs: eligibility expanded to include: publicly or privately owned vehicles and facilities used to provide intercity rail passenger service.
- o State Infrastructure Bank Program (SIB): project eligibility tied to eligibility under title 23 (highways) and capital transit projects.

Expanded eligibility of rail projects under both the highways and transit capital programs would allow rail projects to be eligible for the SIB program.

- o Transportation Infrastructure Credit Program: eligibility similarly tied to eligibility under title 23 (highways) and chapter 53 of title 49 (transit).
- o High Speed Rail Technology Development: The Swift Rail Development Act technology improvement and demonstration program would be reauthorized at \$21,595,000 each year for six years, to be drawn from the highway trust fund.
- o Border Crossing Programs: program eligibility would include rail projects.
- o Intelligent Transportation Systems: the program focuses on development of intelligent transportation systems in surface transportation and would include rail projects.
- o Grade Crossing Safety: The Department's proposal includes a new \$500 million "Infrastructure Safety Program", composed of a Rail Highway Crossings program and a Hazard Elimination program, that replaces and improves upon the current STP safety set-aside. Funding will be split, with approximately one-third going to grade crossing safety and two-thirds to hazard elimination. For grade crossings, the funds would be allocated to States annually on the basis of need, using a formula that will take into consideration the numbers of crossings and the numbers of accidents and casualties. The Program would also be broadened to include programs targeted at education, enforcement, trespass prevention, and private grade crossings (where there is a public benefit). Funds will be eligible for transfer out of the Program only to the extent that the number of crossing collisions has been reduced.

FTA REAUTHORIZATION PROPOSAL FEBRUARY 24, 1997

Background

ISTEA was a major milestone for transit. Flexibility and the planning provisions helped put transit on a more even footing with highway projects and

strengthened local decisionmaking.

Since ISTEA, over \$3 billion has been transferred to transit projects.

The planning provisions, particularly the requirements for financially constrained plans and programs and for public involvement, assured a more rigorous and open process.

ISTEA provide substantially more resources, including the ability to commit to new Major Capital Investments. Since 1993, DOT has committed over \$6 billion for New Start projects.

The transit program structure, as modified by ISTEA, has proved its worth. It is quite flexible, allowing for new initiatives such as innovative finance.

At the same time, the predictability brought about by Mass Transit Account funding, and an emphasis on formula programs, has helped transit operators with their capital plans.

At the same time, increased pressure on Federal transit operating assistance has caused problems at the local level. Transit operators have

had
to cut service and increase fares to cope with the operating assistance
cuts,
while having access to greater capital resources, such as through flexible
funding.

The Proposal

We have identified four key themes in the transit reauthorization proposal.

- o Flexibility and Local Decisionmaking. The proposal will
include provisions to make the transit program more flexible, enhancing
local

decisionmaking. This will also include expanded eligibility for use of
Federal

funds and a relaxation of certain limitations now in law. We will also
propose

to enhance the flexibility of highway and transit funds for use for either
purpose.

- o Add intercity passenger and freight rail

- o Allow areas under 200,000 to use all their transit funds for
any purpose (including operating assistance) without limit

- o Make Preventive Maintenance eligible as a capital expense)
helping to replace operating assistance for areas over 200,000) as it is
now

in the highway program Strengthen the role of the MPO's in managing both
authorization and obligational authority for "attributable" funds

- o Streamlining: We will propose combining some transit program
categories to make the program simpler to understand and manage, both at
the

Federal and State and local-level. In addition, we will propose reducing
some

of the administrative requirements that go with Federal funding, and apply
ing

simpler requirements to the entire transit program, rather than having
different requirements for each element of the program.

- o Combine the Fixed Guideway Modernization and Bus Discretionary
Programs into the Urbanized Area Formula Program

- o Simpler, and more flexible program-wide definitions of
eligible capital costs, matching ratios, and grant requirements

- o Predictability. We will propose having a much larger
proportion of the transit program go out by formula, rather than on a
discretionary basis. This will help local agencies plan by reducing
uncertainty, and will improve the equity by which the funds are
distributed.

It will also enhance the possibility of using innovative financing
techniques

to leverage the Federal funds.

- o Combine the Fixed Guideway Modernization and Bus
Discretionary Programs into the Urbanized Area Formula Program

- o Continue to fund New Start projects which have Full Funding
Grant Agreements in place

- o Fund entire transit program from the Mass Transit Account of
the Highway Trust Fund

- o Efficiency. The proposal will enhance the ability of State
and local governments to provide safe and efficient transit service, by
providing the resources needed to build and maintain the transit

infrastructure.

- o Authorize funding at \$5 billion per year, with \$4.3 billion in obligation limits in FY 1998, the same as in FY 1997
- o Make Preventive maintenance eligible as a capital expense (helping to replace operating assistance for areas over 200,000), as it is now in the highway program

End of Text

ECONOMIC STATISTICS

Import-Export Prices

Message Sent

To: _____

Kenneth L. Schwartz

Jonathan C. Ball

Mark J. Schwartz

Diane R. Montgomery

David J. Worzala

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP [OSTP])

CREATION DATE/TIME:26-FEB-1997 08:43:43.00

SUBJECT: Re: ISTE A

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

I've talked with mort downey briefly and will see him again at 9:30
wednesday am. also talked with dorthy robyn and diane montgomery. seems
that there's an emerging concensus that we should have a solid technology
title in the bill that has the funds and the authority to do most [all?]
of what's requested in the draft list you sent. the problem is that the
bill treats technology in several places and its difficult to get on top
of what is covered. It's difficult to know how to improve the baseline
when we don't fully understand the baseline. Downey has promised to put
together a package for review asap [he knows the short fuse]. I'll let
you know what happens after our 9:30 meeting

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Jonathan C. Ball (CN=Jonathan C. Ball/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:27-FEB-1997 11:38:21.00

SUBJECT: Slater EPW testimony on NEXTEA

TO: David J. Worzala (CN=David J. Worzala/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Daniel M. Tangherlini (CN=Daniel M. Tangherlini/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Rebecca R. Culberson (CN=Rebecca R. Culberson/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: ~~James J. Jukes~~ (CN=~~James J. Jukes~~/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: ~~Dorothy Robyn~~ (CN=~~Dorothy Robyn~~/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TO: ~~Michael Deich~~ (CN=~~Michael Deich~~/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TO: Jill M. Blickstein (CN=Jill M. Blickstein/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Charles Konigsberg (CN=Charles Konigsberg/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Charles E. Kieffer (CN=Charles E. Kieffer/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TO: Jacob J. Lew (CN=Jacob J. Lew/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

Transportation Secretary Rodney Slater yielded few details about the Administration's Intermodal Surface Transportation Efficiency Act (ISTEA) reauthorization proposal in his nearly two hour appearance before the Senate Environment and Public Works Subcommittee on Transportation and Infrastructure yesterday. Slater's testimony, which was interrupted by Senator Harry Ried after about 25 minutes due to its length, focused on the historical significance of transportation in building America. Slater's nondescript answers to committee member questions also seemed to frustrate Senators, but it was clear from the questions that members had been briefed in detail about Administration's draft proposal prior to the hearing.

Slater's testimony revealed that the Administration's \$175 billion six-year reauthorization proposal, dubbed the National Economic Crossroads Transportation Efficiency Act (NEXTEA), would concentrate on three top priorities: safety; meeting the transportation needs of the American people; and efficient government decision making. Senator John Warner, chairman of the subcommittee, was the first of many members to characterize the funding level as inadequate. Mr. Warner, recognizing the Secretary's allegiance to the President and "to a lesser extent, OMB", asked Slater for his personal opinion on whether the Federal government needed to spend more. When Slater's answer reflected commitment to the Administration level, Warner commented "If your hands are tied, we'll take the leadership role."

~~Members urged the Secretary to work within the Administration on a higher funding level and better allocation formulae before sending the bill to Congress.~~ When asked, Slater suggested that the formal Administration bill would be transmitted within "7 to 10 days."

Specific issues discussed were:

Allocation: Senator Baucus suggested that highway allocations should be based on per-capita gas tax payment, rather than on overall dollar amounts. Chairman Warner and Senator Graham expressed concern over retaining "fudge factor" provisions that would hold states harmless at ISTEA funding levels.

Innovative Finance: When asked about funding for border crossings, environmental initiatives, and the like, Slater pointed to SIBs and the Federal Credit Program as opportunities to address extraordinary needs.

Safety: Senators Baucus and Boxer highlighted the need for revised standards on seat belts and air bags to save children's lives.

State Incentives: Senators Ried and Wyden both suggested that NEXTEA include provisions that motivate states to be proactive and reward them for improving safety, reducing emissions, and investing in infrastructure.

Border Crossings: Senators Boxer, Moynihan, and Inhofe expressed concern that \$45 million for border crossings was insufficient. The Secretary pointed to credit programs as a solution.

Environment: Senator Smith wanted to be sure that funding for brownfields clean-up was not being proposed in NEXTEA. Slater responded that the bill only allows such as it is directly related to transportation activities. Senator Inhofe was concerned about how funding related to air quality was determined. The Secretary responded that NEXTEA uses existing standards, but includes a trigger provision in anticipation of new standards.

Rail: It was clear from numerous questions and statements that many of the committee members oppose the Administration's proposal to fund Amtrak from the Highway Trust Fund without increasing revenues to the trust-fund. Slater responded that Amtrak riders also drive cars and therefore pay gas taxes. Committee Chairman Chafee took a stronger stance, stating that he recalls no compact between gas tax payers and the government that require revenues to be spent on concrete.

Maglev: The Secretary offered an un-prompted commitment to maglev, in the long term, in his oral testimony. Senators Chafee, Moynihan, and Smith echoed a desire for innovation, including maglev funding.

~~**Recreational Trails:** Senator Kempthorne expressed dismay that, while funding for both enhancements and scenic byways are increased, rec trail funding is slashed. He pointed to the fact that rec trail users pay gas tax. Slater pointed out that rec trails would be eligible for other funding sources, and committed to working with the Senator on this before transmitting the Administration bill.~~

~~**Enhancements:** Senator Smith, relating a story about the state of Maine's using enhancement money to purchase oyster shell heaps because Native Americans used canoes to create them, stated a desire for a more direct link between enhancements and transportation needs.~~

Federal Lands: Slater agreed to work with Senator Ried on Federal lands after Ried pointed out that 87% of the land in Nevada is Federally owned.

Transit New Starts: Senator Wyden expressed dismay that while the Administration increased spending on Air Force fighters, the funding for New Starts was cut.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME:28-FEB-1997 19:22:15.00

SUBJECT: Sustainable Transportation Initiative

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

To resolve the Global Climate Change issue, I propose that DOT increase research spending to fund a Sustainable Transportation Initiative. This initiative would incorporate both global climate change research and Brownfields research at a total of \$25 million over the life of NEXTEA.

~~The purpose of the initiative would be to collect the data regarding land use design, urban sprawl, modeling, sustainable development, Brownfields revitalization, LUTRAC pilots, etc., to better understand the relationship between these issues and transportation.~~

~~The program would be funded through FHWA's administrative funds, through which FHWA funds a large portion of their research program, via an existing environmental research and development program. We would instruct DOT to increase their research funds in this administrative account by reducing other administrative costs.~~

There would not be any specific authorization language referring to this new initiative in NEXTEA; there would simply be an agreement between EPA, OMB, and DOT that DOT will fund approximately \$4.2 million annually in research for these projects over the life of NEXTEA. Because this administrative account is authorized in permanent law, we do not need additional language. I believe we are in agreement that we do not want to call any more attention to this project than necessary. Each budget submission to the appropriations committee, however, would include a brief write-up of this initiative in the environmental research section of FHWA's budget.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 2-MAR-1997 16:47:17.00

SUBJECT: Sustainable Transportation Initiative

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: HOLSTEIN_E (HOLSTEIN_E @ AI @ CD @ LNGTWY [EOP]) (OPD)

READ:UNKNOWN

Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP [CEQ])

READ:UNKNOWN

TEXT:

On Thurs., Henry Kelly and I met w/ Mort Downey, DOT dep. secy., to go over the overall R&D budget in ISTEA and, specifically, research relevant to climate change. We then worked with Diane Montgomery to design the attached program, which would be combined with the brownfields pilots DOT had earlier agreed to do. Henry and I think this program -- combined w/ what's already in ISTEA -- give us adequate coverage of climate change. We need to finalize this Monday, so let me know if you have a problem w/ this.

I will also fax to you a recent NSTC description of an initiative on "environmental sustainability of transportation systems." This is important b/c it extends to R&D going on outside of DOT (e.g., info. technologies).

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/02/97
04:38 PM -----

Diane R. Montgomery
02/28/97 07:21:18 PM
Record Type: Record

To: Dorothy Robyn/OPD/EOP
cc: Henry C. Kelly/OSTP/EOP
Subject: Sustainable Transportation Initiative

To resolve the Global Climate Change issue, I propose that DOT increase research spending to fund a Sustainable Transportation Initiative. This initiative would incorporate both global climate change research and Brownfields research at a total of \$25 million over the life of NEXTEA. The purpose of the initiative would be to collect the data regarding land use design, urban sprawl, modeling, sustainable development, Brownfields revitalization, LUTRAC pilots, etc., to better understand the relationship between these issues and transportation.

The program would be funded through FHWA's administrative funds, through which FHWA funds a large portion of their research program, via an existing environmental research and development program. We would instruct DOT to increase their research funds in this administrative account by reducing other administrative costs.

There would not be any specific authorization language referring to this new initiative in NEXTEA; there would simply be an agreement between EPA, OMB, and DOT that DOT will fund approximately \$4.2 million annually in research for these projects over the life of NEXTEA. Because this administrative account is authorized in permanent law, we do not need additional language. I believe we are in agreement that we do not want to call any more attention to this project than necessary. Each budget submission to the appropriations committee, however, would include a brief write-up of this initiative in the environmental research section of FHWA's budget.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 2-MAR-1997 13:02:53.00

SUBJECT: Misc.

TO: Gay L. Joshlyn (CN=Gay L. Joshlyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

A couple of things:

1) Could you call Cynthia Boeke at Via Satellite and ask for info. about the panel I'm speaking on on Fri., March 7. Who else is on it? What's the topic? What are they expecting me to talk about? For how long? Etc. Etc. Her #: 301/340-7788, ext. 2460.

2) ~~The House Transportation and Infrastructure~~ Committee held a bunch of ~~hearings last year on ISTEA. Jennifer~~ called to try to get them, but they weren't going to be ready until late-Feb. Could you try to get them, or have the library get them.

~~Could you also call the Trans-Branch of the Congressional Research Service and get whatever publications/reports they've done on ISTEA. (Here again, you might ask the library to do this.)~~

3) Pls. do a lexis-nexus search for articles on Bernard Schwartz, CEO of Loral Space & Communications. I need background to do a memo for Sperling.

4) Unfortunately, I need to have you reschedule the INTELSAT mtg. Sperling is scheduled to meet w/ B. Schwartz at that time and I need to sit in.

THANKS!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 3-MAR-1997 12:52:26.00

SUBJECT: Re: Sustainable Transportation Initiative

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

CC: holstein_e (holstein_e @ al @ cd @ lngtwy [EOP]) (OPD)

READ:UNKNOWN

CC: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Yes. EPA's proposed \$500m/yr. program to reward states that reduce VMT ~~will not be part of ISTEA.~~ Even Roy Kienetz of STPP agreed that we don't ~~know enough to put such a program in place.~~ The \$25M will be used, in ~~part, to do the kind of analysis that Roy (and others) think is needed in~~ order to put such a program in place down the road.

RECORD TYPE: PRESIDENTIAL (EXTERNAL MAIL)

CREATOR: Jonathan A. Kaplan@EOP@LNGTWY@EOPMRX

CREATION DATE/TIME: 3-MAR-1997 10:59:00.00

SUBJECT: Presidential Priorities

TO: MAZUR_M (MAZUR_M@A1@CD) (WHO)
READ:NOT READ

TO: WALSH_H (WALSH_H@A1@CD) (OPD)
READ:25-MAR-1997 17:48:42.91

TO: BRAINARD_L (BRAINARD_L@A1@CD) (WHO)
READ:NOT READ

TO: Kathleen M. Wallman (Kathleen M. Wallman@EOP@LNGTWY@EOPMRX)
READ:NOT READ

~~TO: Russell W. Horwitz (Russell W. Horwitz@EOP@LNGTWY@EOPMRX)~~
~~READ:NOT READ~~

~~TO: Anna M. Gomez (Anna M. Gomez@EOP@LNGTWY@EOPMRX)~~
~~READ:NOT READ~~

~~TO: Ellen S. Seidman (Ellen S. Seidman@EOP@LNGTWY@EOPMRX)~~
~~READ:NOT READ~~

TO: Thomas A. Kalil (Thomas A. Kalil@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Peter R. Orszag (Peter R. Orszag@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Jake Siewert (Jake Siewert@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Jeanne Lambrew (Jeanne Lambrew@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Dorothy Robyn (Dorothy Robyn@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Elwood J. Holstein (Elwood J. Holstein@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Daniel D. Heath (Daniel D. Heath@EOP@LNGTWY@EOPMRX)
READ:NOT READ

TO: Robert D. Kyle (Robert D. Kyle@EOP@LNGTWY@EOPMRX)
READ:NOT READ

CC: Jonathan A. Kaplan
READ:NOT READ

(Jonathan A. Kaplan@EOP@LNGTWY@EOPMRX)

TEXT:

Message Creation Date was at 3-MAR-1997 10:53:00

As Gene mentioned in this morning's staff meeting, I will circulate later today a book of all of the agencies' memoranda on presidential priorities (the book is quite lengthy). Each memo is divided into the 21 separate presidential priorities.

Please review the ideas, initiatives and proposals in the book covering your issues areas and draft a brief action plan for each idea or initiative that is especially noteworthy. An example of this would be DoT's recommendation to use ISTEA reauthorization as a means of advancing welfare to work initiatives, and Dorothy would want to describe the proposal from the memo briefly and then add several sentences on the ways that the NEC plans to help move this forward -- without simply suggesting a big interagency working group.

Please email to me by mid-afternoon tomorrow, in an attached document, your ~~action plans (again; try to keep it to one paragraph for each noteworthy proposal).~~ I will then compile a memo containing all of the action plans.

~~Gene would like to have everyone~~ review this at the Wednesday 9am staff meeting. He then will want to forward a version of it to Erskine Bowles later this week.

Thanks. If you have any questions, call me at 6-5360.

Jon Kaplan

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 3-MAR-1997 08:38:09.00

SUBJECT: Getting to Closure on ISTE A

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

here's what we face.

on davis bacon, i think jack donahue was the dol person involved. and yes i think that we should acknowledge possibility of 10 percent, but also note that no state has indicated any interest in using so much as a dime of its allocation for sibs. everyone simply wants a piece of the extra \$150m.

-----Forwarded by Michael Deich/OMB/EOP on 03/03/97

--08:37AM -----

James J. Jukes

03/02/97 02:10:44PM

Record Type: Record

To: Michael Deich/OMB/EOP

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

Subject: Getting to Closure on ISTE A

Michael --

The purpose of this note is to give you my take on production status and to inform you of commitments I made on your behalf. This note is not intended to pre-empt TCJS staff work that I know is underway on some of these issues. DOT is pressing very hard to get the bill finished this week, per Slater's commitment.

OMB Commitments Made

At Friday afternoon's meeting with DOT, I committed "us" to making "best efforts" to get final policy decisions on as many of the following matters as possible by COB Monday. For the first three items below, "us" probably means "you". I will try not to bother you with items 4 or 5 unless I hit an impasse. If decisions are not made on these five issues by Monday, I believe it will be impossible to finish the drafting and clearance of the bill this week.

1. Labor/SIBs. (Will you or Robyn obtain closure? Probably need Apfel/Koskinen as well as Podesta.)

2. Credit. (Alameda model or other -- will require a Barry Anderson chop if not straight direct loans.)
3. ADA paratransit. (DOT believes they cannot back off from their proposal to make "capital" money available for "non-capital" expenses in this area -- even if the price tag reaches \$1B.)
4. Federal lands roads. (May need to resolve disagreements between your staff and TJ's.)
5. Parking cashout. (DOT and TCJS want to add a revenue-raiser that is not in the Budget -- perhaps to help pay for credit program. Need to obtain Treasury/EPA/other OMB agreement; also need Treasury scoring.)

DOT Commitments Made

At Friday's meeting, DOT made commitments to produce the following by COB Monday:

1. ~~An agreement with Treasury (including the identification of any necessary offset) on the tax-exempt bonds issue.~~
2. A formula for the minimum allocation.
3. ~~Boat safety language.~~
4. ~~Procurement language; for insertion at several points in the bill, that addresses (1) "other transactions" authority and (2) competition and cost sharing (per a Friday request from Robyn).~~
5. A position on the reversionary rights issue.
6. Language to straightline R&D.

NEC Commitment Made

Robyn committed to try to close the climate issue by Monday.

DOT believes that it has agreement with EPA/CEQ on CMAQ and Brownfields. OMB is to verify this with EPA/CEQ and seek the concurrence of Justice and Interior.

Other Production Issues

On Saturday afternoon, DOT delivered a completely rewritten bill (approx. 250 single-spaced pages) that reflects their attempt to resolve roughly 100 issues raised by the agencies and OMB staff. They asked us to obtain agency comments on this revised language by Tuesday, and we will attempt to do so (over likely howls of protest from the agencies that we're jamming them). DOT's belief is that this draft settles all issues except those listed above; the review process will establish whether this is correct.

This would leave the second half of the week for the drafting, circulation, and clearance of language on the more difficult issues listed above -- a tall order.

Message Copied

To:

Kenneth L. Schwartz/OMB/EOP

David E. Tornquist/OMB/EOP

David J. Worzala/OMB/EOP

Diane R. Montgomery/OMB/EOP

Jonathan C. Ball/OMB/EOP

Mark J. Schwartz/OMB/EOP

Daniel M. Tangherlini/OMB/EOP

Patricia E. Romani/OMB/EOP

James C. Murr/OMB/EOP

James A. Brown/OMB/EOP

Ronald M. Cogswell/OMB/EOP

Janet E. Irwin/OMB/EOP

J C. Crutchfield/OMB/EOP

~~Randolph M. Lyon/OMB/EOP~~

~~Janet Himler/OMB/EOP~~

Larry R. Matlack/OMB/EOP

Winifred Y. Chang/OMB/EOP

Mary C. Barth/OMB/EOP

Mathew C. Blum/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 4-MAR-1997 15:54:03.00

SUBJECT: ISTEA memo

TO: Russell W. Horwitz (CN=Russell W. Horwitz/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

Mark J. Schwartz (CN=Mark J. Schwartz/OU=OMB/O=EOP [OMB])

READ:UNKNOWN

TEXT:

You should add the following to Gene's cover memo: "With regard to the
~~Amtrak reauthorization, which Secretary Slater flags, the discussions~~
~~between DOT and OMB are on course. We expect to transmit our Amtrak~~
~~reauthorization bill by the end of next week.~~"

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 4-MAR-1997 18:42:01.00

SUBJECT: ISTE: Financing

TO: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

You know how conservative Mark Mazur is on these things; he thinks DOT's proposal is sound, the risk is remote and indirect, and that we should move forward w. it. tornquist suggested a Mazur/Barry A. mtg, which I think is a good idea. I really think we can win this one.

On the other credit issue -- private bond activity -- Treasury is now denying that they agreed to the pilot projects last week assuming we could come up w/ an offset. ~~I think we should continue to push for this, if only to keep Treasury fighting on two fronts.~~

Go Deich!!

~~(I have to go eat dinner w/ a bunch of satellite exec's, or else I'd give you moral support in person.)~~

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Russell W. Horwitz (CN=Russell W. Horwitz/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 4-MAR-1997 19:32:02.00

SUBJECT: Re: ISTEa memo

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

thanks. It went in.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Bruce N. Reed (CN=Bruce N. Reed/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 5-MAR-1997 15:57:18.00

SUBJECT: Amtrak

TO: Paul J. Weinstein Jr. (CN=Paul J. Weinstein Jr./OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Can you find out who does ISTE A for the NEC and ask them to call Gov. Tom Carper of Delaware at 302-577-6636. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 5-MAR-1997 11:47:17.00

SUBJECT: ISTEА

TO: Ronald D. Horowitz (CN=Ronald D. Horowitz/OU=OA/O=EOP @ EOP [OA])

READ:UNKNOWN

TEXT:

Deich heard from Raines that POTUS wants an ISTEА mtg. Could you try to track that down? Thx

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 5-MAR-1997 20:06:17.00

SUBJECT: david gardner, epa, istea

TO: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

Sorry; this was my fault.

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/05/97

08:06 PM -----

Michael Deich

03/05/97 06:48:03 PM

Record Type: Record

To: James J. Jukes/OMB/EOP

cc: ~~See the distribution list at the bottom of this message~~

Subject: david gardner, epa, istea

had an interesting conversation with rob wolcott (sp?) who spoke for the absent david gardner. gardner called not to appeal but to complain about a lack of due process. i told him that we wanted above all to have due process, that we would call a meeting on global warming/ istea, for first this tomorrow, and that the issue had to be resolved tomorrow. he seemed amenable to all of that.

gardner sees the glass 3/4 empty. i look at how far he's moved a transportation bill and think about how shocked the transport committees will be, and realize that epa already has won a great victory. in the meeting, i think we ought to emphasize the magnitude of what the environs have done so far.

Message Copied

To:

David E. Tornquist/OMB/EOP

Kenneth L. Schwartz/OMB/EOP

Dorothy Robyn/OPD/EOP

Daniel M. Tangherlini/OMB/EOP

Patricia E. Romani/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 5-MAR-1997 20:04:39.00

SUBJECT: Re: david gardner, epa, istea

TO: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

I told Wolcott I was to blame for the process problem; I told Jim Brown and Diane Montgomery to go ahead, not realizing we had promised Gardner a mtg. I stressed that we had a huge resource constraint -- that we're putting only \$100M into welfare to work, even tho that's the potus's highest priority in the bill. I've warned Andy Blocker that he must be at the mtg. He's eager to tell them we've gone as far as we can go. You're saying the same thing in a much nicer way.

~~cc: Jim Brown~~

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 5-MAR-1997 21:32:01.00

SUBJECT: Meeting with EPA and DOT on ISTEA issues

TO: Darlene O. Gaymon (CN=Darlene O. Gaymon/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

Darlene --

~~Re the attached, please call the offices of the following people to schedule the meeting. The subject is the "Sustainable Transportation Initiative".~~ You can tell the parties (all of whom are political appointees) that I will chair this meeting at Deich's request.

My first choice for a time is noon; my second choice is 1:00; my third choice is 2:00; my fourth choice is 3:00; and my fifth choice is 5:00. (I can't do it at 4:00.) [Dorothy, please let Darlene know ASAP if any of these times don't work for you.]

The essential people are:

David Gardiner of EPA -- 260-4332

Jane Garvey of DOT -- 366-2240

John (Jano) Lieber of DOT -- 366-4450.

If both DOT people can't do it at the same time, we'll do it with either one of them.

They can bring whatever staff they want. Please book a large conference room. Once we settle on a time with these people, I'll ask you to e-mail an invitation to various EOP/OMB people.

----- Forwarded by James J. Jukes/OMB/EOP on 03/05/97
09:24 PM -----

James J. Jukes

03/05/97 09:21:32 PM

Record Type: Record

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

cc: James C. Murr/OMB/EOP, James A. Brown/OMB/EOP, Daniel M. Tangherlini/OMB/EOP, Darlene O. Gaymon/OMB/EOP

Subject: Meeting with EPA and DOT on ISTEA issues

Per the attached request from Deich, I will attempt to schedule an interagency meeting for tomorrow to discuss a climate-related proposal that EPA made during the clearance process for the ISTEA bill.

EPA had requested \$500 million over 6 years. A counteroffer developed at Deich's request with NEC, CEQ, OSTP, and DPC, is described in the last attachment below.

~~Invitations will be issued to David Gardiner of EPA, Jano Lieber and Jane Garvey of DOT, Dorothy Robyn, Henry Kelly of OSTP, Linda Lance of CEQ, Andy Blocker of WHLA, Diane Regas of DPC, and the addressees of this e-mail. Darlene Gaymon of my office will be in touch in the morning concerning scheduling.~~

~~-----Forwarded by James J. Jukes/OMB/EOP on 03/05/97
09:12 PM -----~~

Michael Deich

03/05/97 06:48:03 PM

Record Type: Record

To: James J. Jukes/OMB/EOP

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

Subject: david gardner, epa, istea

had an interesting conversation with rob wolcott (sp?) who spoke for the absent david gardiner. gardiner called not to appeal but to complain about a lack of due process. i told him that we wanted above all to have due process, that we would call a meeting on global warming/ istea, for first this tomorrow, and that the issue had to be resolved tomorrow. he seemed amenable to all of that.

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To:

David E. Tornquist/OMB/EOP
Kenneth L. Schwartz/OMB/EOP
Dorothy Robyn/OPD/EOP
Daniel M. Tangherlini/OMB/EOP
Patricia E. Romani/OMB/EOP

Diane R. Montgomery
03/04/97 05:46:00 PM
Record Type: Non-Record

To: James J. Jukes/OMB/EOP
cc: David E. Tornquist/OMB/EOP, David J. Worzala/OMB/EOP, James A. Brown/OMB/EOP
Subject: Sustainable Transportation Initiative

Per your request, I confirmed with Dorothy that CEQ, DPC, and NEC have signed off on the following proposal. Dorothy thought it was best for OMB to articulate the decision to EPA/DOT. Dorothy also suggested that we allow DOT/EPA the maximum flexibility in designing the content of the research and development program.

-----Forwarded by Diane R. Montgomery/OMB/EOP on
03/04/97 05:45 PM -----

Diane R. Montgomery
02/28/97 07:21:18 PM
Record Type: Record

To: Dorothy Robyn/OPD/EOP
cc: Henry C. Kelly/OSTP/EOP
Subject: Sustainable Transportation Initiative

To resolve the Global Climate Change issue, I propose that DOT increase research spending to fund a Sustainable Transportation Initiative. This initiative would incorporate both global climate change research and Brownfields research at a total of \$25 million over the life of NEXTEA. The purpose of the initiative would be to collect the data regarding land use design, urban sprawl, modeling, sustainable development, Brownfields revitalization, LUTRAC pilots, etc., to better understand the relationship between these issues and transportation.

The program would be funded through FHWA's administrative funds, through which FHWA funds a large portion of their research program, via an existing environmental research and development program. We would instruct DOT to increase their research funds in this administrative account by reducing other administrative costs.

There would not be any specific authorization language referring to this new initiative in NEXTEA; there would simply be an agreement between EPA, OMB, and DOT that DOT will fund approximately \$4.2 million annually in research for these projects over the life of NEXTEA. Because this

administrative account is authorized in permanent law, we do not need additional language. I believe we are in agreement that we do not want to call any more attention to this project than necessary. Each budget submission to the appropriations committee, however, would include a brief write-up of this initiative in the environmental research section of FHWA's budget.

Message Sent

To:

Kenneth L. Schwartz/OMB/EOP
David E. Tornquist/OMB/EOP
Diane R. Montgomery/OMB/EOP
Ronald M. Cogswell/OMB/EOP
Robert S. Fairweather/OMB/EOP
Pamela S. Barr/OMB/EOP
Robert J. Tuccillo/OMB/EOP
Kevin F. Neyland/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Russell W. Horwitz (CN=Russell W. Horwitz/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 5-MAR-1997 15:06:46.00

SUBJECT: Re: COS Scheduling Meeting

TO: Jason S. Goldberg (CN=Jason S. Goldberg/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

any sense of when the ISTEa meeting will be? Are you guys doing the invites or do you need a list from us?

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-MAR-1997 15:10:21.00

SUBJECT: istea

TO: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TEXT:

can you fax me the dot point papers; i gave you my last copies. sperling
mtg. on istea will be on monday sometime. i'll call you to discuss
content.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 10:02:12.00

SUBJECT: Meeting at Noon Today on ISTEА Climate Change issues

TO: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TO: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

TO: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

You are invited to a meeting at noon today in room 2010 NEOB to discuss EPA's proposal on ISTEА/climate change and the counteroffer described in the attached e-mail. I understand that the counteroffer has been approved by NEC, DPC, and CEQ. OMB intends to attempt to persuade EPA that the counteroffer is the best we can do for them under the circumstances.

EPA will be represented by David Gardiner. DOT will be represented by Jane Garvey and Jano Lieber.

I will chair the meeting at Michael Deich's request. I apologize for the short notice. Michael believes that this issue must be closed today.

Diane R. Montgomery

02/28/97 07:21:18 PM

Record Type: Record

To: Dorothy Robyn/OPD/EOP

cc: Henry C. Kelly/OSTP/EOP

Subject: Sustainable Transportation Initiative

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research spending to fund a Sustainable Transportation Initiative. This initiative would incorporate both global climate change research and Brownfields research at a total of \$25 million over the life of NEXTEA. The purpose of the initiative would be to collect the data regarding land use design, urban sprawl, modeling, sustainable development, Brownfields revitalization, LUTRAC pilots, etc., to better understand the relationship between these issues and transportation.

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RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-MAR-1997 20:42:21.00

SUBJECT: Re: Almost thought I could pull it off

TO: BRENNAN_T (BRENNAN_T @ A1 @ CD @ LNGTWY [EOP]) (WHO)
READ:UNKNOWN

TEXT:

I would have had to cancel anyway. It's 9 pm and I just got out of a 2 hour mtg. on ISTEa and I have to figure out what I'll say tomorrow morning at a satellite conference. Too much, but I love it!

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Darlene O. Gaymon (CN=Darlene O. Gaymon/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 08:27:07.00

SUBJECT: Re: ISTEa mtg.

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

okay

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-MAR-1997 08:22:50.00

SUBJECT: Re: ISTEА mtg.

TO: Darlene O. Gaymon (CN=Darlene O. Gaymon/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

Pls. include Andy Blocker in Legis. Affairs on the invite list; thx.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 18:38:19.00

SUBJECT: Re: Resolution of EPA/DOT Global Climate Change Issue

TO: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Robert S. Fairweather (CN=Robert S. Fairweather/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Ronald M. Cogswell (CN=Ronald M. Cogswell/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])
READ:UNKNOWN

~~CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])~~
~~READ:UNKNOWN~~

~~CC: David J. Worzala (CN=David J. Worzala/OU=OMB/O=EOP @ EOP [OMB])~~
~~READ:UNKNOWN~~

~~CC: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])~~
~~READ:UNKNOWN~~

CC: Robert J. Tuccillo (CN=Robert J. Tuccillo/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: James C. Murr (CN=James C. Murr/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

CC: Jonathan C. Ball (CN=Jonathan C. Ball/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TEXT:

Lieber just called to say that the Department rejects the 100% match for clean fuel. He was going to inform EPA directly.

He also said that the Secretary, at hearings today, twice repeated his pledge to have the bill up there this week.

I mentioned to Jano that I understood there might be a need for a final White House chop on this (per the Sperling memo to the President). This was news to him. He was pressing me hard to close the bill tomorrow and I said the best case was Monday. (I think he'd be happy with Monday.)

Diane R. Montgomery
03/06/97 04:04:27 PM
Record Type: Record

To: Michael Deich/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: Resolution of EPA/DOT Global Climate Change Issue

At Noon today, we met with EPA/DOT officials to discuss the resolution of the global climate change issue. EPA initially requested a \$500 million incentive fund to reward States for reducing vehicle-miles-traveled. As a compromise, TCJS, CEQ, NEC, DPC, and OSTP staff proposed a \$25 million (over 6 years) research program to study both global climate change and brownfields issues. Per agreement with the WH offices, the funds would come from FHWA's administrative account (through which a large portion of their research is financed) to avoid a specific authorization in NEXTEA, which would call unnecessary attention to the initiative. This compromise proposal was passed back to EPA and DOT yesterday.

At today's meeting, EPA proposed \$90 million (over 6 years) for environmental research, \$150 million for acquisition of clean fuel buses, and \$150 million tax-based incentive fund to reward States for reduced vehicle-miles-traveled. In response, DOT/OMB/WH staff agreed to increase environmental research funding by \$5 million in the outyears (1999-2003) to a total funding level of \$30 million. In addition, OMB and WH staff proposed that CMAQ/FTA matching share for the incremental cost for acquisition of clean fuel buses in areas with air quality problems be changed from 90% to 100%. (DOT has not yet agreed to this proposal, but did agree to investigate feasibility.) DOT also noted that 10% (\$291 million) of its total CMAQ funds from 1992-1995 was spent for alternative fuel buses and, therefore, felt they were meeting EPA's goal. DOT also reiterated a previous agreement with EPA to make environmental research a priority in the National Science and Technology Council (NSTC) process, which would provide access to significant research and development funds across the government.

DOT believes that the current bill sufficiently addresses environmental issues. NEXTEA, for example, includes a 26% increase in funding for the CMAQ program and a 29% increase for the Environmental Enhancements (e.g., bike-ped paths, trails, water pollution mitigation) program. The bill also includes parking-cash out, congestion pricing, and Interstate tolling proposals which could have a significant impact on reducing vehicle-miles-travelled.

EPA did not seem satisfied with a \$30 million research program and was unhappy that total CMAQ/FTA funds would not increase to provide additional funds for clean fuel buses.

Jim Jukes called the meeting to a close, indicating to EPA that they should appeal directly to you if the proposal was not adequate. The deadline for such an appeal is COB today.

Message Copied

To: _____

Kenneth L. Schwartz/OMB/EOP

David E. Tornquist/OMB/EOP

David J. Worzala/OMB/EOP

~~Jonathan C. Ball/OMB/EOP~~

~~James J. Jukes/OMB/EOP~~

~~James A. Brown/OMB/EOP~~

~~Dorothy Robyn/OPD/EOP~~

~~Ananias Blocker/HI/WHO/EOP~~

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 16:05:29.00

SUBJECT: Resolution of EPA/DOT Global Climate Change Issue

TO: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Ananias Blocker III (CN=Ananias Blocker III/OU=WHO/O=EOP @ EOP [WHO])

READ:UNKNOWN

CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Jonathan C. Ball (CN=Jonathan C. Ball/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

~~CC: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])~~

~~READ:UNKNOWN~~

~~CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])~~

~~READ:UNKNOWN~~

~~CC: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP @ EOP [OMB])~~

~~READ:UNKNOWN~~

CC: David J. Worzala (CN=David J. Worzala/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

CC: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

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EPA did not seem satisfied with a \$30 million research program and was unhappy that total CMAQ/FTA funds would not increase to provide additional funds for clean-fuel buses.

~~Jim Jukes called the meeting to a close,~~ indicating to EPA that they should appeal directly to you if the proposal was not adequate. The deadline for such an appeal is COB today.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-MAR-1997 17:59:41.00

SUBJECT: Gene's Binders

TO: Russell W. Horwitz (CN=Russell W. Horwitz/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Hi Russell -- Sorry it's taken me so long to do this, but here is a list of what I think should be the binders we do for Gene right now. Let me know if there's more you think I should add and we'll get started on these right away.

Budget (which he already has -- right?)

International

Electricity Deregulation

Climate Change

Nuclear Waste Management

Particulate Matter/Ozone

~~Technology Issues~~

~~Flex Time and FMLA~~

~~Medicaid and Medicare~~

~~Maritime~~

ISTEA

DC

Pensions

Tort Reform

Education

Financial Services

It's hard to keep the list short, and I left a lot of people's issues out. I don't mind doing more binders, we just want to be sure whatever we do, it's useful and manageable. Let me know what you think . . .

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Darlene O. Gaymon (CN=Darlene O. Gaymon/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 08:19:16.00

SUBJECT: Re: ISTEa mtg.

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

THANKS, I will try for noon today.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: James J. Jukes (CN=James J. Jukes/OU=OMB/O=EOP [OMB])

CREATION DATE/TIME: 6-MAR-1997 09:55:43.00

SUBJECT: Meeting with EPA and DOT on ISTEA issues

TO: Kevin F. Neyland (CN=Kevin F. Neyland/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Pamela S. Barr (CN=Pamela S. Barr/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Ronald M. Cogswell (CN=Ronald M. Cogswell/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: David E. Tornquist (CN=David E. Tornquist/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Robert J. Tuccillo (CN=Robert J. Tuccillo/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Robert S. Fairweather (CN=Robert S. Fairweather/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Diane R. Montgomery (CN=Diane R. Montgomery/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TO: Kenneth L. Schwartz (CN=Kenneth L. Schwartz/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])
READ:UNKNOWN

CC: James A. Brown (CN=James A. Brown/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: Daniel M. Tangherlini (CN=Daniel M. Tangherlini/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

CC: James C. Murr (CN=James C. Murr/OU=OMB/O=EOP @ EOP [OMB])
READ:UNKNOWN

TEXT:

The meeting described below is on for noon today in room 2010. Gardiner, Lieber, Garvey, and Robyn have confirmed that they will be there. I am arranging the other EOP invitations.

----- Forwarded by James J. Jukes/OMB/EOP on 03/06/97
09:55 AM -----

James J. Jukes

03/05/97 09:21:32 PM

Record Type: Record

To: See the distribution list at the bottom of this message
cc: James C. Murr/OMB/EOP, James A. Brown/OMB/EOP, Daniel M. Tangherlini/OMB/EOP, Darlene O. Gaymon/OMB/EOP
Subject: Meeting with EPA and DOT on ISTEA issues

Per the attached request from Deich, I will attempt to schedule an interagency meeting for tomorrow to discuss a climate-related proposal that EPA made during the clearance process for the ISTEA bill.

EPA had requested \$500 million over 6 years. A counteroffer developed at Deich's request with NEC, CEQ, OSTP, and DPC, is described in the last attachment below.

Invitations will be issued to David Gardiner of EPA, Jano Lieber and Jane Garvey of DOT, Dorothy Robyn, Henry Kelly of OSTP, Linda Lance of CEQ, Andy Blocker of WHLA, Diane Regas of DPC, and the addressees of this e-mail. Darlene Gaymon of my office will be in touch in the morning concerning scheduling.

-----Forwarded by James J. Jukes/OMB/EOP on 03/05/97
09:12 PM -----

Michael Deich
03/05/97 06:48:03 PM
Record Type: Record

To: James J. Jukes/OMB/EOP
cc: See the distribution list at the bottom of this message
Subject: david gardner, epa, istea

had an interesting conversation with rob wolcott (sp?) who spoke for the absent david gardiner. gardiner called not to appeal but to complain about a lack of due process. i told him that we wanted above all to have due process, that we would call a meeting on global warming/ istea, for first this tomorrow, and that the issue had to be resolved tomorrow. he seemed amenable to all of that.

gardner sees the glass 3/4 empty. i look at how far he's moved a transportation bill and think about how shocked the transport committees will be, and realize that epa already has won a great victory. in the meeting, i think we ought to emphasize the magnitude of what the environs have done so far.

Message Copied

To: _____
David E. Tornquist/OMB/EOP
Kenneth L. Schwartz/OMB/EOP

Dorothy Robyn/OPD/EOP
Daniel M. Tangherlini/OMB/EOP
Patricia E. Romani/OMB/EOP

Diane R. Montgomery
03/04/97 05:46:00 PM
Record Type: Non-Record

To: James J. Jukes/OMB/EOP
cc: David E. Tornquist/OMB/EOP, David J. Worzala/OMB/EOP, James A. Brown/OMB/EOP
Subject: Sustainable Transportation Initiative

Per your request, I confirmed with Dorothy that CEQ, DPC, and NEC have signed off on the following proposal. Dorothy thought it was best for OMB to articulate the decision to EPA/DOT. Dorothy also suggested that we allow DOT/EPA the maximum flexibility in designing the content of the research and development program.

-----Forwarded by Diane R. Montgomery/OMB/EOP on
03/04/97 05:45 PM -----

~~Diane R. Montgomery~~
~~02/28/97 07:21:18 PM~~
~~Record Type: Record~~

~~To: Dorothy Robyn/OPD/EOP~~
~~cc: Henry C. Kelly/OSTP/EOP~~
~~Subject: Sustainable Transportation Initiative~~

To resolve the Global Climate Change issue, I propose that DOT increase research spending to fund a Sustainable Transportation Initiative. This initiative would incorporate both global climate change research and Brownfields research at a total of \$25 million over the life of NEXTEA. The purpose of the initiative would be to collect the data regarding land use design, urban sprawl, modeling, sustainable development, Brownfields revitalization, LUTRAC pilots, etc., to better understand the relationship between these issues and transportation.

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Robert S. Fairweather/OMB/EOP

Pamela S. Barr/OMB/EOP

Robert J. Tuccillo/OMB/EOP

Kevin F. Neyland/OMB/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 6-MAR-1997 16:26:22.00

SUBJECT: Resolution of EPA/DOT Global Climate Change Issue

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

CC: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

CC: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

CC: Diane C. Regas (CN=Diane C. Regas/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

fyi

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/06/97

--04:26PM-----

Diane R. Montgomery

03/06/97 04:04:27 PM

Record Type: Record

To: Michael Deich/OMB/EOP

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

Subject: Resolution of EPA/DOT Global Climate Change Issue

At Noon today, we met with EPA/DOT officials to discuss the resolution of the global climate change issue. EPA initially requested a \$500 million incentive fund to reward States for reducing vehicle-miles-traveled. As a compromise, TCJS, CEQ, NEC, DPC, and OSTP staff proposed a \$25 million (over 6 years) research program to study both global climate change and brownfields issues. Per agreement with the WH offices, the funds would come from FHWA's administrative account (through which a large portion of their research is financed) to avoid a specific authorization in NEXTEA, which would call unnecessary attention to the initiative. This compromise proposal was passed-back to EPA and DOT yesterday.

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proposed that CMAQ/FTA matching share for the incremental cost for acquisition of clean fuel buses in areas with air quality problems be changed from 90% to 100%. (DOT has not yet agreed to this proposal, but did agree to investigate feasibility.) DOT also noted that 10% (\$291 million) of its total CMAQ funds from 1992-1995 was spent for alternative fuel buses and, therefore, felt they were meeting EPA's goal. DOT also reiterated a previous agreement with EPA to make environmental research a priority in the National Science and Technology Council (NSTC) process, which would provide access to significant research and development funds across the government.

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~~EPA did not seem satisfied with a \$30 million research program and was unhappy that total CMAQ/FTA funds would not increase to provide additional funds for clean fuel buses.~~

~~Jim Jukes called the meeting to a close, indicating to EPA that they should appeal directly to you if the proposal was not adequate. The deadline for such an appeal is COB today.~~

Message Copied

To: _____

Kenneth L. Schwartz/OMB/EOP

David E. Tornquist/OMB/EOP

David J. Worzala/OMB/EOP

Jonathan C. Ball/OMB/EOP

James J. Jukes/OMB/EOP

James A. Brown/OMB/EOP

Dorothy Robyn/OPD/EOP

Ananias Blocker III/WHO/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 10:02:58.00

SUBJECT: ISTE A Meeting

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Hi Dorothy -- Gene has an "ISTEA Mtg" with Raines on his schedule. Do you know what this is? If not, I'll see what I can find out. Is there anything I should put in his binder for this meeting?

Thanks,
Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 21:04:13.00

SUBJECT: EPA/DOT ISTEA Resolution Meeting

TO: Linda Lance (CN=Linda Lance/OU=CEQ/O=EOP @ EOP [CEQ])

READ:UNKNOWN

TO: HOLSTEIN_E (HOLSTEIN_E @ AI @ CD @ LNGTWY [EOP]) (OPD)

READ:UNKNOWN

TO: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP @ EOP [OSTP])

READ:UNKNOWN

TEXT:

FYI

-----Forwarded by Dorothy Robyn/OPD/EOP on 03/07/97

09:04 PM -----

Diane R. Montgomery

03/07/97 09:44:56 AM

Record Type: Non-Record

To: Dorothy Robyn/OPD/EOP

cc:

Subject: EPA/DOT ISTEA Resolution Meeting

At yesterday's meeting, EPA asked that I write a synopsis of the proposed research program. The following is what I propose to send them. Does this look O.K. to you?

Also, I haven't forgotten about your CMAQ question. I'm still working on it.

----- Forwarded by Diane R. Montgomery/OMB/EOP on

03/07/97 09:46 AM -----

Diane R. Montgomery

03/06/97 04:48:51 PM

Record Type: Non-Record

To: adler.ken @ epamail.epa.gov @ inet

cc: anderson.geoffrey @ epamail.epa.gov @ inet

bcc:

Subject: EPA/DOT ISTEA Resolution Meeting

The purpose of yesterday's meeting was to resolve outstanding NEXTEA environmental issues between the Environmental Protection Agency (EPA) and the Department of Transportation (DOT). The proposal set forth by Office of Management and Budget (OMB), National Economic Council (NEC), White House Legislative Affairs (WH/LA), and Office of Science and Technology Policy (OSTP) staff was to fund a \$30 million (total over NEXTEA) Sustainable Transportation research program focusing on land use issues relating to both global climate change Brownfields re-development. The following table illustrates the proposed funding level:

Proposed Sustainable Transportation Funding
(\$ in millions)

FY98	FY99	FY00	FY01	FY02	FY03	TOTAL
Sustainable Transportation						
\$4.2	\$5.2	\$5.2	\$5.2	\$5.2	\$5.2	\$30.2

The goal of the program would be to assess current analytical tools (e.g., LUTRAC) and further develop additional land use and transportation modeling tools to support MPOs, State DOTs, and local governments in their transportation analysis and economic development decisions. This initiative will fund pilot projects to demonstrate the effectiveness of these tools and to determine alternative strategies for fostering sustainable transportation and development, including the reinvestment in abandoned or underutilized industrial and commercial areas in the urban core (e.g., Brownfields). OMB and WH staff encourage EPA and DOT to work together to design a research program that best addresses sustainable transportation issues.

DOT also reiterated its prior commitment to EPA to make Sustainable Transportation a National Science and Technology Council (NSTC) priority. Through this process, Sustainable Transportation will be a priority in the decision-making process that prioritizes spending for DOT's \$900 million annual research budget in addition to the National Aeronautics and Space Administration (NASA), Department of Energy (DOE), and Department of Defense's (DOD) \$136 billion annual research budgets.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 14:40:45.00

SUBJECT: RE: ISTE A Mtg

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Hi Dorothy -- re: Mark's message, do I need a whole memo or would the materials be sufficient?

----- Forwarded by Anna M. Gomez/OPD/EOP on 03/07/97 02:41 PM -----

~~MAZUR_M_@A1~~
~~03/07/97-01:54:00PM~~

~~Record Type: Record~~

~~To: Anna M. Gomez~~

~~cc:~~

~~Subject: RE: ISTE A Mtg~~

~~Anna,~~

~~The ISTE A memo should come from Dorothy, who has been managing this issue. I~~

~~can give you some background material that I pulled together so far, but this is~~

~~only just background. Please let me know if you still want this material.~~

~~Mark~~

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 20:47:31.00

SUBJECT: Re: CPC/Branscomb paper

TO: DHART (DHART @ ksgrsch.harvard.edu @ INET @ LNGTWY [UNKNOWN])
READ:UNKNOWN

TEXT:

I received your paper, but haven't had time to read it and may not for a while. I'm picking up the ball on ISTEA, the Admin's \$175B surface transportation bill. It's overwhelming, and it's only part of my portfolio. I know it's important to have someone look at your paper, so I will urge Kalil to do so if he hasn't already; he and I are fungible on this issue.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Elwood J. Holstein (CN=Elwood J. Holstein/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 11:31:40.00

SUBJECT: Resolution of EPA/DOT Global Climate Change Issue

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTWY [EOP]) (WHO)

READ:UNKNOWN

TEXT:

----- Forwarded by Elwood J. Holstein/OPD/EOP on 03/07/97
11:32 AM -----

Dorothy Robyn

~~03/06/97 04:28:39 PM~~

~~Record Type: Record~~

To: Linda Lance/CEQ/EOP

~~cc: Diane C. Regas/OPD/EOP, Henry C. Kelly/OSTP/EOP, Elwood J. Holstein/OPD/EOP~~

~~Subject: Resolution of EPA/DOT Global Climate Change Issue~~

~~fyi~~

~~----- Forwarded by Dorothy Robyn/OPD/EOP on 03/06/97
04:26 PM -----~~

Diane R. Montgomery

03/06/97 04:04:27 PM

Record Type: Record

To: Michael Deich/OMB/EOP

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

Subject: Resolution of EPA/DOT Global Climate Change Issue

At Noon today, we met with EPA/DOT officials to discuss the resolution of the global climate change issue. EPA initially requested a \$500 million incentive fund to reward States for reducing vehicle-miles-traveled. As a compromise, TCJS, CEQ, NEC, DPC, and OSTP staff proposed a \$25 million (over 6 years) research program to study both global climate change and brownfields issues. Per agreement with the WH offices, the funds would come from FHWA's administrative account (through which a large portion of their research is financed) to avoid a specific authorization in NEXTEA, which would call unnecessary attention to the initiative. This compromise proposal was passed-back to EPA and DOT yesterday.

At today's meeting, EPA proposed \$90 million (over 6 years) for

environmental research, \$150 million for acquisition of clean fuel buses, and \$150 million tax-based incentive fund to reward States for reduced vehicle-miles-traveled. In response, DOT/OMB/WH staff agreed to increase environmental research funding by \$5 million in the outyears (1999-2003) to a total funding level of \$30 million. In addition, OMB and WH staff proposed that CMAQ/FTA matching share for the incremental cost for acquisition of clean fuel buses in areas with air quality problems be changed from 90% to 100%. (DOT has not yet agreed to this proposal, but did agree to investigate feasibility.) DOT also noted that 10% (\$291 million) of its total CMAQ funds from 1992-1995 was spent for alternative fuel buses and, therefore, felt they were meeting EPA's goal. DOT also reiterated a previous agreement with EPA to make environmental research a priority in the National Science and Technology Council (NSTC) process, which would provide access to significant research and development funds across the government.

DOT believes that the current bill sufficiently addresses environmental issues. NEXTEA, for example, includes a 26% increase in funding for the CMAQ program and a 29% increase for the Environmental Enhancements (e.g., ~~bike-ped-paths, trails,~~ water pollution mitigation) program. The bill ~~also includes parking-cash-out,~~ congestion pricing, and Interstate tolling ~~proposals which could have~~ a significant impact on reducing vehicle-miles-travelled.

~~EPA did not seem satisfied with a \$30-million research program and was unhappy that total CMAQ/FTA funds would not increase to provide additional funds for clean fuel buses.~~

~~Jim Jukes called the meeting to a close, indicating to EPA that they should appeal directly to you if the proposal was not adequate. The deadline for such an appeal is COB today.~~

Message Copied

To: _____

Kenneth L. Schwartz/OMB/EOP
David E. Tornquist/OMB/EOP
David J. Worzala/OMB/EOP
Jonathan C. Ball/OMB/EOP
James J. Jukes/OMB/EOP
James A. Brown/OMB/EOP
Dorothy Robyn/OPD/EOP
Ananias Blocker III/WHO/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 14:38:27.00

SUBJECT: RE: ISTEa Mtg

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTWY [EOP]) (WHO)
READ:UNKNOWN

TEXT:

Sure -- the material would be great. I'm confused though -- Dorothy
thinks you are doing a memo . . .

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 17:27:56.00

SUBJECT: ISTEa Mtg time change to 11:00 a.m. not 9:30!!!!

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTWY [EOP]) (WHO)

READ:UNKNOWN

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Sorry -- it's been moved to 11:00 a.m. not 9:30 as previously reported.

----- Forwarded by Anna M. Gomez/OPD/EOP on 03/07/97

05:29 PM -----

Anna M. Gomez

03/07/97 05:29:18 PM

Record Type: Record

To: Dorothy Robyn/OPD/EOP, MAZUR_M @ A1 @ CD @ LNGTWY

cc:

Subject: "ISTEA Mtg time change

FYI -- Melissa just told me the ISTEa mtg has been moved to 9:30 - 11:00 a.m. Monday.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 11:53:22.00

SUBJECT: Re: ISTE A Meeting

TO: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

Mark Mazur is doing a briefing memo for the mtg. Mark and I should brief Gene in advance. I've told him, generally, what the mtg. is about (innovative financing of big transportation projects).

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 14:59:06.00

SUBJECT: ISTE A

TO: Melissa Green (CN=Melissa Green/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

HUD invitee is Mike Stegman, asst. secy for policy devel.: 708-1600.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 15:17:42.00

SUBJECT: credit

TO: Michael Deich (CN=Michael Deich/OU=OMB/O=EOP @ EOP [OMB])

READ:UNKNOWN

TEXT:

We've told Gene what's up; either he can stay in the mtg. and we'll just turn it into a pre-mtg. on ISTEAs, or Mark and I will take Gene off and brief him.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Henry C. Kelly (CN=Henry C. Kelly/OU=OSTP/O=EOP [OSTP])

CREATION DATE/TIME: 7-MAR-1997 07:54:44.00

SUBJECT: Resolution of EPA/DOT Global Climate Change Issue

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

don't know how this came out. if we provide more money I'd certainly not like to tag it the way EPA proposes. most of the forced alternative fuel purchases have not been productive in part because each lobby group further subdivides the mandate so that you have to purchase electric, methanol, ethanol, natural gas in equal proportions. its a mess. moreover, the early pngv vehicles may use gasloine reformed in a nifty new invention that chrysler and gm are codeveloping. As you know, I'd support the argument that \$500 million in worthy environmental research and demo experiments could be undertaken during the life of the program and could support some additional funding for the general area. I would want to be very cautious about the way EPA is choosing to spend any increase. let me know what I can do

----- Forwarded by Henry C. Kelly/OSTP/EOP on 03/07/97
07:52 AM -----

Dorothy Robyn

03/06/97 04:28:39 PM

Record Type: Record

To: Linda Lance/CEQ/EOP

cc: Diane C. Regas/OPD/EOP, Henry C. Kelly/OSTP/EOP, Elwood J. Holstein/OPD/EOP

Subject: Resolution of EPA/DOT Global Climate Change Issue

fyi

----- Forwarded by Dorothy Robyn/OPD/EOP on 03/06/97
04:26 PM -----

Diane R. Montgomery

03/06/97 04:04:27 PM

Record Type: Record

To: Michael Deich/OMB/EOP

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

Subject: Resolution of EPA/DOT Global Climate Change Issue

At Noon today, we met with EPA/DOT officials to discuss the resolution of the global climate change issue. EPA initially requested a \$500 million incentive fund to reward States for reducing vehicle-miles-traveled. As a compromise, TCJS, CEQ, NEC, DPC, and OSTP staff proposed a \$25 million (over 6 years) research program to study both global climate change and brownfields issues. Per agreement with the WH offices, the funds would come from FHWA's administrative account (through which a large portion of their research is financed) to avoid a specific authorization in NEXTEA, which would call unnecessary attention to the initiative. This compromise proposal was passed-back to EPA and DOT yesterday.

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~~DOT believes that the current bill sufficiently addresses environmental issues. NEXTEA, for example, includes a 26% increase in funding for the CMAQ program and a 29% increase for the Environmental Enhancements (e.g., bike-ped paths, trails, water pollution mitigation) program. The bill also includes parking-cash out, congestion pricing, and Interstate tolling proposals which could have a significant impact on reducing vehicle-miles-travelled.~~

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Jim Jukes called the meeting to a close, indicating to EPA that they should appeal directly to you if the proposal was not adequate. The deadline for such an appeal is COB today.

Message Copied

To:

Kenneth L. Schwartz/OMB/EOP

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James J. Jukes/OMB/EOP
James A. Brown/OMB/EOP
Dorothy Robyn/OPD/EOP
Ananias Blocker III/WHO/EOP

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 17:27:01.00

SUBJECT: ISTEА Mtg time change

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTHWY [EOP]) (WHO)

READ:UNKNOWN

TO: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

FYI -- Melissa just told me the ISTEА mtg has been moved to 9:30 - 11:00
a.m. Monday.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 19:28:06.00

SUBJECT: RE: ISTEAM Mtg

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTWY [EOP]) (WHO)

READ:UNKNOWN

TEXT:

Hey Mark -- ignore my voice mail, Dorothy set me straight. I got stuff from her. Thanks.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 16:21:24.00

SUBJECT: weekly rpt

TO: Wendy J. Einhellig (CN=Wendy J. Einhellig/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

ISTEA: NEC staff are working with OMB to resolve interagency differences and clear the Administration's ISTEA bill, and with DOT and EOP staff to plan a rollout of the bill. NEC (Sperling) will chair a meeting on March 10 to develop a long-term strategy and process to ensure that the President's priorities in ISTEA get funded.

SBDCs: NEC staff spoke to the state directors of the association of Small ~~Business Development~~ Centers about the Administration's commitment to ~~small business and the importance~~ of SBDCs to carrying out the President's ~~priority programs~~.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Anna M. Gomez (CN=Anna M. Gomez/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 13:38:34.00

SUBJECT: ISTEА Mtg

TO: MAZUR_M (MAZUR_M @ A1 @ CD @ LNGTHWY [EOP]) (WHO)

READ:UNKNOWN

TEXT:

Hi Mark -- I hear you're doing a memo for Gene on the ISTEА meeting on Monday. Do you have anything else you'd like me to add to his binder?

Thanks,
Anna

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Dorothy Robyn (CN=Dorothy Robyn/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME: 7-MAR-1997 07:13:23.00

SUBJECT: Pls. cancel

TO: Gay L. Joshlyn (CN=Gay L. Joshlyn/OU=OPD/O=EOP @ EOP [OPD])

READ:UNKNOWN

TEXT:

my lunch w/ Leslie Loble, 219-6331. Tell her I'm sorry but have conflict

-- trying to get ISTEAs cleared.

RECORD TYPE: PRESIDENTIAL (NOTES MAIL)

CREATOR: Melissa Green (CN=Melissa Green/OU=OPD/O=EOP [OPD])

CREATION DATE/TIME:10-MAR-1997 11:12:35.00

SUBJECT:

TO: GENE (Pager) #SPERLING (GENE (Pager) #SPERLING [UNKNOWN])

READ:UNKNOWN

TEXT:

ISTEA at 11:30 in rm 231. I have agenda for you